

**Department of Planning and Budget
2002 Fiscal Impact Statement**

1. Bill Number SB332

House of Origin ☒ Introduced ☐ Substitute ☐ Engrossed

Second House ☐ In Committee ☐ Substitute ☐ Enrolled

2. Patron Wagner

3. Committee Senate Transportation

4. Title High-speed passenger rail transportation systems.

5. Summary/Purpose:

Requires that no agency, instrumentality, or political subdivision of the Commonwealth construct, reconstruct, improve, or contribute to the improvement of tracks, signals, highway crossings, or passenger facilities of any kind intended to provide or facilitate the provision of any high-speed passenger rail transportation system unless the track over which such service is provided through a corridor that passes through, adjacent to, or within no more than 20 miles of localities whose combined population, based on the 2000 Census, equals at least 50 percent of the total population of the Commonwealth.

6. Fiscal Impact Estimates are preliminary: See #8.

7. Budget amendment necessary: To be determined.

8. Fiscal implications:

According to the Department of Rail and Public Transportation, high-speed passenger rail improvements are already underway in central Virginia, and other projects are in the planning stages across the Commonwealth. In addition, federal funding has already been expended on route improvements. To terminate work on projects that have begun could have a fiscal impact. At this time, it is not clear if funds already under contract could be recovered. In addition, funding earmarked for projects may not be available to spend on other projects. Given this, SB332 could have a fiscal impact, but cannot be determined at this time.

The Virginia Transportation Act of 2000 included over \$75 million for high-speed rail and rail projects. In addition, there are currently over \$5.5 million in contracts underway.

Information from the Department of Transportation is unavailable.

9. Specific agency or political subdivisions affected: The Department of Rail and Public Transportation and the Department of Transportation.

10. Technical amendment necessary: No.

11. Other comments: None.

Date: 01/22/02/jlm

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cc: Secretary of Transportation