

LEGISLATIVE BUDGET BOARD
Austin, Texas

FISCAL NOTE, 79TH LEGISLATIVE REGULAR SESSION

April 25, 2005

TO: Honorable Mike Krusee, Chair, House Committee on Transportation

FROM: John S. O'Brien, Deputy Director, Legislative Budget Board

IN RE: HB3228 by Hill (Relating to the creation, organization, management, powers and duties, and development of service and financial plan for a regional passenger rail district in metropolitan areas; providing for elections; providing for a governing structure; authorizing contracting with existing public transportation providers; making provisions as to severability; and declaring an emergency.), **As Introduced**

No significant fiscal implication to the State is anticipated.

The bill would authorize the creation of a regional passenger rail district in a specific geographic and populated location. The geographic and population criteria would apply only to the Dallas-Fort Worth region for areas that are not part of the Dallas Area Rapid Transit system, Fort Worth's transit system (The T), or the Denton County Transit District.

The regional passenger rail district may acquire, construct, develop, own, operate, and maintain intermodal and regional passenger rail facilities inside the district. A district would be authorized to issue bonds and notes, accept grants and loans, but would not be authorized to impose taxes. A confirmation election would be required for the creation of the district.

The bill would take effect upon enactment.

Because financing and operation of the district would be a local issue, the only fiscal impact to the state would be for any increased workload on the Office of Attorney General for reviewing and approving public securities issued by the district. The agency anticipates any additional work could be absorbed using existing resources.

Local Government Impact

Because the bill would not have statewide impact on units of local government of the same type or class, no comment from this office is required by the rules of the House/Senate as to its probable fiscal implication on units of local government.

Source Agencies: 302 Office of the Attorney General, 352 Bond Review Board, 601 Department of Transportation

LBB Staff: JOB, SR, DLBa