

FISCAL NOTE
 LEGISLATIVE FISCAL ANALYST ESTIMATE

ESTIMATE OF FISCAL IMPACT – STATE AGENCIES *				
	FY 2007-08		FY 2008-09	
	EXPENDITURES	REVENUE	EXPENDITURES	REVENUE
GENERAL FUNDS	0 to 100,800		0 to 94,200	
CASH FUNDS				
FEDERAL FUNDS				
OTHER FUNDS				
TOTAL FUNDS	0 to 100,800		0 to 94,200	

*Does not include any impact on political subdivisions. See narrative for political subdivision estimates.

LB 443 gives cities and counties the authority to create transportation development districts that would be funded by a voter approved sales tax. The sales tax rate allowed is one-eighth percent, one-quarter percent, or one-half percent. The authority to issues bonds to finance transportation development district projects is also provided.

It is not possible to develop definitive revenue or expenditure estimates, since the impact rests with decisions to be made by cities and counties on whether to create one or more transportation development districts, what their boundaries would be, and what sales tax rate is recommended to the voters. The decision of voters within a district to approve an additional sales tax is also unknown. The passage of LB 443 will not have a fiscal impact until triggered by these local decisions.

The Department of Revenue is charged with administering the additional sales tax generated within each transportation development district. The fiscal note from the Department estimates implementation costs to be \$100,800 General Funds in FY2007-08 and \$94,200 General Funds in FY2008-09. This estimate includes one Auditor, a .5-Revenue Agent, and a .5-Operations Analyst. The only other cost identified is \$9,400 in the first year for equipment. These costs would not be incurred until the first district was created, and may vary depending on the size and number of districts ultimately established.