



GOVERNOR'S OFFICE OF
BUDGET AND PROGRAM PLANNING

Fiscal Note 2017 Biennium

Bill #	HB0344	Title:	Generally prohibit governmental use of license plate scanners
Primary Sponsor:	Zolnikov, Daniel	Status:	As Introduced

- | | | |
|-----------------------------------------------------------|-------------------------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> Significant Local Gov Impact | <input checked="" type="checkbox"/> Needs to be included in HB 2 | <input type="checkbox"/> Technical Concerns |
| <input type="checkbox"/> Included in the Executive Budget | <input checked="" type="checkbox"/> Significant Long-Term Impacts | <input type="checkbox"/> Dedicated Revenue Form Attached |

FISCAL SUMMARY

	<u>FY 2016</u> <u>Difference</u>	<u>FY 2017</u> <u>Difference</u>	<u>FY 2018</u> <u>Difference</u>	<u>FY 2019</u> <u>Difference</u>
Expenditures:				
General Fund	\$0	\$0	\$0	\$0
State Special Revenue	\$2,019,946	\$727,453	\$453,589	\$257,509
Revenue:				
General Fund	\$0	\$0	\$0	\$0
State Special Revenue	\$0	\$0	\$0	\$0
Net Impact-General Fund Balance:	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

Description of fiscal impact: HB 344 will require the Department of Transportation (MDT) to replace current non-intrusive traffic data collection equipment with radar technology and to hire 2.00 FTE to install and maintain permanent data collection equipment.

FISCAL ANALYSIS

Assumptions:

1. The equipment currently used by MDT are mast-mounted cameras and data recorders to capture video of traffic movements at intersections and along highways, especially in urban areas, to satisfy Title 23 CFR mandates for traffic data reporting. As per Title 23, this data is used in the apportionment or allocation of Federal funds by the US DOT.
2. The department would purchase data collection equipment with radar equipment with an estimated cost of \$1.818 million in FY 2016, \$500,000 in FY 2017, and \$200,000 in FY 2018.
3. The department would require 2.00 FTE to maintain install and maintain the equipment. Estimated personal services costs for the FTE are \$142,360 in FY 2016 and \$141,817 in FY 2017. A 1.5% per year inflation factor is applied for the 2019 biennium
4. Operating expenses for the employees and the equipment is estimated to be \$59,586 in FY 2016, \$85,636 in FY 2017, \$109,645 in FY 2018, and \$111,290 in FY 2019.

5. Cost estimate does not include potential costs of lost data, downtime, additional staff time, etc. for implementing new technology.
6. The risk of not having data available as required by FHWA Title 23 and potential funding implications was not quantified.

	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>
	<u>Difference</u>	<u>Difference</u>	<u>Difference</u>	<u>Difference</u>
<u>Fiscal Impact:</u>				
FTE	2.00	2.00	2.00	2.00
<u>Expenditures:</u>				
Personal Services	\$142,360	\$141,817	\$143,944	\$146,219
Operating Expenses	\$59,586	\$85,636	\$109,645	\$111,290
Equipment	\$1,818,000	\$500,000	\$200,000	\$0
TOTAL Expenditures	<u>\$2,019,946</u>	<u>\$727,453</u>	<u>\$453,589</u>	<u>\$257,509</u>
<u>Funding of Expenditures:</u>				
General Fund (01)	\$0	\$0	\$0	\$0
State Special Revenue (02)	\$2,019,946	\$727,453	\$453,589	\$257,509
TOTAL Funding of Exp.	<u>\$2,019,946</u>	<u>\$727,453</u>	<u>\$453,589</u>	<u>\$257,509</u>
<u>Revenues:</u>				
General Fund (01)	\$0	\$0	\$0	\$0
State Special Revenue (02)	\$0	\$0	\$0	\$0
TOTAL Revenues	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>Net Impact to Fund Balance (Revenue minus Funding of Expenditures):</u>				
General Fund (01)	\$0	\$0	\$0	\$0
State Special Revenue (02)	(\$2,019,946)	(\$727,453)	(\$453,589)	(\$257,509)

Long-Term Impacts:

1. The traffic program will be unable to access and use some new and existing technologies for program efficiencies, data quality or cost savings, especially in its current use within urban areas.
2. Traffic data is required per CFR Title 23 and is used by FHWA to apportion funds back to the states. This may be impacted if accurate or sufficient traffic data in high volume urban areas is not collected.

Sponsor's Initials

Date

Budget Director's Initials

Date