The bill creates a Budget and Transportation Trust out of the existing Budget Stabilization Fund. Beginning in FY16, mineral revenue in excess of a base amount (currently $850 million plus constitutional allocations to parishes) are first deposited to the Budget Stabilization Subfund until its balance equals $500 million. Once that occurs, at the beginning of the next fiscal year, excess mineral revenue is deposited into the Transportation Stabilization Subfund until its balance equals $500 million. The balance in each of the subfunds is to be maintained at $500 million. After that, excess mineral revenue is to be deposited into the state general fund, but additional appropriations to either subfund are allowed. Monies in the Transportation Stabilization Subfund shall be use solely for planning, design, construction, and maintenance connected with the state highway program, with at least 20% funding for the Intermodal Connector Program. No deposits to either subfund are allowed in any fiscal year in which money in the funds are appropriated or incorporated into the official forecast, unless specifically appropriated into the subfunds. Allows the base amount to be increased every five years rather than ten years. To be submitted at the statewide election held on October 24, 2015.

**REVENUE EXPLANATION**

Based on the May 2015 official revenue forecasts, there is no expected excess mineral revenue for FY16, and no deposits would be expected into the Budget Stabilization Subfund. By the end of FY15, the balance of the Budget Stabilization Fund will be approximately $470 million, and current law schedules a $25 million deposit in FY16. During FY16, and inclusive of Fund earnings, the $500 million balance may be met. If so, excess mineral revenue could begin being deposited into the Transportation Stabilization Subfund starting in FY17. However, the May 2015 official forecast includes no excess mineral revenue in FY17. For FY18 - FY20 there is currently expected excess mineral revenue of $4.4 million (FY18), $7.2 million (FY19), and $9.3 million (FY20). Under the provisions of current law, these amounts are expected to be deposited into the Transportation Stabilization Subfund. This constitutional amendment will redirect them into the Transportation Stabilization Subfund. Those deposits are depicted in the table above, but are offset by like amounts that will not be deposited into the Budget Stabilization Fund (the Budget Stabilization Subfund of this bill).