

HB

10

<TARGET><BILL>HB 10</BILL><SUBJECT>HB
10</SUBJECT><COMM>HTRA27</COMM></TARGET>

27-LS0091\B
Luckhaupt
3/14/11

CS FOR HOUSE BILL NO. 10()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-SEVENTH LEGISLATURE - FIRST SESSION

BY

Offered:
Referred:

Sponsor(s): REPRESENTATIVES STOLTZE AND KELLER

A BILL
FOR AN ACT ENTITLED

1 **"An Act relating to the registration fee for noncommercial trailers and to the motor**
2 **vehicle tax for trailers."**

3 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 *** Section 1.** AS 28.10.411(f) is amended to read:

5 (f) A resident 65 years of age or older on January 1 of the year the vehicle is
6 registered or a resident with a disability that limits or impairs the ability to walk and
7 who provides proof of that disability as provided in 23 C.F.R. 1235.2 is entitled to an
8 exemption from the registration fee required under this section for one vehicle subject
9 to registration under AS 28.10.421(b)(1), (2), or (5), or (j) [(6)]. An exemption may
10 not be granted except upon written application for the exemption on a form prescribed
11 by the department.

12 *** Sec. 2.** AS 28.10.421 is amended by adding a new subsection to read:

13 (j) When a person registers a trailer not used or maintained for the
14 transportation of persons or property for hire or for other commercial use, including a

1 boat trailer, baggage trailer, box trailer, utility trailer, house trailer, travel trailer, or a
 2 trailer rented or offered for rent, a person may choose to pay a biennial registration fee
 3 of \$30 or a one-time registration fee of \$100. If the person chooses to pay the one-time
 4 registration fee, no additional registration fees are required if the same person who
 5 initially registered the trailer continues to own the trailer. A new owner of a trailer
 6 previously registered under this subsection shall register and pay the biennial
 7 registration fee or the one-time registration fee as provided in this subsection.

8 * **Sec. 3.** AS 28.10.431(b) is amended to read:

9 (b) The biennial tax is levied upon motor vehicles subject to the registration
 10 fee under AS 28.10.411 and 28.10.421 and is based upon the age of vehicles as
 11 determined by model year in the first year of the biennial period, according to the
 12 following schedule:

		Tax According to Age of Vehicle Since Model Year:							
		1st	2nd	3rd	4th	5th	6th	7th	8th or over
18	Motor Vehicle								
19	(1) motorcycle	\$ 17	\$ 15	\$ 13	\$ 10	\$ 7	\$ 5	\$ 4	\$ 4
20	(2) vehicles specified	21	99	77	55	39	28	19	16
21	in AS 28.10.421(b)(1)								
22	(3) vehicles specified	121	99	77	55	39	28	19	16
23	in AS 28.10.421(b)(3)								
24	(4) vehicles specified								
25	in AS 28.10.421(c)(1)-(4)								
26	5,000 pounds or less	121	99	77	55	39	28	19	16
27	5,001-12,000 pounds	198	154	121	99	77	55	33	22
28	12,001-18,000 pounds	447	392	348	304	260	227	205	194
29	18,001 pounds or over	546	469	403	348	304	260	216	194
30	(5) vehicles specified	198	154	121	99	77	55	33	22
31	in AS 28.10.421(b)(4)								

1	(6) vehicles specified	17	15	13	10	7	5	4	4
2	in <u>AS 28.10.421(i) and</u>								
3	<u>paving a biennial</u>								
4	<u>registration fee</u>								
5	[AS 28.10.421(b)(6)]								
6	(7) vehicles specified	121	99	77	55	39	28	19	16
7	in AS 28.10.421(d)(8)								
8	(8) vehicles specified	121	99	77	55	39	28	19	16
9	in AS 28.10.421(b)(2)								
10	(9) vehicles eligible	88							
11	for dealer								
12	plates under								
13	AS 28.10.421(d)(9)								
14	<u>(10) vehicles specified</u>	<u>51</u>							
15	<u>in AS 28.10.421(i) and</u>								
16	<u>paving a one-time</u>								
17	<u>registration fee.</u>								

18 * Sec. 4. AS 28.10.431(j) is amended to read:

19 (j) A municipality that imposes a motor vehicle registration tax as described

20 under (a) of this section may also, by passage of an appropriate ordinance, (1)

21 increase the scheduled amount of tax described under (b) or (l) of this section, or (2)

22 establish a tax for a trailer that is permanently registered under AS 28.10.421(i)

23 [BY PASSAGE OF AN APPROPRIATE ORDINANCE]. A municipality that chooses

24 to change the tax imposed under (b) or (l) of this section or establishes a tax for

25 permanently registered trailers shall file a written notice of the change with the

26 department by January 1 of the year preceding the year in which the change in tax is to

27 take effect. A municipality may not change the amount of the tax imposed under this

28 section more than once every two years. The department may charge a municipality a

29 one-time fee to cover the cost to the department of implementing a change under this

30 subsection.

31 * Sec. 5. AS 28.10.421(b)(6) is repealed.

ALASKA STATE LEGISLATURE

Co-Chair:
House Finance Committee

Chair:
House Finance Subcommittees for;
Department of Public Safety
Department of Law
Alaska Court System

Member:
Legislative Council
Committee on Committees
Legislative Budget & Audit (alt)
House Finance Sub-Committees for:
Governor's Office
Legislature
University of Alaska



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Sponsor Statement
for
House Bill 10
by Representative Bill Stoltze

The passage of House Bill 10 would establish a new type of registration available through the Division of Motor Vehicles allowing for the permanent registration of trailers for personal, non-commercial use.

The proposed change to state statutes calls for the addition of a one-time \$100 fee to register personal-use trailers as long as the registered owner owns the vehicle. It also allows for the continuation of the \$30 biennial registration fee, already existing in the statutes.

The change would bring registration of non-commercial trailers in-line with current statutes for commercial trailers, which have had the luxury of permanent registration for years.

The increased charge for permanent registration (\$100) will help offset some of the lost revenue within the Division of Motor Vehicles created by the new type of registration.

Permanent registration will also help reduce the workload within the DMV and make the registration process more user-friendly to the people of the State of Alaska.

I appreciate your support in this important legislation.

DISTRICT 16

BIRCHWOOD • BUTTE • CHUGIAK • EKLUTNA • FAIRVIEW LOOP
KNIK RIVER ROAD • LAZY MOUNTAIN • PALMER • PETERS CREEK

FISCAL NOTE

STATE OF ALASKA
2011 LEGISLATIVE SESSION

Fiscal Note Number _____
Bill Version HB010M (TRA)
() Publish Date _____

Identifier (file name) HB010-TRA-DOA-DMV-02-04-11 Dept. Affected Administration
Title Non-commercial trailer registration fee Appropriation Motor Vehicles
Allocation Motor Vehicles
Sponsor Rep. STOLTZE, KELLER
Requester H (TRA) OMB Component Number 2348

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2012	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
OPERATING EXPENDITURES								
Personal Services								
Travel								
Services		48.9						
Commodities								
Capital Outlay								
Grants								
Miscellaneous								
TOTAL OPERATING		0.0	48.9	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES								
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CHANGE IN REVENUES			1,197.0	1,197.0	(138.0)	(138.0)	(138.0)	(138.0)
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts								
1003 GF Match								
1004 GF		48.9						
1005 GF/Program Receipts								
1037 GF/Mental Health								
Other (please identify)								
TOTAL		0.0	48.9	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2011) cost 0.0

POSITIONS

Full-time								
Part-time								
Temporary								

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

Not applicable, initial version

Prepared by Whitney Brewster
Division Motor Vehicles
Approved by John Cramer
Department of Administration

Phone 907-269-5574
Date/Time 2/4/11 4:00 PM
Date 2/4/2011

FISCAL NOTE

STATE OF ALASKA
2011 LEGISLATIVE SESSION

BILL NO. HB 10

Analysis

Expenditures

The database for Division of Motor Vehicles (DMV) will need reprogramming to allow for permanent registration on non-commercial trailers.

Estimated hours: 300

Cost per hour: \$143

Total programming cost: 300 x \$143 = \$48,900.

Revenues

Assumptions:

The newer the trailer, the likelier it will be that owners will opt for permanent registration as there is a greater likelihood the trailer will last long enough to recover the extra cost of the permanent registration.

Currently registered non-commercial trailers

15,000 trailers 1-3 years old; registrations on half will expire in 2012 and half in 2013

50% of owners will elect permanent registration on trailers 1-3 years old

96,000 trailers older than 3 years; registrations on half will expire in 2012 and half in 2013

20% of owners will elect permanent registration on trailers older than 3 years

New trailers

5,000 new trailers are registered each year

75% of owners will elect permanent registration

	2012	2013	2014	2015	2016	2017
Current: trailers 1-3 yrs old						
3750 opt perm reg (15000/2x50%=3750)						
Perm Fees (3750 x \$100)	375.0	375.0				
Biennial Fees (3750 x \$30)	-112.5	-112.5	-112.5	-112.5	-125.5	-112.5
Current: trailers older than 3 yrs						
9600 opt perm reg (96000/2x20%=9600)						
Perm Fees (9600x\$100)	960.0	960.0				
Loss of Biennial Fees (9600x\$30)	-288.0	-288.0	-288.0	-288.0	-288.0	-288.0
New trailers						
3750 opt perm reg (5,000x75%=3750)						
Perm Fees (3750x\$100)	375.0	375.0	375.0	375.0	375.0	375.0
Loss of Biennial Fees (3750x\$30)	-112.5	-112.5	-112.5	-112.5	-112.5	-112.5
TOTAL CHANGE IN REVENUES	1,197.0	1,197.0	-138.0	-138.0	-138.0	-138.0

The DMV collects Motor Vehicle Registration Tax (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.

Eight percent of the MVRT collected is retained by the state as collection costs. The collection cost revenue will increase by an indeterminate amount in FY12 and FY13, but will decrease by an indeterminate amount in all years after FY2013.

Laws and codes for trailer registration in other states

	Commercial Trailer	Non-Commercial Trailer	Side notes
Alabama	\$12 - \$15 *Annual	\$12-\$20 *Annual \$60 for permanent	Doesn't distinguish between commercial and non-commercial
Alaska	\$20 *Permanent	\$30 *Biennial	
Arizona	<p>\$8 if 10000 lbs. or less *Does not indicate permanent, annual, or biennial</p> <p>\$245 If over 10000 lbs. *Permanent (and is the initial)</p> <p>\$145 if over 10000 lbs. and less than 6 years old *Permanent (and is a renewal or was registered in another state)</p> <p>\$95 if over 10000 lbs. and at least 6 years old *Permanent (and is a renewal or was registered in another state)</p>	<p>\$20 if 10000 lbs. or less *Permanent (and is the initial)</p> <p>\$5 if 10000 lbs. or less *Permanent (and is a renewal)</p> <p>\$245 If over 10000 lbs. *Permanent (and is the initial)</p> <p>\$145 if over 10000 lbs. and less than 6 years old *Permanent (and is a renewal or was registered in another state)</p> <p>\$95 if over 10000 lbs. and at least 6 years old *Permanent (and is a renewal or was registered in another state)</p>	<p>If over 10000 lbs. and commercially used then a vehicle license tax is applied either annually or biennially</p> <p>In state statutes, it does not distinguish between commercial and non-commercial if over 10000 lbs. so it is assumed they are the same</p>
Arkansas	\$20 *Annual \$65 *Permanent If trailers are being pulled by the Arkansas definition of class two through class 8 trucks	\$21 *Triennial \$36 *Permanent If trailers are being pulled by the Arkansas definition of a class one truck	Divided by truck classes that pull the trailers which are categorized by weight. (Note on site for Arkansas said that commercial pertains to classes 2-8)
California	<p>\$31 + the following fees: \$8 - \$360 two or fewer axles and up to 10,000 lbs., \$43 - \$539 three or more axles and up to 10,000 lbs., \$332 - \$1028 10,001 lbs. to 45,000 lbs., \$1161 - \$2064: 45,001 lbs. to 80,000 lbs.</p>	<p>\$31 + the following fees: \$8 - \$360 two or fewer axles and up to 10,000 lbs., \$43 - \$539 three or more axles and up to 10,000 lbs.</p>	Does not distinguish a difference between commercial and non-commercial trailers if under 10000 lbs.
Colorado	No information		
Connecticut	\$18-\$22.50	\$18-\$22.50	Doesn't distinguish between commercial and non-commercial

	Commercial Trailer	Non-Commercial Trailer	Side notes
Delaware	\$15 1,000 lbs. or less \$20 1,001 lbs. - 2,000 lbs. \$40 2,001 lbs. - 5,000 lbs. \$40 + \$18 per each additional 1,000 lbs. - over 5,000 lbs	\$15 1,000 lbs. or less \$20 1,001 lbs. - 2,000 lbs. \$40 2,001 lbs. - 5,000 lbs. \$40 + \$18 per each additional 1,000 lbs. - over 5,000 lbs	Doesn't distinguish between commercial and non-commercial
Florida	No information		
Georgia	\$12 *Annual \$48 *Permanent	\$12 *Annual \$48 *Permanent	For qualified trailers in accordance to Georgia Code Section 40-2-47
Hawaii	No information		
Idaho	\$9	\$9	Doesn't distinguish between commercial and non-commercial
Illinois	No information		
Indiana	Based on weight and if trailer, semi-trailer, or tractor pulling a semi-trailer *Annual, Quinquennial, Permanent (Quinquennial and permanent only possible if a tractor pulling a semi-trailer)	Based on weight and if trailer, semi-trailer, or tractor pulling a semi-trailer *Annual, Quinquennial, Permanent (Quinquennial and permanent only possible if a tractor pulling a semi-trailer)	Doesn't distinguish between commercial and non-commercial
Iowa	\$30 if over 2000 lbs. *Annual \$20 if under 2000 lbs. *Annual	\$30 if over 2000 lbs. *Annual \$20 if under 2000 lbs. *Annual	Doesn't distinguish between commercial and non-commercial
Kansas	\$40 - 12,000 lbs. or less Call county treasurer's office for trucks over 12,000 lbs.		Couldn't confirm costs
Kentucky	\$24 - 6,001 lbs. - 10,000 lbs. \$30- 10,001 lbs. - 14,000 lbs. \$50 - 14,001 lbs. - 18,000 lbs. \$132 - 18,001 lbs. - 22,000 lbs. \$160 - \$1,260 lbs. - 22,001 - 80,000 lbs.		Could not confirm costs
Louisiana	\$10 *Annual \$40 *Quadrennial \$70 *Permanent If light trailer, farm trailer, or farm semi-trailer under 6000 lbs., or boat trailer \$3 *Annual	\$10 *Annual \$40 *Quadrennial \$70 *Permanent If light trailer, farm trailer, or farm semi-trailer under 6000 lbs., or boat trailer \$3 *Annual	Doesn't distinguish between commercial and non-commercial
Maine	\$10.50/\$21 - 2,000 lbs. or less \$20 /\$40 - more than 2,000 lbs.	\$10.50/\$21 - 2,000 lbs. or less \$20 /\$40 - more than 2,000 lbs.	Doesn't distinguish between commercial and non-commercial

	Commercial Trailer	Non-Commercial Trailer	Side notes
Maryland	\$51 if under 3000 lbs \$102 if 3001 lbs-5000 lbs \$160 if 5001 lbs-10000 lbs \$248 if 10001 lbs-20000 lbs \$76.50 if semi or freight trailer	\$51 if under 3000 lbs \$102 if 3001 lbs-5000 lbs \$160 if 5001 lbs-10000 lbs \$248 if 10001 lbs-20000 lbs \$76.50 if semi or freight trailer	Doesn't distinguish between commercial and non-commercial
Massachusetts	\$20 per 1,000 lbs. \$20 minimum, \$300 if a semi	\$20 per 1,000 lbs. \$20 minimum, \$300 if a semi	Doesn't distinguish between commercial and non-commercial
Michigan	No information		
Minnesota	No information		
Mississippi	No information		
Missouri	\$7.50 * Annual \$22.50 * Triennial \$52.50 * Permanent (Permanent only available for certain trailers defined in Section 301.067.3)	\$7.50 * Annual \$22.50 * Triennial \$52.50 * Permanent (Permanent only available for certain trailers defined in Section 301.067.3)	Doesn't distinguish between commercial and non-commercial
Montana	\$61.25 if 6000 lbs or less \$148.25 if over 6000 lbs * Permanent	\$61.25 if 6000 lbs or less \$148.25 if over 6000 lbs * Permanent	Doesn't distinguish between commercial and non-commercial
Nebraska	\$1 per 1,000 lbs.		Couldn't confirm costs
Nevada	\$12 if under 1000 lbs. \$24 if over 1000 lbs.	\$12 if under 1000 lbs. \$24 if over 1000 lbs.	Doesn't distinguish between commercial and non-commercial
New Hampshire	\$0.60 per 100 lbs on trailers of more than 8,000 lbs.		Couldn't confirm costs
New Jersey	Couldn't find any commercial fees but there are two different sections for commercial and non-commercial vehicles	\$18 if 2000 lbs. or less \$23 if over 2000 lbs.	
New Mexico	Varies on weight		Couldn't confirm costs
New York	Couldn't find any commercial fees but there are two different sections for commercial and non-commercial vehicles		
North Carolina	\$15/year with additional \$5 fee in some counties		Couldn't confirm costs
North Dakota	Annual fees vary, depending on weight of vehicle and first year registered		
Ohio	\$39.50 + district taxes	\$12 if under 1500 lbs. \$13 if 1501-2500 lbs. \$14 if 2501-3000 lbs. + district taxes * Annual	

	Commercial Trailer	Non-Commercial Trailer	Side notes
Oklahoma	Varies by weight from \$95 - \$1,078 annually plus flat fee of \$40 for first-time registration and \$4 flat fee in following years; after five years, fees are halved for vehicles under 15,000 lbs.		Couldn't confirm costs
Oregon	Annual fees range from \$169 to \$636 depending on weight of vehicle	If loaded weight is under 8000 lbs. \$86 *Biennial \$172 *Quadrennial	Couldn't confirm commercial trailer fee
Pennsylvania	No information		
Rhode Island	\$1.50 per 1,000 lbs.		Couldn't confirm costs
South Carolina	\$30 - less than 4,000 lbs. \$40 for 4,001 lbs. -5,000 lbs. \$60 for 5,001 lbs. -6,000 lbs. \$70 for 6,001 lbs. -7,000 lbs. \$80 for 7,001 lbs. -8,000 lbs. \$90 for 8,001 lbs. -9,000 lbs. \$100 for 9,001 lbs. -10,000 lbs.	\$20 if over 2500 lbs.	Couldn't confirm commercial costs
South Dakota	\$7 minimum if 5yrs or older \$10 minimum if 0-4yrs old (Scaled on weight and age of trailer) *Annual	\$7 minimum if 5yrs or older \$10 minimum if 0-4yrs old (Scaled on weight and age of trailer) *Annual	Doesn't distinguish between commercial and non-commercial
Tennessee	Private carriers 9,000 lbs. - 80,000 lbs. \$64 - \$1,332.50		Couldn't confirm costs but boat trailers do not require registration or title
Texas	\$0.44-\$0.55 / 100 lbs. - under 6,000 lbs. \$0.49-\$0.66 / 100 lbs. - 6,001 lbs. to 8,000 lbs. \$0.60 -\$0.77 / 100 lbs. - 8,001 lbs. to 10,000 lbs.		Couldn't confirm costs
Utah	\$28.50 per 750 lbs.	\$31 per 750 lbs.	According to Utah code, commercial trailers/semi-trailers can obtain "special registration" for \$130. Could be permanent fee but it does not specify.

	Commercial Trailer	Non-Commercial Trailer	Side notes
Vermont	If 1499 lbs. or less \$23 * Annual \$46 * Biennial If 1500 lbs. or more \$45 * Annual \$90 * Biennial	If 1499 lbs. or less \$23 * Annual \$46 * Biennial If 1500 lbs. or more \$45 * Annual \$90 * Biennial	Doesn't distinguish between commercial and non-commercial
Virginia	If 0-1500 lbs. \$18 * Annual \$70 * Permanent If 1501-4000 lbs. \$28.50 * Annual \$75 * Permanent If 4001 lbs. or more \$40 * Annual \$100 * Permanent In process of being amended to the following If 0-1500 lbs. \$8 * Annual \$50 * Permanent If 1501-4000 lbs. \$18.50 * Annual \$50 * Permanent If 4001 lbs. or more \$23.50 * Annual \$50 * Permanent	If 0-1500 lbs. \$18 * Annual \$70 * Permanent If 1501-4000 lbs. \$28.50 * Annual \$75 * Permanent If 4001 lbs. or more \$40 * Annual \$100 * Permanent In process of being amended to the following If 0-1500 lbs. \$8 * Annual \$50 * Permanent If 1501-4000 lbs. \$18.50 * Annual \$50 * Permanent If 4001 lbs. or more \$23.50 * Annual \$50 * Permanent	Doesn't distinguish between commercial and non-commercial but a fleet of 50 or more trailers can be put on a five year registration
Washington	Annual fees ranges from \$10 to \$3,372 depending on weight of vehicle	Boat trailer \$21.75 if single axel and 2000 lbs. or less \$36.75 if over 2000 lbs. Horse/Utility trailer \$18.75 if single axel and 2000 lbs. or less \$33.75 if over 2000 lbs.	Couldn't confirm commercial costs

	Commercial Trailer	Non-Commercial Trailer	Side notes
West Virginia	<p>\$28 - 8,001 lbs. to 16,000 lbs. <i>(plus \$5 for each 1,000 lbs or fraction thereof that exceeds 8,000)</i></p> <p>\$78.50 - 16,001 lbs. to 55,000 lbs. <i>(plus \$10 for each 1,000 or fraction thereof that exceeds 16,000 lbs.)</i></p> <p>\$737.50 - 55,000 lbs. or more <i>(plus \$15.75 for each 1,000 lbs. or fraction thereof that exceeds 55,000 lbs.)</i></p>	<p>\$9-\$13 if under 2000 lbs. *Triennial \$51 if 2000 lbs. or more</p> <p>(Both include a litter fee)</p>	<p>Couldn't confirm commercial costs</p>
Wisconsin	<p>\$50 if a semi trailer *Permanent \$37.50 if 3000 lbs. or less *All plates expire in June</p> <p>If 4500 lbs. or more \$3.13-\$2560 depending on time of year and weight *All plates expire in December</p>	<p>\$50 if a semi trailer *Permanent \$37.50 if 3000 lbs. or less *All plates expire in June</p> <p>If 4500 lbs. or more \$3.13-\$2560 depending on time of year and weight *All plates expire in December</p>	<p>Doesn't distinguish between commercial and non-commercial costs but there are special rates for vehicles used for farming</p>
Wyoming	No information		

	Commercial Trailer	Non-Commercial Trailer	Side notes
Arizona	<p>\$8 if 10000 lbs. or less *Does not indicate permanent, annual, or biennial</p> <p>\$245 If over 10000 lbs. *Permanent (and is the initial)</p> <p>\$145 if over 10000 lbs. and less than 6 years old *Permanent (and is a renewal or was registered in another state)</p> <p>\$95 if over 10000 lbs. and at least 6 years old *Permanent (and is a renewal or was registered in another state)</p>	<p>\$20 if 10000 lbs. or less *Permanent (and is the initial)</p> <p>\$5 if 10000 lbs. or less *Permanent (and is a renewal)</p> <p>\$245 If over 10000 lbs. *Permanent (and is the initial)</p> <p>\$145 if over 10000 lbs. and less than 6 years old *Permanent (and is a renewal or was registered in another state)</p> <p>\$95 if over 10000 lbs. and at least 6 years old *Permanent (and is a renewal or was registered in another state)</p>	<p>If over 10000 lbs. and commercially used then a vehicle license tax is applied either annually or biennially</p> <p>In state statutes, it does not distinguish between commercial and non-commercial if over 10000 lbs. so it is assumed they are the same</p>
Arkansas	<p>\$20 *Annual</p> <p>\$65 *Permanent</p> <p>If trailers are being pulled by the Arkansas definition of class two through class 8 trucks</p>	<p>\$21 *Triennial</p> <p>\$36 *Permanent</p> <p>If trailers are being pulled by the Arkansas definition of a class one truck</p>	<p>Divided by truck classes that pull the trailers which are categorized by weight. (Note on site for Arkansas said that commercial pertains to classes 2-8)</p>
Georgia	<p>\$12 *Annual</p> <p>\$48 *Permanent</p>	<p>\$12 *Annual</p> <p>\$48 *Permanent</p>	<p>For qualified trailers in accordance to Georgia Code Section 40-2-47</p>
Indiana	<p>Based on weight and if trailer, semi-trailer, or tractor pulling a semi-trailer</p> <p>*Annual, Quinquennial, Permanent</p> <p>(Quinquennial and permanent only possible if a tractor pulling a semi-trailer)</p>	<p>Based on weight and if trailer, semi-trailer, or tractor pulling a semi-trailer</p> <p>*Annual, Quinquennial, Permanent</p> <p>(Quinquennial and permanent only possible if a tractor pulling a semi-trailer)</p>	<p>Doesn't distinguish between commercial and non-commercial</p>
Louisiana	<p>\$10 *Annual</p> <p>\$40 *Quadrennial</p> <p>\$70 *Permanent</p> <p>If light trailer, farm trailer, or farm semi-trailer under 6000 lbs., or boat trailer</p> <p>\$3 *Annual</p>	<p>\$10 *Annual</p> <p>\$40 *Quadrennial</p> <p>\$70 *Permanent</p> <p>If light trailer, farm trailer, or farm semi-trailer under 6000 lbs., or boat trailer</p> <p>\$3 *Annual</p>	<p>Doesn't distinguish between commercial and non-commercial</p>

	Commercial Trailer	Non-Commercial Trailer	Side notes
Missouri	\$7.50 *Annual \$22.50 *Triennial \$52.50 *Permanent (Permanent only available for certain trailers defined in Section 301.067.3)	\$7.50 *Annual \$22.50 *Triennial \$52.50 *Permanent (Permanent only available for certain trailers defined in Section 301.067.3)	Doesn't distinguish between commercial and non-commercial
Virginia	If 0-1500 lbs. \$18 *Annual \$70 *Permanent If 1501-4000 lbs. \$28.50 *Annual \$75 *Permanent If 4001 lbs. or more \$40 *Annual \$100 *Permanent In process of being amended to the following If 0-1500 lbs. \$8 *Annual \$50 *Permanent If 1501-4000 lbs. \$18.50 *Annual \$50 *Permanent If 4001 lbs. or more \$23.50 *Annual \$50 *Permanent	If 0-1500 lbs. \$18 *Annual \$70 *Permanent If 1501-4000 lbs. \$28.50 *Annual \$75 *Permanent If 4001 lbs. or more \$40 *Annual \$100 *Permanent In process of being amended to the following If 0-1500 lbs. \$8 *Annual \$50 *Permanent If 1501-4000 lbs. \$18.50 *Annual \$50 *Permanent If 4001 lbs. or more \$23.50 *Annual \$50 *Permanent	Doesn't distinguish between commercial and non-commercial but a fleet of 50 or more trailers can be put on a five year registration

Trailer Resignation Bill HB10

“An act relating to the registration fee for noncommercial trailers...”

Reason for Bill

Streamlining registration process for trailer owners and DMV.

According to Duane Bannock, former DMV director, the goal of the bill is to speed up the registration process and reduce the amount of work it takes for DMV employees to register a trailer, thus reducing the wait time for other DMV customers.

Bannock said, “The best way would be to unify commercial and non-commercial trailers in all regulations, pricing, and registration renewal frequency. By making all trailer registrations permanent and one price, there would be fewer differences for DMV clerks to be aware of, thus making it easier for employees to register the trailers, which would also reduce the time needed with the person applying for the registration.

Downfall to Bills

- Loss in revenue, since the charge for non-commercial trailers would be changed for twenty dollars every two years to a one time fee. The loss in revenue can be made up for with an increase or higher fee for a permanent registration. Most states with permanent registration charge three to four times the annual or biennial rate for a permanent registration.
- A change in ownership, would leave no record showing the current ownership of a trailer. This would be a concern mainly for travel trailers, fifth wheels, house trailer, or any other trailer that would be used for living quarters. But also has serious implication with regard to litigation. Can be resolved by requiring new owner to register the trailer again.

Other States

There are seven that have permanent registration for both commercial and non-commercial trailers. All have printed out state codes that confirm the following summarizations.

1. Arizona’s guidelines are based on the weight of the trailer and if it is already registered. If the trailer is commercially used then a vehicle license tax is applied either annually or biennially.
2. Arkansas classifies trucks in different classes from one through eight based on weight. Any truck that is class two through eight qualifies as a commercial truck which has some higher fees than a class one truck and can be charged annually or just a one time payment.
3. Georgia has codes that specify certain trailers and group non-commercial and commercial trailers together which can pay either annually or a one time payment.
4. Indiana bases theirs on weight and if the trailer is semi-trailer, a tractor pulling a semi-trailer, or if it’s a general trailer. The payment options are annually, quinquennially, or permanent but the permanent and quinquennial payment options only apply to a tractor pulling a semi-trailer.
5. Louisiana doesn’t distinguish between commercial and non-commercial and charges flat rates either annually, quadrennially, or permanently. If the trailer is a light trailer, farm trailer, or a farm semi-trailer under six thousand pounds, or is a boat trailer then there is a smaller annual payment.
6. Missouri doesn’t distinguish between commercial and non-commercial and charges flat rates annually, triennially, or permanently but the permanent plan is only available for certain trailers defined in their state code.
7. Virginia doesn’t distinguish between commercial and non-commercial and bases their system on weight and can be charged annually or permanently, but it appears that Virginia is amending their guidelines to make all weights have the same permanent payment.

History of Trailer Registration

- 1998 the 20th Legislature passed HB 404 (Sec. 23) creating a 1-time, permanent, registration for commercial trailers. This was done in conjunction with a large increase in registration fees for heavy commercial vehicles (semis, tractors, and power units). The goal of the increased fee was to offset the loss of annual/biennial registration revenue.
- 2003 the 23rd Legislature passed HB170, which raised most registration fees for all classes of motor vehicles, including commercial and noncommercial trailers.

Other Facts

- In 2009 there were 111,751 noncommercial trailers registered in Alaska. This is a 10 percent increase in quantity from 2003. Works out to \$11 million in revenue over next two years if all noncommercial trailers get permanent registration.

Article 5. Fees and Charges.

Section

- 411. Registration fees levied
- 421. Registration fee rates
- 423. Emission control inspection program fees

Section

- 431. Biennial motor vehicle registration tax
- 441. Schedule of other fees and charges

Collateral references. — 7A Am. Jur. 2d, Automobiles and Highway Traffic, § 71 et seq.

60 C.J.S., Motor Vehicles, § 245 et seq.

Sec. 28.10.411. Registration fees levied. (a) For every year during any part of which a vehicle is subject to registration under this chapter, a registration fee shall be paid to the department at the time of original registration and at each biennial renewal of registration after that time.

(b) [Repealed, 1983 Initiative Proposal No. 2, § 6.]

(c) [Repealed, § 6 ch 70 SLA 1986.]

(d) [Repealed, § 41 ch 37 SLA 1986.]

(e) [Repealed, § 3 ch 89 SLA 1987.]

(f) A resident 65 years of age or older on January 1 of the year the vehicle is registered or a resident with a disability that limits or impairs the ability to walk and who provides proof of that disability as provided in 23 C.F.R. 1235.2 is entitled to an exemption from the registration fee required under this section for one vehicle subject to registration under AS 28.10.421(b)(1), (2), (5), or (6). An exemption may not be granted except upon written application for the exemption on a form prescribed by the department. (§ 7 ch 178 SLA 1978; am 1983 Initiative Proposal No. 2, § 6; am § 85 ch 6 SLA 1984; am § 41 ch 37 SLA 1986; am § 6 ch 60 SLA 1986; am § 6 ch 70 SLA 1986; am § 3 ch 89 SLA 1987; am § 58 ch 63 SLA 1993; am §§ 6, 7 ch 44 SLA 1996; am § 2 ch 128 SLA 1998; am § 4 ch 46 SLA 2007)

Effect of amendments. — The 2007 amendment, effective July 4, 2007, inserted "or a resident with a disability that limits or impairs the ability to walk and who provides proof of that disability as provided in 23 C.F.R. 1235.2" in the first sentence of subsection (f).

Editor's notes. — Section 87, ch. 63, SLA 1998 provides "[i]f any section of this bill is found to violate the single subject rule it is severed from the rest of the bill."

Sec. 28.10.420. Assignment. [Repealed, § 7 ch 178 SLA 1978.]

Sec. 28.10.421. Registration fee rates. (a) Unless otherwise provided by law,

(1) the fees prescribed in this section shall be paid to the department at the times provided under AS 28.10.108 and 28.10.111; and

(2) an additional fee of \$10 shall be added to the registration fee set out in this section for registration not conducted by mail or not conducted at an emissions inspection station or contract office offering vehicle registration services; the department may waive this additional fee for a good cause based on criteria established in regulations adopted by the department.

(b) The biennial registration fees under this subsection are imposed within the following classifications for:

- (1) a passenger vehicle, low-speed vehicle, or motor home not used or maintained for the transportation of persons or property for hire or for other commercial use \$100;
- (2) a pick-up truck or a van not exceeding 10,000 pounds unladen weight and not registered in the name of a company or business \$100;
- (3) a taxicab \$160;

- (4) a motor bus with a sea commercial purposes in the
- (5) a motorcycle or a moto
- (6) a trailer not used or n hire or for other commercia trailer, box trailer, utility tra for rent

(c) The biennial registrat upon the actual unladen wei or upon the actual weight, w commissioner or the commis vehicle and a motor vehicle p of a company or business, or for hire, excepting taxicabs a of property for hire or for c truck, wrecker, tow car, hear

- (1) up to and including 5,0
- (2) more than 5,000 pound
- (3) more than 12,000 pou
- (4) more than 18,000 pou
- (d) The special registratio otherwise specified, for

- (1) a historic vehicle regis
- (A) AS 28.10.181(b)(1) an purpose of historical exhibiti under AS 28.10.181(b)
- (B) AS 28.10.181(b)(2) plus the fee required for that is eligible for the fee descri subparagraph shall be collec historic plates;

(C) AS 28.10.181(b)(2) ar purpose of historical exhibiti under AS 28.10.181(b)

- (2) special request plates
- (A) Alaska National Guar
- (B) veterans or retired ve
- (C) recipients of the Purp
- (D) owners of custom coll
- (E) Iditarod race finisher;
- (F) other special request plus the fee required for th paragraph shall be collected request plates;

- (3) a vehicle owned by a p or by a resident 65 years of on a form prescribed by the
- (4) a vehicle owned by th
- (5) a vehicle owned by ar required for that vehicle un
- (6) a vehicle owned by 28.10.181
- (7) a snowmobile or off-h

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other fees and charges

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- (1) a motor bus with a seating capacity for 20 or more persons and used exclusively for commercial purposes in the transporting of visitors or tourists \$300;
 - (2) a motorcycle or a motor-driven cycle \$60;
 - (3) a trailer not used or maintained for the transportation of persons or property for hire or for other commercial use, including, but not limited to, a boat trailer, baggage trailer, box trailer, utility trailer, house trailer, travel trailer, or a trailer rented or offered for rent \$30.
- (d) The biennial registration fees under this subsection are imposed and are based upon the actual unladen weight as established by the manufacturer's advertised weight or upon the actual weight, which the owner shall furnish, subject to the approval of the commissioner or the commissioner's representative, for a vehicle, including a low-speed vehicle and a motor vehicle pulling a trailer or semi-trailer, that is registered in the name of a company or business, or is used or maintained for the transportation of passengers for hire, excepting taxicabs and buses under (b) of this section, or for the transportation of property for hire or for other commercial purposes, including a low-speed vehicle, truck, wrecker, tow car, hearse, ambulance, and tractor, as follows:
- (1) up to and including 5,000 pounds \$180;
 - (2) more than 5,000 pounds to and including 12,000 pounds \$268;
 - (3) more than 12,000 pounds to and including 18,000 pounds \$516;
 - (4) more than 18,000 pounds \$662.
- (d) The special registration fees under this subsection are imposed biennially, unless otherwise specified, for
- (1) a historic vehicle registered under
 - (A) AS 28.10.181(b)(1) and that is driven or moved on a highway for the primary purpose of historical exhibition or similar activity, one time only upon initial registration under AS 28.10.181(b) \$10;
 - (B) AS 28.10.181(b)(2) \$30 plus the fee required for that vehicle under (b) of this section, unless the historic vehicle is eligible for the fee described under (C) of this paragraph; the fee required by this subparagraph shall be collected only on the first issuance and on the replacement of the historic plates;
 - (C) AS 28.10.181(b)(2) and that is driven or moved on a highway for the primary purpose of historical exhibition or similar activity, one time only upon initial registration under AS 28.10.181(b) \$10;
 - (2) special request plates for
 - (A) Alaska National Guard personnel \$30;
 - (B) veterans or retired veterans \$30;
 - (C) recipients of the Purple Heart none;
 - (D) owners of custom collector vehicles \$50;
 - (E) Iditarod race finishers \$50;
 - (F) other special request plates \$30;
- plus the fee required for that vehicle under (b) of this section; the fee required by this paragraph shall be collected only on the first issuance and on the replacement of special request plates;
- (3) a vehicle owned by a person with a disability and registered under AS 28.10.181(d), or by a resident 65 years of age or older who files a written application for an exemption on a form prescribed by the department none;
 - (4) a vehicle owned by the state none;
 - (5) a vehicle owned by an elected state official the fee required for that vehicle under (b), (c), (h), or (i) of this section;
 - (6) a vehicle owned by a rancher, farmer, or dairyman and registered under AS 28.10.181 \$68;
 - (7) a snowmobile or off-highway vehicle \$10;

Article 5. Fees and Charges.

Section

- 411. Registration fees levied
- 421. Registration fee rates
- 423. Emission control inspection program fees

Section

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(f) A resident 65 years of age or older on January 1 of the year the vehicle is registered or a resident with a disability that limits or impairs the ability to walk and who provides proof of that disability as provided in 23 C.F.R. 1235.2 is entitled to an exemption from the registration fee required under this section for one vehicle subject to registration under AS 28.10.421(b)(1), (2), (5), or (6). An exemption may not be granted except upon written application for the exemption on a form prescribed by the department. (§ 7 ch 178 SLA 1978; am 1983 Initiative Proposal No. 2, § 6; am § 85 ch 6 SLA 1984; am § 41 ch 37 SLA 1986; am § 6 ch 60 SLA 1986; am § 6 ch 70 SLA 1986; am § 3 ch 89 SLA 1987; am § 58 ch 63 SLA 1993; am §§ 6, 7 ch 44 SLA 1996; am § 2 ch 128 SLA 1998; am § 4 ch 46 SLA 2007)

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- (b) The biennial registration fees under this subsection are imposed within the following classifications for:
- (1) a passenger vehicle, low-speed vehicle, or motor home not used or maintained for the transportation of persons or property for hire or for other commercial use \$100;
 - (2) a pick-up truck or a van not exceeding 10,000 pounds unladen weight and not registered in the name of a company or business \$100;
 - (3) a taxicab \$160;

- (4) a motor bus with a seat for commercial purposes in the taxicab classification
- (5) a motorcycle or a motor vehicle with a weight of less than 1,000 pounds
- (6) a trailer not used or maintained for hire or for other commercial purposes, including a utility trailer, box trailer, utility trailer for rent

(c) The biennial registration fee shall be based upon the actual unladen weight or upon the actual weight, whichever is greater, as determined by the commissioner or the commissioner's designee for a company or business, or for hire, excepting taxicabs and motor vehicles used for hire or for other commercial purposes, including a utility truck, wrecker, tow car, heavy

- (1) up to and including 5,000 pounds
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- (3) more than 12,000 pounds and not more than 18,000 pounds
- (4) more than 18,000 pounds

(d) The special registration fee shall be as otherwise specified, for

(1) a historic vehicle registration plate; (A) AS 28.10.181(b)(1) an historic vehicle registration plate for the purpose of historical exhibition under AS 28.10.181(b)

(B) AS 28.10.181(b)(2) a special request plate plus the fee required for that plate if the vehicle is eligible for the fee described in this subsection shall be collected for historic plates;

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- (2) special request plates
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 - (B) veterans or retired veterans
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 - (F) other special request plates
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- (3) a vehicle owned by a person 65 years of age or older or by a resident 65 years of age or older on a form prescribed by the department
- (4) a vehicle owned by a person 65 years of age or older on a form prescribed by the department
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(5) a vehicle owned by an elected state official the fee required for that vehicle under (b), (c), (h), or (i) of this section;

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ALASKA STATE LEGISLATURE

Co-Chair:

House Finance Committee

Chair:

House Finance Subcommittees for;
Department of Public Safety
Department of Law
Alaska Court System

Member:

Legislative Council
Committee on Committees
Legislative Budget & Audit (alt)
House Finance Sub-Committees for:
Governor's Office
Legislature
University of Alaska



BILL STOLTZE

STATE REPRESENTATIVE

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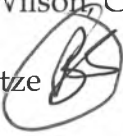
District:

600 E. Railroad Ave.
Wasilla, AK 99654
Phone: (907) 376-4958
Fax: (907) 376-4928

Toll Free: 1-866-465-4958

Memorandum

TO: Rep. Peggy Wilson, Chair House Transportation Committee

FROM: Rep. Bill Stoltze 

DATE: February 1, 2011

RE: Hearing Request for HB 10 "An Act relating to the registration fee for noncommercial trailers and to the motor vehicle tax for trailers."

Madame Chair,

I request that HB 10 be scheduled for a hearing before the House Transportation Committee at the earliest possible time.

Attached is a sponsor statement, supporting material and a copy of the legislation for consideration by the committee.

DISTRICT 16

BIRCHWOOD • BUTTE • CHUGIAK • EKLUTNA • FAIRVIEW LOOP
KNIK RIVER ROAD • LAZY MOUNTAIN • PALMER • PETERS CREEK

HB 10 Change in Registration Fee for Trailers.

		2012	2013	2014	2015	2016	2017	
Current Registered Trailers in Anchorage								
Total Anchorage trailers	34,746							Notes Total registered non commercial trailers in Anchorage in 2010 from DMV web site
One to Three Years Old								
Percent of trailers 1-3 years old	14%							From Fiscal note for HB 10
Total Trailers 1-3 years old	4,695							total trailers 1-3 years old = percent of trailers statewide that are 1-3 years old * total number of registered trailers in Anchorage.. Registrations on half will expire in 2012 and half in 2013
Percent electing permanent registration	50%							From Fiscal note for HB 10
Percent of trailers that leave state or no longer register each year	5%							Assumed. Percent of Trailers that are decommissioned each year and would no longer pay any type of registration fee, either because they no longer function or because they left the state
More than Three Years Old								
Total Trailers more than 3 years old	30,051							total trailers older than 3 years = total registered trailers in Anchorage minus number of registered trailers 1-3 years old. Registrations on half will expire in 2012 and half in 2013.
Percent electing permanent registration	20%							From Fiscal note for HB 10
Percent of trailers that leave state or no longer register each year	10%							Percent of Trailers that are decommissioned each year and would no longer pay any type of registration fee, either because they no longer function or because they left the state
New Trailers in Anchorage								
Number of new trailers each year in state	5000							From Fiscal note for HB 10
Anchorage Share of Trailers in state	31%							From DMV web site
New trailers registered in Anchorage each year	1,529							Total new trailers in state * Anchorage Share
Percent electing permanent registration	75%							From Fiscal note for HB 10
Percent of trailers that leave state or no longer register each year	2%							Percent of Trailers that are decommissioned each year and would no longer pay any type of registration fee, either because they no longer function or because they left the state
Biennial trailer registration fee effective in 2012 in Anchorage	20							Biennial registration fee effective in Anchorage starting in 2012 from Section 16 of AO 2010-81(S)
Permanent registration fee	100							New optional permanent fee starting in 2012 from HB 10
Current: Trailers 1-3 years old in Anchorage								
Total Number of trailers 1-3 years old that switch to permanent	1,174							Number of trailers one to three years old opting for permanent registration each year = number of trailers 1 to 3 years old / 2 * percentage electing permanent registration
Revenues received from permanent registrations		117,385	111,516					Gain from permanent registrations = number of trailers opting for permanent registration * permanent registration fee.
Revenues lost from trailers that no longer pay biennial registration		(23,477)	(22,303)	(21,188)	(20,129)	(19,122)	(18,166)	Loss of Biennial Fees = - number opting for permanent registration * biennial fee.
Current Trailers : older than 3 years old in Anchorage								
Total Number of trailers over 3 years old that switch to permanent	3,005							Number of trailers older than three years old opting for permanent registration each year = number of trailers older than three years / 2 * percentage electing permanent registration
Revenues received from permanent registrations		300,506	270,455					Gain from permanent registrations = number of trailers opting for permanent registration * permanent registration fee.
Revenues lost from trailers that no longer pay biennial registration		(60,101)	(54,091)	(48,682)	(43,814)	(39,432)	(35,489)	Loss of Biennial Fees = - number opting for permanent registration * biennial fee.
New Trailers in Anchorage								
Number of New Trailers each year that switch to permanent	1,147							Number of new trailers opting for permanent registration each year = number of new trailers registered each year * percentage electing permanent registration
Revenues received from permanent registrations		114,692	112,399	110,151	107,948	105,789	103,673	Gain from permanent registrations = number of new trailers opting for permanent registration * permanent registration fee.
Revenues lost from trailers that no longer pay biennial registration		(22,938)	(22,480)	(22,030)	(21,590)	(21,158)	(20,735)	Loss of Biennial Fees = - number opting for permanent registration * biennial fee.
Total Change in Revenues		426,067	395,496	18,251	22,416	26,076	29,283	Sum of all revenue gains and losses for all trailers.

HB 64 Change in Registration Fee for Old Cars

Currently Registered Old Cars in Anchorage

Total passenger cars in Anchorage of all ages	190768
Percent of passenger cars in Anchorage older than 8 years	63%
Number of cars in Anchorage older than 8 years	120,184
Percent electing permanent registration	40%
Percent of old cars that leave state or no longer register each year	10%

Total Number of registered passenger cars in 2010 from DMV website
 Percent older than 8 years from Feb 14 email from Alaska Municipal League (Leslie Peters)
 Number of Vehicles in Anchorage currently older than 8 years = percentage over eight years * total number of registered passenger cars. Half of these currently registered cars would renew their registration in 2012 and half in 2013.
 Assumed. Change as necessary to investigate alternative scenarios
 Assumed. Change as necessary to investigate alternative scenarios. Percent of current registered old cars that would no longer pay any type of registration fee each year either because they break down or leave the state.

Cars that age to more than 8 years each year in Anchorage

Number of cars that age from seven years old to eight years old each year.	8,823
Percent electing permanent registration	40%
Percent of old cars that leave state or no longer register each year	10%

This is the number of currently registered cars that become eligible for permanent registration each year because they age from seven years to eight years old = (Total number of registered passenger cars minus number of passenger cars more than eight years old) / 8. This assumes that the total cars that are less than eight years old are distributed evenly across each age class. In other words, 1/8 of the cars less than eight years old are one year old, 1/8 are two years old, 1/8 are three years old, and so on.
 Assumed. Change as necessary for alternative scenarios.
 Percent of current registered old cars that would no longer pay any type of registration fee each year either because they break down or leave the state.

Biennial fee for cars older than 8 years	70
Permanent registration fee	100

Biennial registration fee effective in Anchorage starting in 2012 from Section 16 of AO 2010-81(S)
 Optional new permanent fee specified by HB 64. The permanent fee would be the minimum of either \$100 or 5 times the biennial fee. Since \$100 is less than \$350 (=5*\$70), the old cars would have the option of paying \$100 as the permanent fee in Anchorage.

Current: Passenger Cars older than 8 years

	2012	2013	2014	2015	2016	2017
Number of cars that are currently 8 years or older and opt for permanent registration and change each year	24,037					
Revenues received from permanent registration	2,403,677	2,163,309				
Revenues lost from old cars that no longer pay biennial fee.	(1,682,574)	(1,514,316)	(1,362,885)	(1,226,596)	(1,103,937)	(993,543)

Number of cars opting for permanent registration each year = number of cars older than eight years / 2 * percentage electing permanent registration
 Gain of Permanent fees = number that opting for permanent registration * permanent registration fee.
 Loss of Biennial Fees = number of cars opting for permanent registration * biennial registration fee.

Additional Passenger Cars that age to more than 8 years

Number of cars that are currently 8 years or less and age each year to over 8 years and opt for permanent registration	3,529					
Revenues received from permanent registration	352,921	317,629	285,866	257,279	231,551	208,396
Revenues lost from old cars that no longer pay biennial fee.	(247,045)	(222,340)	(200,106)	(180,095)	(162,086)	(145,877)

Number of additional cars that age to more than eight years and opt for permanent registration each year = number of cars that age to more than eight years * percentage electing permanent registration
 Gain of Permanent fees = number of cars that age to more than eight years and opt for permanent registration * permanent registration fee.
 Loss of Biennial Fees = number of cars that age to eight years and opt for permanent registration * biennial registration fee.

Total Change in Revenues

826,979	744,281	(1,277,125)	(1,149,412)	(1,034,471)	(931,024)	Sum of all revenue losses and gains for all old cars.
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