

Fiscal Note

State of Alaska
2013 Legislative Session

Bill Version: **CSHB 19(TRA)**
Fiscal Note Number: **2**
(H) Publish Date: **3/20/13**

Identifier: HB019CS(TRA)-DOA-DMV-2-23-13
Title: PERM. MOT. VEH. REGISTRATION/TRAILERS
Sponsor: STOLTZE, KELLER
Requester: House Finance

Department: Department of Administration
Appropriation: Motor Vehicles
Allocation: Motor Vehicles
OMB Component Number: 2348

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below.

(Thousands of Dollars)

	FY2014 Appropriation Requested	Included in Governor's FY2014 Request	Out-Year Cost Estimates				
OPERATING EXPENDITURES	FY 2014	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Personal Services							
Travel							
Services	100.1						
Commodities							
Capital Outlay							
Grants & Benefits							
Miscellaneous							
Total Operating	100.1	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

1005 GF/Prgm	100.1						
Total	100.1	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time							
Part-time							
Temporary							

Change in Revenues	5,346.0		5,982.0	(17,836.0)	(20,128.7)	(20,128.0)	(22,420.0)
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Estimated SUPPLEMENTAL (FY2013) cost: 0.0

Estimated CAPITAL (FY2014) cost: 0.0

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? yes
If yes, by what date are the regulations to be adopted, amended or repealed? 01/01/14

Why this fiscal note differs from previous version:

The original version restricted the amount of MVRT that could be collected by DMV. The CS removed the restriction.

Prepared By: Amy Erickson, Director
Division: Motor Vehicles
Approved By: Curtis Thayer, Deputy Commissioner
Department of Administration

Phone: (907)269-5559
Date: 02/23/2013 07:36 AM
Date: 02/23/13

FISCAL NOTE ANALYSIS #2

STATE OF ALASKA
2013 LEGISLATIVE SESSION

BILL NO. CSHB 19(TRA)

Analysis

The effective date of this bill is January 1, 2014.

This bill allows for permanent registration of non-commercial vehicles that are at least eight years old, allows for permanent registration of all non-commercial trailers, establishes a one-time \$25 permanent registration fee, allows municipalities to establish one-time Motor Vehicle Registration Tax (MVRT) rates for permanent registrations.

Expenditures

The database for DMV will need programming to allow for permanent registration of non-commercial trailers, and permanent registration of non-commercial vehicles eight years and older.

Estimated contract hours: 700

Cost per hour: \$143

Total programming cost: $700 \times \$143 = \$100,100$.

Revenues

Motor Vehicle Registration Tax (MVRT): The DMV currently collects MVRT for 16 communities: Anchorage, Bethel, Bristol Bay Borough, Cordova, Dillingham, Juneau, Kenai Peninsula Borough, Ketchikan Gateway Borough, Kodiak Island Borough, Matanuska Susitna Borough, Nenana, Nome, Petersburg, Sitka, Unalaska, and Whittier. Eighty-four percent (84%) of all vehicles and 77% of all trailers reside in a community that collects MVRT, and on average, 72% of vehicles are eligible for permanent registration. Eight percent (8%) of the MVRT collected is retained by the state as collection costs; historically, the collection costs have been approximately \$1 million annually. Eliminating biennial MVRT for approximately 533,000 vehicles and trailers will reduce the collection costs. The net effect on the general fund is indeterminate.

Assumptions:

- 1) **Non-commercial vehicles at least 8 years old** - 478,400 vehicles will be eligible for permanent registration in 2014 (based on currently-registered vehicles). Half (239,200) will renew in 2014 and half will renew in 2015. Approximately 30,300 vehicles will become eligible each year. This is an average of the number of currently registered vehicles with model years 2002-2012.
- 2) **Non-commercial trailers** - 115,500 trailers will be eligible for permanent registration in 2014 (based on currently-registered vehicles). Half (57,750) will renew in 2014 and half will renew in 2015. Approximately 5,000 new trailers are registered each year. This is an average of the number of currently registered trailers with model years 2002-2012.
- 3) DMV estimates that 90% of owners will elect for permanent registration on vehicles and non-commercial trailers. The additional \$25 for permanent registration is low enough to make that option attractive for for all except those who know they will be moving out of state replacing the vehicle/trailer within the following two years.
- 4) DMV experience shows that registrations are never renewed on approximately 20% of older vehicles.

Performance Measures

The DMV expects this bill will have very little impact on its performance measures, since only about 11% of registration renewals are processed at a DMV office.

Estimated Revenue Change - HB019CS (TRA) - TOTAL

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		2014	2015	2016	2017	2018	2019
2014	Increase from perm reg	6,682.5	-	-	-	-	-
	Loss in biennial fees	-	-	(23,090.0)	-	(23,090.0)	-
2015	Increase from perm reg		7,477.5	-	-	-	-
	Loss in biennial fees		-	-	(25,955.0)	-	(25,955.0)
2016	Increase from perm reg			795.0	-	-	-
	Loss in biennial fees			-	-	(2,865.0)	-
2017	Increase from perm reg			-	795.0	-	-
	Loss in biennial fees			-	-	-	(2,865.0)
2018	Increase from perm reg			-	-	795.0	-
2019	Increase from perm reg			-	-	-	795.0
Total Estimated Revenue Increase/(Decrease)*		6,682.5	7,477.5	(22,295.0)	(25,160.0)	(25,160.0)	(28,025.0)
Assume 20% leave state, no longer in service or do not re-register		(1,336.5)	(1,495.5)	4,459.0	5,032.0	5,032.0	5,605.0
Net Estimated Revenue Increase/(Decrease)		5,346.0	5,982.0	(17,836.0)	(20,128.0)	(20,128.0)	(22,420.0)

*assume 100% of vehicles re-register

Vehicles

		2014	2015	2016	2017	2018	2019
2014:	239.2 current vehicles eligible for perm reg						
	215.3 opt for perm reg (239.2 x 90%)						
	Increase from perm reg (215.3 x \$25)	5,382.5					
	Loss in biennial fees (215.3x \$100)			(21,530.0)		(21,530.0)	
2015:	269.5 vehicles eligible for perm reg,						
	including 30.3 newly eligible						
	242.6 opt for perm reg (269.5 x 90%)						
	Increase from perm reg (242.6 x \$25)		6,065.0				
	Loss in biennial fees (242.6 x \$100)				(24,260.0)		(24,260.0)
2016:	30.3 newly eligible for perm reg						
	27.3 opt for perm reg (30.3 x 90%)						
	Increase from perm reg (27.3 x \$25)			682.5			
	Loss in biennial fees (27.3 x \$100)					(2,730.0)	
2017:	30.3 newly eligible for perm reg						
	27.3 opt for perm reg (30.3 x 90%)						
	Increase from perm reg (27.3 x \$25)				682.5		
	Loss in biennial fees (27.3 x \$100)						(2,730.0)
2018:	30.3 newly eligible for perm reg						
	27.3 opt for perm reg (30.3 x 90%)						
	Increase from perm reg (27.3 x \$25)					682.5	
2019:	30.3 newly eligible for perm reg						
	27.3 opt for perm reg (30.3 x 90%)						
	Increase from perm reg (27.3 x \$25)						682.5
Total Estimated Revenue Increase/(Decrease)		5,382.5	6,065.0	(20,847.5)	(23,577.5)	(23,577.5)	(26,307.5)

Non-Commercial Trailers

		2014	2015	2016	2017	2018	2019
2014:	57.8 current trailers eligible for perm reg						
	52 opt for perm reg (57.8 x 90%)						
	Increase from perm reg (52 x \$25)	1,300.0					
	Loss in biennial fees (52x \$30)			(1,560.0)		(1,560.0)	
2015:	62.8 trailers eligible for perm reg,						
	including 5.0 newly eligible						
	56.5 opt for perm reg (62.8 x 90%)						
	Increase from perm reg (56.5x \$25)		1,412.5				
	Loss in biennial fees (56.5 x \$30)				(1,695.0)		(1,695.0)
2016:	5.0 trailers newly eligible for perm reg						
	4.5 opt for perm reg (5.0 x 90%)						
	Increase from perm reg (4.5 x \$25)			112.5			
	Loss in biennial fees (4.5 x \$30)					(135.0)	
2017:	5.0 trailers newly eligible for perm reg						
	4.5 opt for perm reg (5.0 x 90%)						
	Increase from perm reg (4.5 x \$25)				112.5		
	Loss in biennial fees (4.5 x \$30)						(135.0)
2018:	5.0 trailers newly eligible for perm reg						
	4.5 opt for perm reg (5.0 x 90%)						
	Increase from perm reg (4.5 x \$25)					112.5	
2019:	5.0 trailers newly eligible for perm reg						
	4.5 opt for perm reg (5.0 x 90%)						
	Increase from perm reg (4.5 x \$25)						112.5
Total Estimated Revenue Increase/(Decrease)		1,300.0	1,412.5	(1,447.5)	(1,582.5)	(1,582.5)	(1,717.5)