

# FISCAL NOTE

**Bill #:** SB0058

**Title:** Imposing civil penalty and revising criminal penalty for motor fuel violations

**Primary**

**Sponsor:** Mike Halligan

**Status:** Second Reading

Sponsor signature	Date	Chuck Swysgood, Budget Director	Date
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## Fiscal Summary

	<u>FY2002 Difference</u>	<u>FY2003 Difference</u>
<b>Expenditures:</b>		
State Special Revenue	\$1,500	\$1,500
<b>Revenue:</b>		
State Special Revenue	\$15,000	\$15,000
<b>Net Impact on General Fund Balance:</b>	<b>\$0</b>	<b>\$0</b>

<u>Yes</u>	<u>No</u>		<u>Yes</u>	<u>No</u>	
	X	Significant Local Gov. Impact		X	Technical Concerns
	X	Included in the Executive Budget		X	Significant Long-Term Impacts
	X	Dedicated Revenue Form Attached		X	Family Impact Form Attached

## Fiscal Analysis

### ASSUMPTIONS:

1. The number of penalty assessments is estimated to be about 150 a year.
2. Costs would be minimal since the current system and personnel would be used to implement this penalty.
3. The number of appeals will be 10% or 15 a year.
4. This estimate assumes that the authority to test vehicles under 14,000 lbs does not change.
5. The amendments added to the bill by the Senate Highways and Transportation Committee do not change the fiscal impact of the bill.

FISCAL IMPACT:

	<u>FY2002 Difference</u>	<u>FY2003 Difference</u>
<u>Expenditures:</u>		
Operating Expenses	1,500	1,500
<u>Funding:</u>		
State Special Revenue (02)	1,500	1,500
<u>Revenues:</u>		
State Special Revenue (02)	15,000	15,000
<u>Net Impact to Fund Balance (Revenue minus Expenditure):</u>		
State Special Revenue (02)	\$13,500	\$13,500

EFFECT ON COUNTY OR OTHER LOCAL REVENUES OR EXPENDITURES:

Currently, all revenue from criminal fines going into local court systems is approximately \$10,000. This bill would take the majority of that money and put it into the highway state special revenue account by having the penalties administered by the Department of Transportation as civil penalties.