

Fiscal Note Request SB 144, As Introduced

(continued)

- The department currently assesses a \$16 fee on approximately 14,000 fuel pumps statewide. Pump inspection fees would need to be increased by \$0.37 to fund the estimated \$5,113 MTBE collection and testing costs (14,000 X \$0.37 = \$5,180).

FISCAL IMPACT:

Department of Labor and Industry (DOLI)

	<u>FY 2006 Difference</u>	<u>FY 2007 Difference</u>
<u>Expenditures:</u>		
Operating Expenses	\$5,113	\$5,113
<u>Funding of Expenditures:</u>		
State Special Revenue (02)	\$5,113	\$5,113
<u>Revenues:</u>		
State Special Revenue (02)	\$5,180	\$5,180
<u>Net Impact to Fund Balance (Revenue minus Funding of Expenditures):</u>		
State Special Revenue (02)	\$67	\$67

LONG-RANGE IMPACTS:

Department of Transportation

There is a contingency under 15-70-204, MCA that states if there is an ethanol plant in production and the Department of Transportation has \$20 million dollars in working capital, the tax rates on gasohol and biodiesel will be reduced to 85 per cent of the present tax. The department estimates that the contingency requirements will be met in FY 2008. This contingency terminates four years after it becomes effective.

TECHNICAL NOTES:

- SB 131 provides similar MTBE fuel restrictions to SB 144. However, SB 131 proposes that the Department of Environmental Quality carry the enforcement responsibilities. Should MTBE testing and enforcement responsibilities fall to the Department of Environmental Quality rather than Department of Labor and Industry, the fiscal impact of SB 144 to the Department of Labor and Industry would be minimal to none.