

FISCAL NOTE

STATE OF ALASKA
2012 LEGISLATIVE SESSION

Bill Version HCS CSSB 19(FIN)
 Fiscal Note Number 3
 (H) Publish Date 4/14/12

Identifier (file name) SB019CS(FIN)-DOA-DMV-4-12-12 Dept. Affected Administration
 Title Passenger Vehicle Rental Tax Appropriation Motor Vehicles
 Allocation Motor Vehicles
 Sponsor Senator French, Representative Holmes
 Requester House Finance OMB Component Number 2348

Expenditures/Revenues (Thousands of Dollars)

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

	FY13 Appropriation Requested	Included in Governor's FY13 Request	Out-Year Cost Estimates				
			FY14	FY15	FY16	FY17	FY18
OPERATING EXPENDITURES	FY13	FY13	FY14	FY15	FY16	FY17	FY18
Personal Services							
Travel							
Services	20.0						
Commodities							
Capital Outlay							
Grants, Benefits							
Miscellaneous							
TOTAL OPERATING	20.0	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002	Federal Receipts						
1003	GF Match						
1004	GF						
1005	GF/Prgm (DGF)	20.0					
1037	GF/MH (UGF)						
1178	temp code (UGF)						
TOTAL		20.0	0.0	0.0	0.0	0.0	0.0

POSITIONS

Full-time							
Part-time							
Temporary							

CHANGE IN REVENUES	***	***	***	***	***	***	***
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Estimated SUPPLEMENTAL (FY12) operating costs _____ (separate supplemental appropriation required)
 (discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY13) costs _____ (separate capital appropriation required)
 (discuss reasons and fund source(s) in analysis section)

Why this fiscal note differs from previous version (if initial version, please note as such)

1) This fiscal note is updated to reflect the combination of SB 26 and SB 19 under SB 19.

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 Division Motor Vehicles
 Approved by John Cramer, Deputy Commissioner
Department of Administration

Phone 907-269-5574
 Date/Time 4/12/12 12:00 PM
 Date 4/12/2012

Analysis

The effective date for this bill is January 1, 2013.

This bill would set special registration fees for alternatively-fueled vehicles.

Expenditures: The database for DMV does not currently distinguish fuel types for vehicles, so programming will need to be done to accomplish this.

Estimated hours: 140

Cost per hour: \$143

Total programming cost: $140 \times 143 = \$20,020$.

Revenues: Since DMV has not captured vehicles by fuel type, the impact on revenues cannot be accurately determined at this time. The initial reduction in revenues should be small, but as alternatively-fueled vehicles gain popularity, there will be a proportionate decrease in revenues.

As reference, there are approximately 1,834 strictly hybrid vehicles registered in Alaska that can be identified by model name; of those, 434 are model year 2010 or 2011. These quantities, however, do not encompass the total number of hybrids on Alaska's roads, since there are numerous models with both hybrid and non-hybrid versions; e.g., Ford Fusion and Toyota Highlander.

Performance Measures: DMV does not expect this bill to have any impact on its performance measures.

Economic Impact: This bill may possibly spur the sale of vehicles powered by electricity and natural gas.