

Fiscal Note

State of Alaska
2017 Legislative Session

Bill Version: SB 14
Fiscal Note Number: _____
() Publish Date: _____

Identifier: SB014-DOA-DMV-01-30-17
Title: TRANSPORTATION NETWORK COMPANIES
Sponsor: COSTELLO
Requester: (S) LAC

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)

	FY2018	Included in	Out-Year Cost Estimates				
	Appropriation Requested	Governor's FY2018 Request	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
OPERATING EXPENDITURES	FY 2018	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Personal Services							
Travel							
Services							
Commodities							
Capital Outlay							
Grants & Benefits							
Miscellaneous							
Total Operating	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time							
Part-time							
Temporary							

Change in Revenues

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimated SUPPLEMENTAL (FY2017) cost: 0.0 *(separate supplemental appropriation required)*
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY2018) cost: 0.0 *(separate capital appropriation required)*
(discuss reasons and fund source(s) in analysis section)

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If yes, by what date are the regulations to be adopted, amended or repealed? 01/01/20

Why this fiscal note differs from previous version:

Not applicable; initial version.

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Division:	Motor Vehicles	Date:	01/30/2017 01:42 PM
Approved By:	Sheldon Fisher, Commissioner	Date:	01/30/17
Agency:	Department of Administration		

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2017 LEGISLATIVE SESSION

BILL NO. SB 14

Analysis

SB 14 amends Title 28 by establishing a new chapter, AS 28.23, that will govern the establishment of transportation network companies (TNC), fares, financial responsibility, disclosures, driver requirements, records and definitions. AS 28.23 will also allow insurance companies to exclude coverage of an owner or operator of a personal vehicle for any loss or injury while the driver is logged into a digital network of a transportation network company such as Uber or Lyft. The new chapter will also provide definitions for digital network, personal vehicles, prearranged ride, transportation network company, driver and rider.

DMV is unable to determine if a driver is registered as a TNC driver or logged into a network during a crash. DMV would need to have frequent communication with the TNC to determine what type of insurance coverage was in force in the event of a crash which will place an additional burden on staff. This work will be absorbed with existing staff and DMV is therefore submitting a zero fiscal note.