

FISCAL NOTE
Requested by Legislative Council
03/08/2019

Amendment to: Engrossed SB 2061

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2017-2019 Biennium		2019-2021 Biennium		2021-2023 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues						
Expenditures						
Appropriations						

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2017-2019 Biennium	2019-2021 Biennium	2021-2023 Biennium
Counties			
Cities			
School Districts			
Townships			

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

This bill as amended would impose an annual road use fee of \$110, \$50 for each hybrid vehicle, and \$20 for each electric motorcycle.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

SB 2061 would increase revenue collected for Highway Tax Distribution, however; we cannot reliably quantify the revenue impacts of this bill as we have no way to determine how many “plug in” hybrid vehicles or electric motorcycles are currently registered in the state. NDDOT has no ability at the current time to track the number of plug-in hybrid vehicles or electric motorcycles as they are not tracked separately in the system. This bill would also require a onetime programming fee of \$15,000. However, the programming costs may exceed \$15,000 once we determine if we can track the plug-in hybrid vehicles and electric motorcycles through a database. If this is not possible through programming, it would become a manual process relying on owners notifying NDDOT if their vehicle fits into one of these categories. Given the short amount of time to provide updated fiscal impact, vendors were unavailable to give NDDOT the cost and probability of this amendment.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

- A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

NDDOT cannot reliably quantify the revenue impacts of this bill as we have no way to determine how many “plug in” hybrid vehicles or electric motorcycles are currently registered in the state. The revenue is allocated through the Highway Tax Distribution Fund to NDDOT (61.3%, counties (22%), cities (12.5%), townships (2.7%), and transit (goes to NDDOT)(1.5%).

- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

NDDOT Motor Vehicle Division will incur a onetime cost of approximately \$15,000 for computer programming costs. However, the programming costs may exceed \$15,000 once we determine if we can track the plug-in hybrid vehicles and electric motorcycles through a database. If this is not possible through programming, it would become a manual process relying on owners notifying NDDOT if their vehicle fits into one of these categories.

- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

NDDOT Motor Vehicle Division will incur additional one-time costs of approximately \$15,000 for computer programming. However, the programming costs may exceed \$15,000 once we determine if we can track the plug-in hybrid vehicles and electric motorcycles through a database. If this is not possible through programming, it would become a manual process relying on owners notifying NDDOT if their vehicle fits into one of these categories. These additional costs were not included in NDDOT's appropriation request for the 2019-2021 biennium.

Name: Lindi Michlitsch

Agency: NDDOT

Telephone: 328-2734

Date Prepared: 03/11/2018