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# LB 84

Revision: 01

Revised to reflect amendments adopted through 4/20/11.

# FISCAL NOTE

## LEGISLATIVE FISCAL ANALYST ESTIMATE

ESTIMATE OF FISCAL IMPACT – STATE AGENCIES *				
	FY 2011-12		FY 2012-13	
	EXPENDITURES	REVENUE	EXPENDITURES	REVENUE
GENERAL FUNDS				
CASH FUNDS				
FEDERAL FUNDS				
OTHER FUNDS				
TOTAL FUNDS				

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

LB 84 adopts the Build Nebraska Act.

Effective July 1, 2013 until July 1, 2033, the proceeds from a sales and use tax rate of one-quarter of one percent are credited 85% to the State Highway Capital Improvement Fund and 15% to the Highway Allocation Fund. Under current law this revenue would have been credited to the General Fund. The State Highway Capital Improvement Fund will be administered by the Department of Roads and the Highway Allocation Fund is distributed to cities and counties. This provision would not apply to the sales tax on motor vehicles.

Estimates from the Department of Revenue indicate that revenue from the .25% sales tax will equal \$69,297,000 in FY13-14 (11 months) and \$71,822,000 in FY14-15. Under the provisions of the bill the State Highway Capital Improvement Fund will receive \$58,902,000 in FY13-14 and \$61,049,000 in FY14-15; and the Highway Allocation Fund (cities and counties) will receive \$10,395,000 in FY13-14 and \$10,773,000 in FY14-15.

The General Fund will lose \$69,297,000 of revenue in FY13-14 (11 months) and \$71,822,000 in FY14-15.

Money annually credited to the State Highway Capital Improvement Fund is to be used as follows: a) At least 25% of the money is to be used for construction of the expressway system and federally designated high priority corridors. And b) the balance of money credited to the fund shall be used for surface transportation projects of the highest priority as determined by the Dept. of Roads.