

Department of Planning and Budget 2007 Fiscal Impact Statement

1. **Bill Number:** SB1389

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

2. **Patron:** Edwards

3. **Committee:** Transportation

4. **Title:** Rail Transportation Development Authority.

5. **Summary/Purpose:** This bill establishes the TransDominion Express Authority. The Authority shall have the responsibility within the TransDominion Express corridor of identifying needed construction, reconstruction, improvements, or repairs to railroads and their facilities and equipment. The Authority is given the power to finance or assist in financing any rail transportation project. The bill also repeals Chapter 1041 of the 2003 Acts of Assembly, which provided for the creation of a Rail Transportation Development Authority. That act never became effective because it included a "reenactment clause," and the act was not reenacted by the 2004 Session.

6. **Fiscal impacts estimates are preliminary.**

6a. Expenditure Impact:

<i>Fiscal Year</i>	<i>Dollars</i>	<i>Positions</i>	<i>Fund</i>
2006-2007	-	-	-
2007-2008	\$9,600	-	NGF
2008-2009	\$9,600	-	NGF
2009-2010	\$9,600	-	NGF
2010-2011	\$9,600	-	NGF
2011-2012	\$9,600	-	NGF
2012-2013	\$9,600	-	NGF

7. **Budget amendment necessary:** Yes, Item 440. Although the bill does not explicitly state that Authority members will be compensated and reimbursed for expenses through the Department of Rail and Public Transportation (DRPT), the legislation will be placed under that section of the Code pertaining to the agency.

8. **Fiscal implications:** The TransDominion Corridor is defined by the bill as the intercity rail corridor from Bristol through Roanoke and Lynchburg, including branches from Lynchburg to Richmond and from Lynchburg to Washington, D.C, through Charlottesville. The Authority will consist of nine members and will receive reimbursement of necessary expenditures and the rate of compensation provided to members of the General Assembly doing legislative business between sessions.

This analysis assumes that the Authority will meet four times per year and that two of the members live near Richmond and their expenses would be \$20 per meeting, four of the members live in central Virginia and their expenses would be \$50 per meeting, and the three remaining members would incur expenses of \$120 per meeting. The calculations for expenses and compensation to fund the Authority are as follows:

Estimated expenses and compensation annual costs

Number of Authority members	9
Meetings pre year	4
Expense reimbursement (2 at \$20; 4 at \$50; 3 at \$120)	\$20 - \$120
Compensation per day	\$200

Calculations

Compensation:

9 members * \$200 * 4 annual meetings	\$7,200
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Expense:

2 members * \$20 * 4 annual meetings	\$160
4 members * \$50 * 4 annual meetings	\$800
<u>3 members * \$120 * 4 annual meetings</u>	<u>\$1,440</u>
Total annual expenses	\$2,400

Redirection of existing revenues to address the reimbursement and compensation costs related to the Authority could impact DRPT's ability to maintain the current funding level of its rail and transit programs.

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

10. Technical amendment necessary: No.

11. Other comments: The bill does not specify who will serve as staff to the Authority.

This bill is similar to HB 2164.

Date: 1/22/07/jlv

Document: G:\06-08\07 Budget Development\FIS\SB1389.Doc Janet Vogelgesang

cc: Secretary of Transportation