

Department of Planning and Budget 2013 Fiscal Impact Statement

1. Bill Number: HB2152

House of Origin	<input type="checkbox"/> Introduced	<input type="checkbox"/> Substitute	<input checked="" type="checkbox"/> Engrossed
Second House	<input checked="" type="checkbox"/> In Committee	<input type="checkbox"/> Substitute	<input type="checkbox"/> Enrolled

2. Patron: Anderson

3. Committee: Transportation

4. Title: Transportation commission membership.

5. Summary: The Chairman of the Commonwealth Transportation Board or his designee represents the state on the Operations Board for the Virginia Railway Express (VRE), which was created through a Master Agreement between the Potomac and Rappahannock Transportation Commission and the Northern Virginia Transportation Commission. VRE is funded through fare revenues, state funding and contributions from member jurisdictions. In order for a motion to pass the Operations Board, assuming a quorum is present, it must pass a two-part test; motions must receive a majority vote from members representing jurisdictions comprising at least 60 percent of the jurisdictional contributions. Contributions from participating localities vary, with Prince William County and Fairfax County each contributing roughly one-third of the total and Stafford County contributing sixteen percent. Arlington, Alexandria, Fredericksburg, Manassas, and Manassas Park each contribute between one and five percent of the total.

Since the second part of the two-fold test involves the jurisdictional contribution, the Chairman's vote does not factor in. Although the state contribution to VRE is greater than all local contributions combined, the Chairman's vote does not add to reaching the 60 percent threshold required for a motion to pass. Therefore, each time a split vote occurs, the Commonwealth's vote is not counted the same as the votes of members representing local governments.

The proposed legislation would require the Master Agreement be revised to give the Chairman's vote the same weight as the highest contributing jurisdiction, as long as the state's contribution is at equal to or greater than the highest contributing jurisdiction for that year.

The proposed legislation would also amend the voting process on the Northern Virginia Transportation Commission to require that the Chairman of the CTB be included in determining a quorum and ensures that the Chairman has equal voting rights as commissioners representing local governments.

6. Budget Amendment Necessary: None.

- 7. Fiscal Impact Estimates:** Final. See Item 8.
- 8. Fiscal Implications:** The bill would amend the voting procedures on the Virginia Railway Express and the Northern Virginia Transportation Commission. The bill would not impact state finances.
- 9. Specific Agency or Political Subdivisions Affected:** Secretary of Transportation, Virginia Railway Express, Northern Virginia Transportation Commission
- 10. Technical Amendment Necessary:** None.
- 11. Other Comments:** None.

Date: 2/11/2013 dpb/smc

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