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 DATE PREPARED: March 06, 2009
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LB 334

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				
CASH FUNDS				
FEDERAL FUNDS				
OTHER FUNDS				
TOTAL FUNDS				

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

LB 334 places in statute a definition of the “state expressway system”, and requires the Department of Roads to consider the following two factors when establishing priorities of highway needs: 1) the ability of residents of cities of 15,000 inhabitants or more to access the Interstate using a completed expressway system, and 2) the impact of uncompleted portions of the expressway on the economic development of cities along the expressway. (This bill combines LB 1034 and LB 1129 from the 2008 Session).

The expressway definition would add 220 miles to the 600 mile expressway system identified in 1989. Since LB 334 does not set a timetable for the improvement of the newly defined expressway system to expressway standards, nor change the amount of funding available to the Department of Roads, there is no immediate fiscal impact.

Section 3, which adds two additional factors to the other factors that the department considers when establishing their priorities should not have a fiscal impact.

DEPARTMENT OF ADMINISTRATIVE SERVICES

REVIEWED BY	David Spatz	DATE	3/6/09	PHONE	471-4179
COMMENTS					
Concur with Dept. of Road’s analysis and the indeterminate immediate fiscal impact to prioritize the completion of the Nebraska Expressway System.					