

Department of Planning and Budget 2011 Fiscal Impact Statement

1. Bill Number: HB2238

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: Torian

3. Committee: House Transportation

4. Title: Prince William County Metrorail Improvement District.

- 5. Summary:** The proposed legislation would create the Prince William County Metrorail Improvement District to provide a means of financing an extension of commuter rail service from Fairfax County into Prince William County. The bill would authorize the two counties to pass ordinances creating a transportation improvement district upon petition of landowners of commercial or industrial property who comprise at least 51 percent of the land area or 51 percent of the assessed value of real property in the proposed district. A district commission is to be set up to exercise the powers of the district. Upon establishment of the district, the counties may assess an annual Metrorail improvement fee on taxable real estate zoned for commercial or industrial use or used for such purposes. Such fees are to be paid to the district commission.

The district may not construct or improve a transportation improvement without the approval of the Commonwealth Transportation Board (CTB), the county in which the transportation improvement will be located and, with respect to any improvements located within a participating town, its town council. Any affected public highway is to be taken into the state system of highways upon completion. All rights-of-way and improvements to any mass transit system shall vest in the agency or instrumentality of the Commonwealth as designated by the CTB.

The bill contains an enactment clause which states that no fees are to be levied unless the Federal Transit Administration supports a proposed Metrorail extension through Prince William County and Congress has authorized or appropriated at least 50 percent of the estimated funding for the Metrorail Improvement District. The bill also directs the Department of Rail and Public Transportation to work with specific entities to establish a possible route for the extension of Metrorail from Springfield south to Woodbridge. Rights-of-way may include the I-95 and I-395 corridors, and potential stations may include Fort Belvoir and the Potomac Rappahannock Transportation Commission Transit Center in Woodbridge.

6. Budget Amendment Necessary: None.

7. Fiscal Impact Estimates: Preliminary. See Item 8.

8. Fiscal Implications: The proposed legislation would authorize Prince William County and Fairfax County to create a transportation improvement district to fund an extension of the Metro. The revenues generated by the Metrorail improvement fees charged in such a transportation improvement district are to be collected by the county and transferred to the district commission.

The bill does not provide that revenues from the Metrorail improvement fee fund the cost of the establishment of the possible route for the Metrorail extension. As such, the Department of Rail and Public Transportation will incur the costs of conducting the feasibility study to establish the possible route. The agency estimates such a feasibility study route would cost approximately \$2 million. If no source of funding is provided, the agency would have to take funding from other public transportation priorities to fund this study.

9. Specific Agency or Political Subdivisions Affected: Prince William County, Fairfax County, Commonwealth Transportation Board, Department of Rail and Public Transportation

10. Technical Amendment Necessary: None.

11. Other Comments: None.

Date: 1/27/2011 dpb/smc

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