

PREPARED BY: Jeanne Glenn
 DATE PREPARED: February 23, 2009
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LB 381

Revision: 00

FISCAL NOTE
 LEGISLATIVE FISCAL ANALYST ESTIMATE

ESTIMATE OF FISCAL IMPACT – STATE AGENCIES *				
	FY 2009-10		FY 2010-11	
	EXPENDITURES	REVENUE	EXPENDITURES	REVENUE
GENERAL FUNDS	54,120			
CASH FUNDS				
FEDERAL FUNDS				
OTHER FUNDS				
TOTAL FUNDS	54,120			

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

LB 381 would allow municipalities to create Community Improvement Districts and Transportation Development Districts. The districts would be authorized to levy a sales and use tax imposed in increments of 1/8 of a percent up to 1% and to levy a property tax no greater than 1 cent per \$100 of taxable valuation. Districts would be authorized to issue bonds and to carry out projects. Community Improvement or Transportation Development Districts would be established when local governing bodies approved their creation. Governing bodies would be allowed to create one or more districts.

The cost to political subdivisions will depend upon the development of project that necessitated the creation of a development district, governing body decisions regarding the creation of the district and the means of taxation chose to fund project costs. The actual costs will vary on a city-by-city basis and can not be projected at this time.

The Department of Revenue would incur one-time expenses to develop a means to track and distribute sales and use taxes from the development districts and to develop revised rates and boundary tables under the Streamlined Sales Tax Program. There is no basis to disagree with the agency estimate of \$54,120 General Funds to carry out revisions in its existing system.

DEPARTMENT OF ADMINISTRATIVE SERVICES

REVIEWED BY	Gary Bush	DATE	2/2/09	PHONE	471-2526
COMMENTS					
DEPARTMENT OF ECONOMIC DEVELOPMENT: Agree with estimate of impact. DEPARTMENT OF REVENUE: No basis upon which to disagree. DEPARTMENT OF ROADS: The exact fiscal impact on the Department of Roads is indeterminate. CITY OF OMAHA: Fiscal impact is indeterminate.					