

Summary**Board Bill Number 59****Introduced by Alderman Aldridge****Date: July 10, 2026**

An Ordinance calling and providing for the holding of an election in the City of St. Louis on April 6, 2027, for the purpose of submitting to the qualified voters of the City of St. Louis a proposal to reallocate the portion of a one half of one percent sales tax dedicated to “North-South Metrolink” to “Bus Rapid Transit, North-South Metrolink, or other mass transit initiatives as authorized by the governing body of the City of St. Louis;” and containing a severability clause.

**BOARD BILL NUMBER 59 INTRODUCED BY ALDERMAN RASHEEN ALDRIDGE
CO-SPONSORS: PRESIDENT MEGAN E. GREEN**

An Ordinance calling and providing for the holding of an election in the City of St. Louis on April 6, 2027, for the purpose of submitting to the qualified voters of the City of St. Louis a proposal to reallocate the portion of a one half of one percent sales tax dedicated to “North-South Metrolink” to “Bus Rapid Transit, North-South Metrolink, or other mass transit initiatives as authorized by the governing body of the City of St. Louis;” and containing a severability clause.

WHEREAS, in April 2017, more than sixty percent of City voters approved Proposition 1, a one-half cent economic development sales tax dedicated to the following purposes and allocations: (1) North–South MetroLink expansion (60%); (2) neighborhood revitalization (10%); (3) workforce development (10%); (4) public safety initiatives (10%); and (5) infrastructure improvements (10%); and

WHEREAS, the ballot language authorizing Proposition 1 was intentionally drafted with greater specificity than the general language guidance provided under the enabling statute, RSMo 67.1305 which authorizes a sales taxes “for economic development purposes,” in order to ensure that voters clearly understood the City’s commitment to invest the resulting revenues in the economic development activities described in the board bill, its exhibits, and the ballot language itself. The intent was that these initiatives would help grow existing momentum in the central corridor to neighborhoods north and south; and

WHEREAS, the legislative intent and voter will was to accumulate the 60% portion of revenues dedicated to the North-South MetroLink over multiple years to serve as a local match anticipated to be required for securing federal and other external funding necessary for project implementation; and

WHEREAS, in September 2025, continued and rapidly escalating cost projections for the North-South MetroLink expansion, coupled with shifts in the Federal Transit Administration’s funding

1 priorities, prompted the Bi-State Development Board of Commissioners to cancel the North-South
2 MetroLink project and authorize a contract to evaluate the feasibility of Bus Rapid Transit (BRT)
3 within the same corridor; and

4 **WHEREAS**, since the passage of Proposition 1 in 2017, numerous high quality BRT systems have
5 been implemented across the United States, with many more underway, demonstrating that modern
6 BRT is one way to provide reliable, station-based service; and

7 **WHEREAS**, to uphold the City’s commitment to the voters who approved Proposition 1, it is
8 imperative they be given the opportunity to determine, through a new ballot measure, whether the
9 fund, both the approximately \$96 million dollars already collected for North-South MetroLink and
10 future revenues dedicated for that purpose, may be reallocated to also support BRT.

11 **BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:**

12 **SECTION ONE.** Subject to Section Seven, Ordinance 70435 is hereby amended such
13 that (i) the approved use of the tax revenue of “North-South Metrolink” shall be replaced with
14 “North-South Metrolink, Bus Rapid Transit, or other mass transit initiatives as authorized by the
15 governing body of the City of St. Louis; and (ii) Exhibits I and II to Ordinance 70435 are deleted
16 and replaced in their entirety with Exhibits I and II to this Ordinance.

17 **SECTION TWO.** An election shall be held and the same is hereby called and ordered
18 to be held in the City of St. Louis, Missouri on the 6th day of April 2027, at which there shall be
19 submitted to the qualified voters of said City, pursuant to Section 67.1305 RSMo., the
20 proposition as hereinafter set forth. The proposition shall read substantially in words and figures
21 as follows:

22 The City of St. Louis imposes a sales tax at a rate of one half of one percent for

1 economic development purposes including (1) North-South Metrolink, (2) neighborhood
2 revitalization, (3) workforce development; (4) public safety, and (5) to upgrade the city's
3 infrastructure. Shall the portion of the tax revenue currently allocated to a North-South Metrolink
4 be allocated instead for a North-South Metrolink line, a Bus Rapid Transit line, or other mass
5 transit initiatives as authorized by the governing body of the City of St. Louis, with annual public
6 audits, and allow for previously generated tax revenue for transit be used for North-South
7 Metrolink, Bus Rapid Transit, or other mass transit initiatives as authorized by the governing
8 body of the City of St. Louis?

9
10 YES ☐

11 NO ☐

12
13 **SECTION THREE.** The foregoing proposition shall be submitted to qualified voters in
14 the City at an election in said City to be held on Tuesday, April 6, 2027. If the proposition shall
15 receive in its favor the votes of a majority of the qualified voters voting thereon, the amendment
16 to the tax as set forth within said proposition shall be adopted and become part of the laws of the
17 City of St. Louis on the first day of the second calendar quarter following the calendar quarter in
18 which the election was held, as provided in Section 67.1305 RSMo. The qualified voters may, at
19 such election, vote a ballot substantially in the following form:

20
21 **OFFICIAL BALLOT**

22 Instructions to voters:

To vote in favor of the proposition submitted upon this ballot, place a cross (X) mark in the square opposite the word “YES”; and, to vote against the said proposition, place a cross (X) mark in the square opposite the word “NO”.

PROPOSITION ____

The City of St. Louis currently imposes a sales tax at a rate of one half of one percent for economic development purposes including (1) North-South Metrolink, (2) neighborhood revitalization, (3) workforce development; (4) public safety, and (5) to upgrade the city’s infrastructure. Shall the portion of the tax revenue currently allocated to a North-South Metrolink be allocated instead for a North-South Metrolink line, a Bus Rapid Transit line, or other mass transit initiatives as authorized by the governing body of the City of St. Louis, with annual public audits, and allow for previously generated tax revenue for transit be used for North-South Metrolink, Bus Rapid Transit, or other mass transit initiatives as authorized by the governing body of the City of St. Louis?

YES ☐

NO ☐

SECTION FOUR. Notice of the election on such proposition shall be published and said election shall be conducted in the manner provided by law.

1 **SECTION FIVE.** The Board of Election Commissioners for the City of St. Louis,
2 Missouri shall provide notice of such election, shall provide the ballots or voting machines, or
3 both, shall conduct the election, and shall certify the results of said election, according to the
4 laws regulating such elections.

5 **SECTION SIX.** Immediately upon the passage and approval of this ordinance, the Clerk
6 of the Board of Aldermen shall certify a copy thereof to the Board of Election Commissioners
7 for the City of St. Louis, Missouri for action and proceedings by said Board in accordance
8 herewith and as required by law.

9 **SECTION SEVEN.** The amendments described in Section One of this Ordinance shall
10 not become effective unless the question submitted to qualified voters pursuant to Section Three
11 of this ordinance is authorized by such voters. Upon the authorization of such amendments by
12 the qualified voters of the City, the Economic Development Sales Tax Board established by
13 Ordinance 70435 shall make recommendations to the governing body of the City of St. Louis on
14 uses and expenditures of any funds received from the tax.

15 **SECTION EIGHT.** It is hereby declared to be the intention of the Board of Aldermen
16 that each and every part, section and subsection of this Ordinance shall be separate and severable
17 from each and every other part, section and subsection hereof and that the Board of Aldermen
18 intends to adopt each said part, section and subsection separately and independently of any other
19 part, section and subsection. In the event that any part, section or subsection of this Ordinance
20 shall be determined to be or to have been unlawful or unconstitutional, the remaining parts,
21 sections and subsections shall be and remain in full force and effect, unless the court making

- 1 such finding shall determine that the valid portions standing alone are incomplete and are
- 2 incapable of being executed in accord with the legislative intent.

Board Bill Number 59**Exhibits 1-6****Exhibit 1****Use Summary**

The proceeds of the one half cent Economic Development Sales Tax are intended for the uses outlined in Table I, in the proportions outlined in Table I. Together, these proposed uses represent a comprehensive approach to economic development which will harness the full catalytic potential of North-South Metrolink, Bus Rapid Transit, or other mass transit by pairing it with a strategy that includes innovative approaches to neighborhood and workforce development as well as investments into public safety and infrastructure. Together, these initiatives will help grow existing momentum in the central corridor to neighborhoods north and south.

Table I

Category	% of Proceeds	Additional Detail
Transit	60	Exhibit II
Neighborhood Revitalization	10	Exhibit III
Workforce Development	10	Exhibit IV
Public Safety	10	Exhibit V
Infrastructure	10	Exhibit VI

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Exhibit II Transit

60% of the proceeds of the ½ Cent Economic Development Sales Tax are intended for transit. These revenues will serve as a dedicated funding stream for the planning, engineering, design, and construction of a North South Metrolink line, a Bus Rapid Transit line, or other mass transit initiatives as authorized by the governing body of the City of St. Louis..

North-South Metrolink

In 2017, City of St. Louis voters approved a local sales tax increase for a variety of purposes, including the expansion of transit within the City. The North-South Metrolink expansion project proposal was refined in 2018 and in 2021 after various research studies with partners such as East-West Gateway and Metro Transit. The St. Louis MetroLink Green Line was proposed to be a 5.6 mile, 10-station line, which would run along Jefferson Avenue from Cherokee Street to Natural Bridge Road and then west to Grand Avenue in St. Louis City.

Building the North-South Metrolink will be expensive and as of September 2025 was estimated to cost about \$1.1 billion dollars to construct.

Bus Rapid Transit

Bus Rapid Transit can provide many of the same benefits of Light Rail at a fraction of the cost. After extensive public engagement between BSD/Metro and City residents, the East-West Gateway Coordinating Council formally adopted a new Locally Preferred Alternative (LPA) on June 24, 2026. This newly recommended 11.5-mile, 23-station route would serve approximately twice the area of the previous LPA. The new LPA extends to the City-County line at Goodfellow and Natural Bridge at its northern end, and extends to Meramec and Jefferson at its southern end. This route was supported by over 70% of participants in winter/spring 2026 engagement efforts. Estimates indicate an average annual ridership of 1.3 million, with 59,800 residents living within ½-mile of station areas, based on 2025 population data. Estimated capital cost of this project is between \$360 million and \$590 million, representing a significant savings over the light rail LPA while also serving more residents.

Other Mass Transit Initiatives

When the 2017 tax was initially passed, BRT was not even considered as an option for the North-South line, and the ballot language regarding mass transit was thus limited solely to Metro Link light rail. To remedy this limitation, the Board intends to authorize sales tax funds for BRT, while also authorizing the use of these funds for other mass transit initiatives. This authorization would allow the City the flexibility to pivot quickly and access both sales tax funding and federal funding for other modes of mass transit that exist now or in the future.

Exhibit III

This exhibit is unchanged from Ordinance 70435 passed in 2017.

Neighborhood Revitalization

10% of the proceeds of the ½ Cent Economic Development Sales Tax are dedicated to neighborhood revitalization. These revenues are intended to serve as a dedicated funding stream to establish and implement a CDA program substantially in the form described below. The program is inspired by HUD's Choice Neighborhood program, and draws heavily from HUD endorsed best practices in community development.

Program Description

The program is founded on three key principles which underpin HUD's approach to community development:

1. **Targeted, Place Based Investment:** Instead of dividing the revenues up into 2, 3, or 28 separate grants, CDA will award the full award to one neighborhood (or group of contiguous neighborhoods) each year. This approach concentrates the program's impact and ensures that the funds serve to catalyze real change. This is a national best practice.¹ That means, however, that the City must be extremely careful about how neighborhoods are selected - that is why the selection process will be data driven, and ultimately decided by a panel of community development professionals.
2. **Community Engagement:** Outcomes are measurably better when the community drives the planning process – when residents identify the challenges they face, and propose solutions custom built for their neighborhood. That is why CDA will require that the selected area have a prior or existing community engagement process underway. To ensure this does not exclude communities without access to planning funds, CDA will award at least one \$50,000 planning grant each year to a community that has demonstrated need, and is committed to engaging in a robust community planning effort. CDA will also require that proposals include a significant analysis of needs, as identified by local residents and stakeholders.
3. **Leverage:** Like many HUD initiatives, the City's program will require that applicants demonstrate the capacity to leverage the city's investment with strong partnerships and additional funding sources. Because of this, CDA will require that applications affecting the built environment result in a 3:1 match, and that all other proposals have a 1:1 match. Funds, if put in the hands of passionate, dedicated people, can leverage extraordinary transformation.

In addition to the above, the following details are essential to the program:

- **Neighborhood/Area Selection:** During the first quarter of each year, CDA will accept proposals from representatives of areas interested in participating in the Targeted Investment Program. CDA will require that the selected area have a prior or existing

¹ See "Targeting Strategies for Neighborhood Development", HUD's Office of Policy Development and Research, as well as HUD's September 21, 2016 CPD notice on Neighborhood Revitalization Strategy Areas.

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community engagement process underway. Proposals should be data driven and must include a significant analysis of needs, as identified by local residents and stakeholders. Proposals must also identify priorities that are in line with the City's most recent HUD Consolidated Plan. The selection of the neighborhood will be decided by a panel of community development practitioners/professionals (that are void of conflicts of interest).

- **Bonus Points During Selection Process:** Certain neighborhoods/areas will receive bonus points during the selection process. CDA proposes to provide bonus points for the following: (1) proposals that include neighborhoods within 1/2 a mile of the North/South Metrolink alignment; (2) proposals that include PIER neighborhoods; (3) proposals that include areas located within the Promise Zone; and (4) proposals that include neighborhoods located in HUD approved Neighborhood Revitalization Strategy Areas.
- **Competitive Funding Cycle:** CDA will utilize the established HUD citizen participation and funding process to notify the public and solicit proposals from organizations/entities based on the needs identified during the neighborhood selection process. Proposals will be solicited from non-profit organizations and developers in conjunction with the annual CDBG funding cycle and will be analyzed for eligibility, rated, and then ranked. All proposal raters for the Targeted Investment Program will live or work in the affected service area.
- **Planning Grant:** In order to ensure that communities without ready access to planning funds are not excluded from the program, CDA will award at least one \$50,000 planning grant each year to an area that has demonstrated need, and is committed to engaging in a robust community planning effort. Funds will be awarded in conjunction with the CDBG funding cycle to ensure that areas can compete during the next neighborhood selection process.
- **Sustainability:** During the proposal submission process, CDA will require that applicants demonstrate the sustainability of the project. Although CDA will consider funding programs for up to two years, it is expected that programs be sustained for a period of five years.
- **Coordinated City Services:** CDA will work with other City departments to coordinate services within the targeted area. Once a month (for the first two years), CDA will host a coordination meeting with the Neighborhood Improvement Specialists, Building Inspectors, Police and community members to address nuisance code enforcement issues, etc in the target area. In addition, CDA will coordinate with the St. Louis Development Corporation to prioritize the target area for CDBG-funded economic development grant and loan programs.
- **Ongoing Community Engagement:** On a quarterly basis (for the first two years), CDA will hold/attend a community meeting to update residents on the status of programs and activities.
- **Additional CDA Support:** In addition to the enhanced community engagement efforts and coordinated city services, CDA will provide capacity-building workshops for nonprofits serving the targeted area, hold a Resource Fair, and coordinate a community service project in the area during its Community Development Week. Together with the planning funds, this support is intended to create a pipeline that allows neighborhoods to

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build capacity, undertake robust planning efforts, and realize their vision with grant funds.

- **Compliance and Success Metrics:** All entities funded by the program will be required to report project status and accomplishments on a monthly and annual basis. We expect this program to both encourage communities across the city to embark on long-term, inclusive, planning efforts, and ultimately help turn resident's vision for their neighborhood into a reality.

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Exhibit IV

This exhibit is unchanged from Ordinance 70435 passed in 2017.

Workforce Development

10% of the proceeds of the ½ Cent Economic Development Sales Tax are intended for workforce development. These revenues will allow SLATE to serve more individuals and establish and implement a youth empowerment initiative administered by the Department of Human Services substantially in the form described below.

SLATE Illustrative Budget

The St. Louis Agency on Training and Employment is not currently funded out of the general fund, instead, it relies wholly on federal grant funds. These funds are severely encumbered, and require that SLATE prove that it only serves job ready individuals. As a result, everyone who comes through SLATE's doors must take a 30-minute test to establish their baseline job readiness. The 30% to 40% of individuals who pass must then take a 4-hour ACT Work Key, which grades them on a variety of work skills. Their score determines their eligibility for a variety of SLATE training programs.

While prioritizing scarce resources on those most able to take advantage of them makes sense, the reality is that a broad swath of individuals – those who either can not pass the 30 minute test, or are put off by the prospect of taking a 4 hour test – are currently underserved.

Using 5% of the proceeds of the economic development sales tax - \$1 M in year one – to establish a general revenue funding stream will help us address this, and other gaps in SLATE's budget.

- \$60,000 – Data Manager
 - The State collects and stores all of SLATE's data about the individuals they serve and their outcomes. Pulling and analyzing this data is a significant challenge for SLATE, and will become more cumbersome as the number of stored variables is set to increase five fold in the next year. A data manager would organize SLATE's data, keep records, and ensure we have the base data off of which to measure progress.
- \$140,000 – Outreach centers
 - This line item allows SLATE to hire two additional outreach coordinators. Embedded in communities without ready access to job training, these individuals would be tasked with going out to communities across the city and conducting orientations and intake sessions.
- \$50,000 – Training and Certification
 - There is a high, unmet need among individuals who want to level up their work skills. They may have a job, but they could get a better one with a small

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investment in additional training and certification - this line item would help meet that need.

- \$50,000 – Computers, office machines, and furniture
 - Much of SLATE's job training equipment is in need of updates or replacement.
- 200,000 – Local Match Funds
 - We may currently be missing out on grants which require that applicants provide local match funds – this would allow us to go after these opportunities and bring more public and philanthropic dollars to St. Louis
- \$500,000 – Program Expansion
 - The exhaustive and heavily documented process to enter job training programs deters a lot of potentially successful participants. This is especially true of the 4-hour test. Funding program expansion out of unrestricted general revenue funds would allow us to open the programs up to more individuals. SLATE will prioritize expanding programs that have demonstrated success, and which may be able to leverage an expanded city commitment with private or non-profit dollars.

Youth Empowerment

The current pipeline for creating a diverse and qualified workforce in St. Louis is narrow and under-resourced, particularly for younger students and workers (aged 16-24). These youth will benefit significantly from improved soft skills, educational attainment, and training and employment. 5% of the proceeds of the economic development sales tax - \$1 M in year one – are intended to be used to create The Youth Empowerment portfolio. These revenues, constrained by the eligible uses of economic development sales tax revenues, will be used to fund the administration of the program by the Department of Human Services, and the evaluation of applications by non-profit partners with experience and expertise evaluating similar programs.

This program will award funds on a competitive basis for summer youth employment, recreation programs, scholarship programs and other educational supports for City youth pursuing vocational, technical, and secondary education.

- Summer job programs provide resume building skills, knowledge of workplaces, financial literacy and income to bring more young people into the workforce.
- Summer programming – like programs held at City Recreation Centers – can help keep young people connected to adults, learn soft skills and conflict management, and steer clear of potential criminal involvement which may impact their ability to secure gainful employment in the future.
- Scholarship programs, and other educational supports, provide young people with a more secure educational experience by reducing the burden of debt and making additional education a more attractive and attainable option for our poorest young people.

The final selection of award recipients will be conducted by a committee made up of:

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- One Representative of the Board of Aldermen
- One Representative of the St. Louis Public School District
- Director of SLATE
- Director of Community Development Administration
- Director of Human Services

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Exhibit V

This exhibit is unchanged from Ordinance 70435 passed in 2017.

Public Safety

10% of the proceeds of the ½ Cent Economic Development Sales Tax are intended for public safety. These revenues will serve as a dedicated funding stream that allows the city to invest further in public safety infrastructure.

Board Bill Number 59**Exhibits 1-6****Exhibit VI**

This exhibit is unchanged from Ordinance 70435 passed in 2017.

Infrastructure

10% of the proceeds of the ½ Cent Economic Development Sales Tax are intended for infrastructure. These revenues will serve as a funding stream that allows the city to purchase and repair operational equipment and address the needs of city facilities. These priorities will be determined by the city's capital committee.

Our city's infrastructure was built to sustain 850,000 residents. Unfortunately, our current tax base cannot keep up with the maintenance cost. We have significant needs, ranging from our roads and bridges, to city buildings, vehicles, and equipment. While not nearly enough to meet all of the city's needs, these revenues represent an important resource that will help us address some of the city's most critical challenges.

Though it would be possible to bond out the revenue stream for a \$30-40 Million lump sum, it is not clear that this is the optimal course of action – particularly given current high interest rates. Instead, it makes sense to dedicate this revenue to augmenting our annual capital budget. The ultimate allocation of these infrastructure funds will be determined through the budgeting process, which includes the input of the capital committee, and will be constrained by the eligible uses of economic development sales tax revenues.”

FISCAL NOTE
BOARD BILL NUMBER 59

Preparer's Name Cheryl Campbell

Phone Number or Email Address (will be available publicly) campbellch@stlouis-mo.gov

Bill Sponsor Alderman Rasheen Aldridge

Bill Synopsis:	<i>An ordinance calling an election on April 6, 2027, to submit to the qualified voters of the City of St. Louis a proposal to reallocate the portion of the one-half of one percent economic development sales tax currently dedicated to North-South Metrolink for use on Bus Rapid Transit, North-South Metrolink, or other mass transit initiatives authorized by the governing body of the City of St. Louis.</i>
Type of Impact:	<i>Indeterminate Fiscal Impact</i>
Agencies Affected:	<i>Board of Election Commissioners</i>

SECTION A
Does this bill authorize:

- An expansion of services which entails additional costs beyond that approved in the current adopted city budget? ___Yes ___XNo
- An undertaking of a new service for which no funding is provided in the current adopted city budget? ___Yes ___XNo
- A commitment of city funding in the future under certain specified conditions? ___Yes ___XNo
- An issuance of bonds, notes and lease-purchase agreements which may require additional funding beyond that approved in the current adopted city budget? ___Yes ___XNo
- An execution or initiation of an activity as a result of federal or state mandates or requirements? ___Yes ___XNo

- A capital improvement project that increases operating costs over the current adopted city budget? ☐ Yes ☒ No
- A capital improvement project that requires funding not approved in the current adopted city budget or that will require funding in future years? ☐ Yes ☒ No

If the answer is yes to any of the above questions, then a fiscal note must be attached to the board bill. Complete Section B of the form below.

SECTION B

- Does the bill require the construction of any new physical facilities? ☐ Yes ☒ No
 - If yes, describe the facilities and provide the estimated cost:

- Is the bill estimated to have a direct fiscal impact on any city department or office? ☒ Yes ☐ No
 - If yes, explain the impact and the estimated cost:

The bill requires the Board of Election Commissioners to conduct an election associated with placing a proposition on the April 6, 2027 regular municipal election ballot. The legislative record does not provide sufficient information to determine whether additional expenditures beyond the adopted budget would be required or to estimate those costs.

- Does the bill create a program or administrative subdivision? ☐ Yes ☒ No
 - If yes, then is there a similar existing program or administrative subdivision? ☐ Yes ☐ No
 - If yes, explain the how the proposed programs or administrative subdivisions may overlap:

- Describe the annual operating, equipment, and maintenance costs that would result from the proposed bill, as well as any funding sources:

The bill may result in administrative costs associated with election notices, ballot preparation, election administration, certification of results, and related activities. The legislative record does not provide sufficient information to determine whether additional expenditures beyond the adopted budget would be required. Therefore, the fiscal impact is indeterminate.

Complete the chart below to list the total estimated expenditures required of the City resulting from the proposed board bill and any estimated savings or additional revenue.

Financial Estimate of Impact on General Fund			
Fiscal Impact	<u>Year 1 (current)</u>	<u>Year 2</u>	<u>Year 3</u>
Additional Expenditures	<i>Indeterminate</i>	<i>\$0</i>	<i>\$0</i>
Additional Revenue	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Net	<i>Indeterminate</i>	<i>\$0</i>	<i>\$0</i>
Financial Estimate of Impact on Special Funds			
Fiscal Impact	<u>Year 1 (current)</u>	<u>Year 2</u>	<u>Year 3</u>
Additional Expenditures	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Additional Revenue	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Net	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>

- Describe any assumptions used in preparing this fiscal note:

This fiscal note is based solely on Board Bill 59 and the supporting legislative record submitted. The bill requires the Board of Election Commissioners to conduct an election associated with placing a proposition on the April 6, 2027 regular municipal election ballot. The legislative record does not provide sufficient information to determine whether additional expenditures beyond the adopted budget would be required or to estimate those costs. Therefore, the fiscal impact is reported as indeterminate.

- List any sources of information (including any City officials, agencies, or departments) used in preparing this fiscal note:

Board Bill 59;

Board Bill 59, Exhibits 1–6.

- Have the financial estimates of this bill been verified by the City Budget Division?

☐ Yes ☒ No

 - If yes, by whom? _____ .