

LEGISLATIVE FISCAL OFFICE Fiscal Note

Fiscal Note On: **HB 618** HLS 15RS 169

Bill Text Version: ORIGINAL

Opp. Chamb. Action: Proposed Amd.:

Sub. Bill For .:

Date: April 22, 2015 6:06 PM Author: ST. GERMAIN

Dept./Agy.: Treasury

Subject: Allows investment of public funds in Infrastructure Bank

Analyst: Deborah Vivien

TRANSPORTATION OR SEE FISC NOTE SD RV

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(Constitutional Amendment) To authorize public funds to be used to invest in a state infrastructure bank for eligible transportation projects

Current law provides Constitutional exceptions to limits of the uses of public funds.

<u>Proposed law</u> amends the Constitution to allow the investment of public funds in a state infrastructure bank solely for transportation projects.

To be submitted to the electors at the statewide election on October 24, 2015.

| EXPENDITURES | 2015-16 | 2016-17 | 2017-18 | 2018-19 | 2019-20 | 5 -YEAR TOTAL |
|------------------|------------|--|------------|------------|---------------|---------------|
| State Gen. Fd. | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Agy. Self-Gen. | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Ded./Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funds | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |
| Annual Total \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 |
| REVENUES | 2015-16 | <u>2016-17</u> <u>2017-18</u> <u>2018-19</u> <u>20</u> | | 2019-20 | 5 -YEAR TOTAL | |
| State Gen. Fd. | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Agy. Self-Gen. | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Ded./Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | | +0 | +0 | 40 |
| Local Funds | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |

EXPENDITURE EXPLANATION

There is no anticipated direct material effect on governmental expenditures as a result of this measure.

REVENUE EXPLANATION

Change {S&H}

There is no anticipated direct material effect on governmental revenues as a result of this measure. The bill only authorizes (upon voter approval) the use of public funds in the State Infrastructure Bank without a mandatory deposit.

Another bill in this session, HB 767, creates a State Infrastructure Bank and transfers the proceeds of Transportation Mobility Fund (7% of vehicle sales tax proceeds after trigger) to the Bank. It also allows various other sources of funding but provides no funding mandates.

| <u>Senate</u> | Dual Referral Rules | <u>House</u> | 6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S} | Shegor V. allect |
|---------------|--------------------------------|--------------|--|-------------------------------------|
| 13.5.1 >= | \$100,000 Annual Fiscal Cost { | S&H} | \Box 6.8(F)(2) >= \$500,000 Rev. Red. to State {H & S} | |
| 13.5.2 >= | \$500,000 Annual Tax or Fee | | | Gregory V. Albrecht Chief Economist |
| | ((())) | | | Chief Economist |

or a Net Fee Decrease {S}