

**Department of Planning and Budget  
2004 Fiscal Impact Statement**

**1. Bill Number** HB502 Enrolled

**House of Origin** ☐ Introduced ☐ Substitute ☐ Engrossed

**Second House** ☐ In Committee ☐ Substitute ☒ Enrolled

**2. Patron** Callahan

**3. Committee** Passed Both Houses

**4. Title** Transportation improvement districts.

**5. Summary/Purpose:**

Facilitates the establishment of local transportation improvement districts in counties having a population greater than 500,000.

**6. Fiscal Impact Estimates are:** Final, see item 8.

**7. Budget amendment necessary:** No.

**8. Fiscal implications:**

HB 502 does not, per se, create tax-supported debt or authorize the issuance of bonds, but rather clarifies the possible procedures for establishing transportation improvements districts in counties.

**9. Specific agency or political subdivisions affected:** The Department of Transportation and counties (having a population over 500,000).

**10. Technical amendment necessary:** No.

**11. Other comments:** The bill does reference the authority to issue bonds. Bond projects approved by the Commonwealth Transportation Board (CTB) would be tax-supported debt of the Commonwealth and impact the Commonwealth's debt capacity, just as the current Route 28 Transportation District bonds.

**Date:** 03/17/04 / jlm

**Document:** (DPB G\ Leg 04\HB502ER.DOC)

cc: Secretary of Transportation  
Secretary of Finance