

HJR

13

<TARGET><BILL>HJR 13</BILL><SUBJECT>HJR
13</SUBJECT><COMM>HTRA28</COMM></TARGET>

FISCAL NOTE

STATE OF ALASKA
2013 LEGISLATIVE SESSION

Bill Version HJR 13
 Fiscal Note Number _____
 () Publish Date _____

Identifier (file name) HJR-13-TRA-3-22-13 Dept. Affected _____
 Title Home Port new Coast Guard Cutter in State Appropriation _____
 Allocation _____
 Sponsor Austerman
 Requester House Transportation OMB Component Number _____

Expenditures/Revenues (Thousands of Dollars)
 Note: Amounts do not include inflation unless otherwise noted below.

	FY14 Appropriation Requested	Included in Governor's FY14 Request	Out-Year Cost Estimates					
			FY14	FY15	FY16	FY17	FY18	FY19
OPERATING EXPENDITURES								
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	0.0

FUND SOURCE		(Thousands of Dollars)						
1002	Federal Receipts							
1003	GF Match							
1004	GF							
1005	GF/Prgm (DGF)							
1037	GF/MH (UGF)							
1178	temp code (UGF)							
TOTAL		0.0	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS								
Full-time								
Part-time								
Temporary								

CHANGE IN REVENUES								

Estimated **SUPPLEMENTAL (FY13) operating costs** _____ (separate supplemental appropriation required)
 (discuss reasons and fund source(s) in analysis section)

Estimated **CAPITAL (FY14) costs** _____ (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? _____
 If yes, by what date are the regulations to be adopted, amended, or repealed? _____ Discuss details in analysis section.

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

Prepared by Becky Rooney
 Division HTRA Committee Aid
 Approved by Peggy Wilson
Chair HTRA Committee

Phone 907-465-4858
 Date/Time 3/25/13 5:45 PM
 Date 3/25/2013

March 25, 2013

Representative Steve Thompson
Alaska State Legislature
State Capitol, Juneau AK 99801

Dear Representative Thompson,

As **1st Shift Supervisor** with **Kett Engineering/VW Group of America**, I would like to voice my support of HB 176.

As an organization that assists with the testing of automotive vehicles from all over the world, I can attest to the satisfaction automotive companies have had in testing in Alaska, and more specifically the Interior. We can offer services and conditions that are difficult, if not impossible, to find in any other part of the world.

Because of this, not only our organization, but the greater community benefits from companies who choose to test in Alaska as this significantly impacts our economy by creating good-paying jobs and utilizing our service industry.

Largely because of changes in federal emissions standard, our current state regulations on vehicle registration are inhibiting automotive companies from testing in Alaska. I am very pleased to see that some of our legislative representatives have recognized this problem and have moved quickly to rectify this issue for the next cold-weather-testing season. Thank you for this and the work you do for our great state of Alaska.

Respectfully,

Jeffrey Finch
1st Shift Supervisor
Kett Engineering/VW Group of America

HOUSE JOINT RESOLUTION NO. 13

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-EIGHTH LEGISLATURE - FIRST SESSION

**BY REPRESENTATIVES AUSTERMAN, Costello, Thompson, Higgins, Isaacson, Lynn, Gattis, Pruitt,
Gruenberg, Hughes**

Introduced: 3/15/13

Referred: Transportation

A RESOLUTION

1 **Urging the United States Congress and the President of the United States to complete**
2 **the funding and acquisition of three additional National Security Cutters and to home**
3 **port one of the cutters in Kodiak, Alaska.**

4 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

5 **WHEREAS** Operation Arctic Shield has shown an increasing need for Coast Guard
6 presence in the remote Arctic region; and

7 **WHEREAS** the Bertholf, the first of a new class of cutter called the National Security
8 Cutter, with exceptional endurance, operational, and command and control capabilities, has
9 twice patrolled the Arctic; and

10 **WHEREAS** the harsh environment, limited infrastructure, and logistics pose unique
11 challenges when conducting operations in the Arctic; and

12 **WHEREAS** National Security Cutters like the Bertholf are designed to conduct
13 operations from South America to the Bering Sea, where their unmatched combination of
14 range, speed, and ability to operate in extreme weather provides the mission flexibility to
15 conduct homeland security, domestic fisheries protection, search and rescue, and other

1 missions at great distances from shore; and

2 **WHEREAS** the Coast Guard is the nation's leading federal agency for ensuring
3 maritime safety, security, and stewardship in the Arctic, and the Coast Guard is responsible
4 for conducting statutory missions in the Arctic to ensure the region remains safe and secure;
5 and

6 **WHEREAS** the only Coast Guard high and medium-endurance cutters in the state, the
7 Haley and Munro, are both over 40 years old and have not been scheduled for replacement;
8 and

9 **WHEREAS** the National Security Cutter acquisition program calls for the delivery of
10 eight National Security Cutters to replace the nation's 12 high-endurance cutters; and

11 **WHEREAS**, to date, only three vessels have been delivered to the Coast Guard, with
12 a fourth vessel under construction and a contract for the fifth awarded on September 9, 2011,
13 and the President's current budget request includes funding for a sixth; and

14 **WHEREAS** these ships are critical for the Coast Guard to execute its high seas
15 mission;

16 **BE IT RESOLVED** that the Alaska State Legislature urges the United States
17 Congress and the President of the United States to complete the program of record for the
18 funding and acquisition of the three additional National Security Cutters and to home port one
19 of the cutters in Kodiak, Alaska.

20 **COPIES** of this resolution shall be sent to the Honorable Lisa Murkowski and the
21 Honorable Mark Begich, U.S. Senators, and the Honorable Don Young, U.S. Representative,
22 members of the Alaska delegation in Congress; all other members of the 113th United States
23 Congress; and the presiding officers of the legislatures of each of the other 49 states.

*Amend #1
President
Director Homeland
Security*

Representative Alan Austerman

Alaska State Legislature



Session:

State Capitol
Juneau, Alaska 99801
(907) 465-2487 | (800) 865-2487
(907) 465-4956 (fax)

Interim:

305 Center Ave, Suite 1
Kodiak, Alaska 99615
(907) 486-8872
(907) 486-5264 (fax)

Sponsor Statement – House Joint Resolution 13

Urging the United States Congress and the President of the United States to complete the funding and acquisition of three additional National Security Cutters and to home port one of the cutters in Kodiak, Alaska.

The National Security Cutter (NSC) is a 'Legend-class' centerpiece of the Coast Guard's fleet. These vessels are paramount to supporting maritime homeland security and defense missions. They have the largest and most technologically advanced features including a large flight deck; state-of-the-art command and control equipment to enhance interoperability; detection and defense capabilities against chemical, biological or radiological attack; and advanced sensors to contribute to intelligence.

“With their unmatched combination of range, speed and ability to operate in extreme weather conditions, the case for the National Security Cutter is simple – we are a safer and more secure nation when they are patrolling the high seas.”

Rear Admiral John Korn, U.S. Coast Guard Assistant
Commandant for Acquisition.

The U.S. Department of Homeland Security has completed the acquisition of five NSC vessels, three of which are in service: the Bertholf, Weasche and Stratton are homeported at Alameda, CA. A fourth NSC vessel is under construction and the contract for the fifth has been awarded. The budget request for a sixth NSC vessel lies in the balance at the federal level.

We must see forward progress on the Coast Guard's production schedule to complete funding, acquisition and delivery of the full fleet of eight NSC ships with at least one dedicated to be homeported in Kodiak.

This Resolution also recognizes that it is essential that the federal government begin planning to establish a Coast Guard base in the Arctic as well as move forward on the NSC Cutters as an interim measure for search and rescue, oil spill response preparedness, and patrolling the region – closer to future shipping, oil and gas drilling, and commercial fishing activities. Currently, Kodiak is the closest Coast Guard base to Arctic waters which is more than 1,000 miles from the Chukchi Sea.

This Resolution emphasizes Alaska's support for increasing the nation's maritime strength and presence by completing the acquisition of three additional National Security Cutters and homeporting one vessel in Kodiak.

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STATE OF ALASKA
2013 LEGISLATIVE SESSION

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 () Publish Date _____

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Expenditures/Revenues (Thousands of Dollars)

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	FY14 Appropriation Requested	Included in Governor's FY14 Request	Out-Year Cost Estimates				
			FY15	FY16	FY17	FY18	FY19
OPERATING EXPENDITURES	FY14	FY14	FY15	FY16	FY17	FY18	FY19
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		(Thousands of Dollars)					
1002	Federal Receipts						
1003	GF Match						
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1178	temp code (UGF)						
TOTAL		0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS							
Full-time							
Part-time							
Temporary							

CHANGE IN REVENUES							

Estimated SUPPLEMENTAL (FY13) operating costs _____ (separate supplemental appropriation required)
 (discuss reasons and fund source(s) in analysis section)

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ASSOCIATED REGULATIONS

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Prepared by Becky Rooney
 Division HTRA Committee Aid
 Approved by Peggy Wilson
Chair HTRA Committee

Phone 907-465-4858
 Date/Time 3/25/13 5:45 PM
 Date 3/25/2013

CGC Bertholf crosses Arctic Circle

Posted by PA3 Grant DeVuyst, Monday, September 10, 2012



The Coast Guard Cutter Bertholf sails in the Arctic Ocean just north of Barrow, Alaska, Aug. 30, 2012. The Bertholf is patrolling in the Arctic as part of Operation Arctic Shield and testing its capabilities in the region. To increase its Arctic domain awareness, the crew of the cutter is talking with local mariners and ships transiting the area as well as conducting helicopter flights to monitor ship traffic and the changing sea and ice conditions. Photo courtesy of Chris Bray, Teleport yacht

JUNEAU, Alaska – The Coast Guard Cutter Bertholf crossed into the Arctic Ocean in support of Arctic Shield approximately three weeks ago, Aug. 23, making it the first time a national security cutter has patrolled this remote region. “We are excited to introduce the NSC’s exceptional endurance, operational, and command and control capabilities to the Arctic,” said Capt. Thomas Crabbs, the commanding officer of the Bertholf. “We are witnessing first-hand the increased research, private enterprise and recreational maritime pressure on the opening Arctic.”

As the nation’s lead federal agency for ensuring maritime safety, security and stewardship in the Arctic, the Coast Guard is responsible for conducting its statutory missions in the Arctic to ensure it remains a safe, secure and environmentally sustainable region. To meet this requirement the Coast Guard 17th District, began operation Arctic Shield and focused on outreach, operations and capability assessments.

In August the crew hosted the Secretary of Homeland Security, Janet Napolitano, the Commandant of the Coast Guard, Adm. Robert Papp, and Alaska State Senator, Lisa Murkowski.

“Showcasing our NSC in its working environment to appointed and elected officials was critical to helping them understand why the Coast Guard needs these highly efficient and well equipped assets in our fleet to protect and support our nation’s interests,” said Ostebo.

Cutters like Bertholf routinely conduct operations from South America to the Bering Sea where their unmatched combination of range, speed, and ability to operate in extreme weather provides

the mission flexibility necessary to conduct counter-narcotics, homeland security, and alien migrant interdiction operations, domestic fisheries protection, search and rescue, and other Coast Guard missions at great distances from shore keeping threats far from the U.S. mainland. Now the Bertholf is expanding that presence and responsibility to the Arctic Ocean.



The harsh environment, limited infrastructure and logistics pose unique challenges when conducting operations in the Arctic.

To overcome these challenges, Coast Guard personnel are working closely with our federal, state, local and tribal partners and industry representatives to identify issues and to determine the best possible solutions to ensure we are protecting our nation's Arctic interests.

COAST GUARD'S 11 STATUTORY MISSIONS:

1. Ports, Waterways, and Coastal Security
2. Drug Interdiction
3. Aids to Navigation
4. Search and Rescue
5. Living Marine Resources Law Enforcement
6. Marine Safety
7. Defense Readiness
8. Migrant Interdiction
9. Marine Environmental Protection
10. Ice Operations
11. Other Law Enforcement



MISSION COMPLEXITIES:

Conducting operations in Alaska is like planning and overseeing operations from Georgia and staging equipment in Texas to conduct operations in North Dakota. Moving people and equipment from Kodiak to Barrow is approximately equal to moving from north Texas to the North Dakota, Minnesota, Canada border.

COAST GUARD EXTERNAL AFFAIRS INFORMATION:

Juneau: 907-463-2065
Anchorage: 907-271-2660
Kodiak: 907-487-5700

ARCTIC SHIELD 2012

As the nation's lead federal agency for ensuring maritime safety, security and stewardship in the Arctic, the Coast Guard will perform its statutory missions to ensure the Arctic remains a safe, secure and environmentally sustainable region. Coast Guard Arctic Shield 2012 will focus on operations, outreach and an assessment of our capabilities.





OPERATIONS

Coast Guard Arctic Shield operations will be conducted from June through October with multiple cutters, aircraft and personnel deployed throughout the Arctic region.

- Cutters will include a National Security Cutter, Medium Endurance Cutters and Seagoing Buoy Tenders.
- Coast Guard helicopters and airplanes will be strategically positioned to conduct search and rescue, law enforcement, and Arctic Domain Awareness flights.
- Communications specialists will deploy to ensure fluid communications and connectivity in support of all Coast Guard operations.

OUTREACH

The Coast Guard will continue its long history of learning from and sharing with our Alaskan Native partners.

Coast Guard outreach teams worked closely with tribal leaders to ensure our scheduled activities would not conflict with tribal rights, interests or subsistence hunting and fishing.

In February, Coast Guard and other federal, state and local personnel began conducting over 50 humanitarian outreach events in 27 different communities. It is the nation's largest humanitarian outreach effort that is not in response to a disaster (natural or man-made) in recent history. Included in this outreach mission are medical, dental and veterinary assistance in the three hub communities of Nome, Kotzebue and Barrow.

Outreach efforts also include water safety, ice safety, boating safety and commercial fishing vessel safety training at local schools and search and rescue organizations in remote fishing villages.

***WE VALUE OUR
RELATIONSHIP WITH OUR
FEDERAL, STATE, LOCAL
AND TRIBAL PARTNERS.
WE HAVE MANY UNIQUE
CHALLENGES TO OVERCOME
IN THE ARCTIC AND WE
NEED THE KNOWLEDGE
AND EXPERIENCE OF OUR
PARTNERS TO HELP US
ACHIEVE OUR GOALS.***

Rear Adm. Thomas Ostebo,
District 17 commander.



CAPABILITY ASSESSMENT

Arctic Shield 2012 will give us an opportunity to exercise our capabilities to ensure we have the right resources to conduct our maritime operations.

Our goal is to develop an active, layered, adaptive, fiscally responsible and scalable approach to meet our maritime safety, security and stewardship requirements in the Arctic.

SORS JOINT EXERCISE: For the first time in the Arctic we will conduct a joint training exercise with US NORTHCOM, and Navy Supervisor of Salvage and Diving and other agency partners to deploy Spilled Oil Recovery System equipment from a Coast Guard buoy tender.

The exercise will help us gain vital experience and understanding of oil spill response capabilities in the remote Arctic region and will strengthen our federal, state, local and tribal partnerships.

PORT ACCESS ROUTE STUDY (PARS): The Coast Guard is conducting a Port Access Route Study to look at the need for ship routing measures in the Bering Strait. The study will include public comment periods and a U.S. interagency group that will establish recommendations that will be discussed with the Russian Federation before being proposed to the International Maritime Organization.

NATIONAL SECURITY CUTTER



Acquisition Directorate

Mission execution begins here.

PROJECT DESCRIPTION:

The Legend-class National Security Cutter (NSC) is the centerpiece of the Coast Guard's fleet, capable of executing the most challenging operations, including supporting maritime homeland security and defense missions. The largest and most technologically advanced of the Coast Guard's newest classes of cutters, the NSCs will replace the aging 378-foot High Endurance Cutters, which have been in service since the 1960s.

Three NSCs are in service. The Coast Guard Cutters Bertholf, Weasche and Stratton are homeported at Coast Guard Island, Alameda, Calif.

For updates on the NSC, visit the project's website at <http://www.uscg.mil/acquisition/nsc/default.asp>.



Coast Guard Cutter Weasche (WMSL 751)

FEATURES:

- Automated weapons systems capable of stopping rogue vessels far from shore
- Large flight deck
- State-of-the-art command and control equipment to enhance interoperability
- Detection and defense capabilities against chemical, biological or radiological attack
- Advanced sensors to contribute intelligence to a common operating picture and provide enhanced maritime domain awareness

CHARACTERISTICS:

- Number Planned:** eight
- Length:** 418 feet
- Beam:** 54 feet
- Draft:** 22 feet 6 inches
- Displacement:** 4,500 long tons
- Maximum Speed:** 28 knots
- Range:** 12,000 nautical miles
- Endurance:** 60- to 90-day patrol cycles
- Crew:** 122

“With their unmatched combination of range, speed and ability to operate in extreme weather conditions, the case for the National Security Cutter is simple—we are a safer and more secure nation when they are patrolling the high seas.”

—Rear Adm. John Korn, U.S. Coast Guard Assistant Commandant for Acquisition



STATUS:

C4ISR SYSTEMS

Coast Guard Command and Control (CGC2)

- AN/SPS-73 surface search radar
- TRS-3D/16-ES air search radar
- Identification friend or foe transponder
- Electro-optical/infrared sensor system
- Automatic Identification System
- AN/SLQ-32 electronic warfare suite

Communications

- HF
- VHF
- UHF
- EHF

HULL, MECHANICAL AND ELECTRICAL SYSTEMS

Propulsion System

- Two MTU 20V 1163 marine diesel engines
- One General Electric LM2500 main gas turbine

Electrical System

- Three Caterpillar 3512B ship's service diesel generators

Shipboard Collective Protection System

Weapons Systems

- One Mk 160 gun fire-control system
- One Mk 110 57 mm naval gun system
- One Phalanx 20 mm Close-In Weapon System
- Two Mk 53 Nulka decoy launching systems
- Two Mk 36 Super Rapid Blooming Off-board Chaff launch systems
- Four .50-caliber machine guns
- Two M240B 7.62mm machine guns



Coast Guard Cutter
Bertholf (WMSL 750)

EXTENDED OPERATIONS

Aviation

- Two MH-65D helicopters
- or
- One MH-65D and two Unmanned Aircraft Systems (future capability)

Cutter Boats

- Two Over-the-Horizon IVs
- One Long Range Interceptor II



Coast Guard Cutter
Stratton (WMSL 752)

FISCAL NOTE

STATE OF ALASKA
2013 LEGISLATIVE SESSION

Bill Version HJR 13
 Fiscal Note Number _____
 () Publish Date _____

Identifier (file name) HJR-13-TRA-3-22-13 Dept. Affected _____
 Title Home Port new Coast Guard Cutter in State Appropriation _____
 Allocation _____
 Sponsor Austerman
 Requester House Transportation OMB Component Number _____

Expenditures/Revenues (Thousands of Dollars)

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

	FY14 Appropriation Requested	Included in Governor's FY14 Request	Out-Year Cost Estimates					
			FY14	FY14	FY15	FY16	FY17	FY18
OPERATING EXPENDITURES								
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	0.0

FUND SOURCE		(Thousands of Dollars)						
1002	Federal Receipts							
1003	GF Match							
1004	GF							
1005	GF/Prgm (DGF)							
1037	GF/MH (UGF)							
1178	temp code (UGF)							
TOTAL		0.0	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS								
Full-time								
Part-time								
Temporary								

CHANGE IN REVENUES								

Estimated SUPPLEMENTAL (FY13) operating costs _____ (separate supplemental appropriation required)
 (discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY14) costs _____ (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? _____
 If yes, by what date are the regulations to be adopted, amended, or repealed? _____ Discuss details in analysis section.

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

Prepared by Becky Rooney
 Division HTRA Committee Aid
 Approved by Peggy Wilson
Chair HTRA Committee

Phone 907-465-4858
 Date/Time 3/25/13 5:45 PM
 Date 3/25/2013

Fiscal Note

State of Alaska
2013 Legislative Session

Bill Version: HB 176
Fiscal Note Number: _____
() Publish Date: _____

Identifier: HB176-DOA-DMV-3-22-13
Title: EXPERIMENTAL VEHICLE PLATES
Sponsor: THOMPSON
Requester: House Transportation

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	Included in	Out-Year Cost Estimates				
	Appropriation Requested	Governor's FY2014 Request	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
OPERATING EXPENDITURES	FY 2014	FY 2014					
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

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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? 07/01/13

Why this fiscal note differs from previous version:

Not applicable, initial version.

Prepared By:	Amy Erickson, Director	Phone:	(907)269-5559
Division	Motor Vehicles	Date:	03/22/2013 09:29 AM
Approved By:	Curtis Thayer, Deputy Commissioner	Date:	03/22/13
	Department of Administration		

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2013 LEGISLATIVE SESSION

BILL NO. HB176

Analysis

This bill will allow DMV to register, but not title experimental vehicles. These vehicles are required to be registered in the state to operate on Alaska roadways, and there is currently no provision in the statutes to allow this.

Experimental vehicles are defined as vehicles that are not yet in production in the U.S.

Experimental vehicles would be classified as commercial vehicles, and would be registered for a 12-month period. Under this bill, two additional registration renewals would be allowed for a total registration period of 36 months. After testing is complete the experimental vehicles would be destroyed or removed from the state.

This bill will take effect on July 1, 2013.

There is minimal fiscal impact of this bill on DMV that can be absorbed by the department. Therefore, the Department submits a zero fiscal note.