

Department of Planning and Budget 2013 Fiscal Impact Statement

1. Bill Number: HB2335

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: Yancey

3. Committee: Finance

4. Title: Transportation Revenue Fund.

5. Summary: The proposed legislation establishes the Transportation Revenue Fund and, beginning in FY2015, dedicates to it revenues attributable to economic growth from Virginia's cargo marine terminals. The amount to be deposited in the fund is capped at \$250 million in FY2015. The cap will be annually indexed to the U.S. Department of Transportation's Transportation Services Index. Revenue in the fund shall be used solely for the construction of new roads in any locality in which a port is located or for debt service on bonds issued for such projects.

The bill would establish a revenue ratio to determine state tax revenues attributable to economic activity on a per-cargo-container basis. The revenue ratio would be multiplied each fiscal year by the increase in the number of cargo containers from the preceding fiscal year and 25 percent of the revenues would be deposited into the Transportation Revenue Fund.

The bill also provides that if the operations at one or more ports of Virginia are turned over to a private entity, the money paid by the private entity to the Commonwealth shall be deposited to the Fund. In addition, if funding from the Transportation Revenue Fund is used to construct a toll road which provides access to any port, tractor trailers shall not be subject to the toll.

6. Budget Amendment Necessary: None.

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

8. Fiscal Implications: The proposed legislation would redirect state tax revenue that would be deposited to the general fund to the Transportation Revenue Fund. The impact to the general fund cannot be determined at this time. If the full cap is met each year, this bill would result in a transfer of \$250.0 million in FY2015, \$253.7 million in FY2016, \$257.8 million in FY2017, \$262.4 million in FY2018, and \$267.2 million in FY2019 from the general fund to the Transportation Revenue Fund.

9. Specific Agency or Political Subdivisions Affected: Department of Transportation,

10. Technical Amendment Necessary: None.

11. Other Comments: None.

Date: 1/23/2013 dpb/smc

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