

DEPARTMENT OF TAXATION

2009 Fiscal Impact Statement

1. **Patron** David B. Albo

3. **Committee** House Finance

4. **Title** Real Property Tax; Commercial Real Estate
in Northern Virginia

2. **Bill Number** HB 1839

House of Origin:

 X **Introduced**

 Substitute

 Engrossed

Second House:

 In Committee

 Substitute

 Enrolled

5. **Summary/Purpose:**

This bill would decrease the rate of the local option real property tax on certain commercial and industrial property in the counties and cities embraced by the Northern Virginia Transportation Authority from \$0.25 per \$100 of assessed value to \$0.125 per \$100 of assessed value. This bill would also allow the counties and cities embraced by the Northern Virginia Transportation Authority to impose an additional real property tax on all commercial and industrial property in the counties and cities embraced by the Northern Virginia Transportation Authority at a rate of \$0.125 per \$100 of assessed value. All revenue generated by the additional tax would be required to be used exclusively for road and public transit projects in the most recent long range plan of the National Capital Region or the most recent long range plan approved by the Northern Virginia Transportation Authority.

Under current law, the real property tax on certain commercial and industrial property may be imposed on either 1) all commercial and industrial property, or 2) the commercial and industrial property located in special regional transportation tax districts. The revenues generated by the real property tax on certain commercial and industrial property must be used exclusively for transportation purposes that benefit the locality imposing the tax.

The effective date of this bill is not specified.

6. **Fiscal Impact Estimates are:** Not available. (See Line 8.)

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

8. **Fiscal implications:**

This bill would have no impact on state revenues. As Fairfax County has imposed the real property tax on all commercial and industrial property at a rate of \$0.11 per \$100 of assessed value and Arlington County has imposed the real property tax on all commercial and industrial property at a rate of \$0.125 per \$100 of assessed value, the bill would not require Fairfax County or Arlington County to change their current rates. As the authority granted by this bill is discretionary, the revenue impact of this bill is unknown. However,

this bill would restrict the use of the revenues generated from the proposed real property tax on commercial and industrial property to road and public transit projects in the most recent long range plan of the National Capital Region or the most recent long range plan approved by the Northern Virginia Transportation Authority.

9. Specific agency or political subdivisions affected:

Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park
Counties of Arlington, Fairfax, Loudoun, and Prince William

10. Technical amendment necessary: No.

11. Other comments:

Tax on Commercial and Industrial Real Property in Transportation Authorities

House Bill 3202 (*Acts of Assembly* 2007, Chapter 896) authorized the member localities of the Northern Virginia Transportation Authority and the Hampton Roads Transportation Authority to impose a real property tax on real property used for or zoned to permit commercial or industrial uses. The counties and cities embraced by the Northern Virginia Transportation Authority and the Hampton Roads Transportation Authority could also, by ordinance, create one or more special regional transportation tax districts and impose the tax on such property in those transportation tax districts.

The Northern Virginia Transportation Authority embraces the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park and the Counties of Arlington, Fairfax, Loudoun, and Prince William. The member localities of the Northern Virginia Transportation Authority are currently authorized to impose an additional real property tax of \$0.25 per \$100 of assessed value on real property used for or zoned to permit commercial or industrial uses.

The Hampton Roads Transportation Authority embraces the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg and the Counties of Isle of Wright, James City, and York. The member localities of the Hampton Roads Transportation Authority are currently authorized to impose an additional real property tax of \$0.10 per \$100 of assessed value on real property used for or zoned to permit commercial or industrial uses.

Proposal

This bill would decrease the rate of the local option real property tax on certain commercial and industrial property in the counties and cities embraced by the Northern Virginia Transportation Authority from \$0.25 per \$100 of assessed value to \$0.125 per \$100 of assessed value. The real property tax on certain commercial and industrial property may be imposed on either 1) all commercial and industrial property, or 2) the commercial and industrial property located in special regional transportation tax districts.

This bill would also allow the counties and cities embraced by the Northern Virginia Transportation Authority to impose an additional real property tax on certain commercial

and industrial property in the counties and cities embraced by the Northern Virginia Transportation Authority at a rate of \$0.125 per \$100 of assessed value. The proposed additional real property tax on commercial and industrial property at a rate of \$0.125 per \$100 of assessed value would need to be imposed on all commercial and industrial property in the locality and could not be imposed only on such property located in special regional transportation tax districts.

All revenue generated by the additional tax would be required to be used exclusively for road and public transit projects in the most recent long range plan of the National Capital Region or the most recent long range plan approved by the Northern Virginia Transportation Authority.

Similar Legislation

House Bill 1579 would require a portion of the growth in state taxes attributable to economic activity generated or facilitated by the Dulles International Airport and the Ronald Reagan National Airport appropriated to the Northern Virginia Transportation Authority. The bill would also require a portion of the growth in state taxes attributable to economic activity generated or facilitated by i) the ports of Hampton Roads, ii) the Inland Port at Front Royal, and iii) the Port of Richmond to be deposited into special transportation revenue funds. The bill would also abolish the Hampton Roads Transportation Authority and eliminate the taxes, fees, and charges that it was authorized to impose.

House Bill 1580 and **Senate Bill 995** would abolish the Hampton Roads Transportation Authority and eliminate the taxes, fees, and charges that it was authorized to impose. These bills would also repeal the authority of the counties and cities embraced by the Hampton Roads Transportation Authority to impose an additional real property tax on commercial and industrial property.

House Bill 2479 would decrease the rate of the real property tax on certain commercial and industrial property in the counties and cities embraced by the Northern Virginia Transportation Authority to \$0.125 per \$100 of assessed value.

House Bill 2480 would require localities that impose the additional real property tax on certain commercial and industrial property to use the revenues solely for new road construction and new public transit construction.

cc : Secretary of Finance

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