

Department of Planning and Budget
2026 General Assembly Session
State Fiscal Impact Statement

Transportation Trust Fund (Item 443 of HB30/SB30). These have been ongoing allocations and do not have a specified sunset date. It is anticipated that the allocations to the fund would be sufficient to cover the debt service payments on bond issued under the proposed authorization. Debt service on bonds issued under this authorization would likely extend the timeframe needed to continue the existing allocation and transfer.

Debt supported by transportation revenues, as proposed by this legislation, are considered tax supported debt obligations and are included in the Commonwealth's debt capacity model and calculations. Per the most recent Debt Capacity Advisory Committee (DCAC) report on 12/18/25, the Commonwealth's debt capacity would allow for up to \$1.49 billion in additional tax-supported debt to be authorized and issued in each fiscal year 2026 and 2027. Any debt authorized pursuant to this legislation may impact future calculations of the Commonwealth's debt capacity. The Introduced Budget Bill (HB30/SB30) also proposes the authorization of state supported debt totaling \$890 million in FY27 and \$220 million in FY28, not accounted for in the December 2025 DCAC report. Further, this bill should be considered in the context of any additional state supported debt authorized during the 2026 General Assembly Session.

This does not have an appropriation impact in the 26-28 biennium. Associated appropriation for debt service related to this proposal should not be needed until the 32-34 biennium.

Other: This bill is identical to SB517.