FISCAL ESTIMATE FORM			20	01 Session	
	[]	LRB# 01-11	56/2		
☐ ORIGINAL ☐ UPDATED		INTRODUCTIO	DN # AB 15		
☐ CORRECTED ☐ SUPPLEMENT	AL	Admin. Rule #			
Subject					
Sales and Use Tax Treatment	of Purchase	s Made with M	anufacturers' Rebate		
Fiscal Effect					
State: No State Fiscal Effect Check columns below only if bill makes a direct app sum sufficient appropriation		•		be Possible to Absorb	
☐ Increase Existing Appropriation ☐ Increase Existing Revenues			Within Agency's Budg	get ∐ Yes ⊠ No	
☐ Decrease Existing Appropriation ☐ Decrease Existing Revenues					
☐ Create New Appropriation			☐ Decrease Costs		
Local: No Local Government Costs			•		
1. Increase Costs 3.	3. Increase Revenues		5. Types of Local Governmental Units Affected:		
☐ Permissive ☐ Mandatory	☐ Permiss	ive Mandatory		☐ Towns ☐ Villages ☐ Cities	
2. Decrease Costs 4	☑ Decrease F	Revenues		s <u>Baseball Park and</u> Football Stadium Districts	
☐ Permissive ☐ Mandatory	☐ Permiss	ive 🛛 Mandatory	☐ School Districts ☐	WTCS Districts	
Fund Sources Affected		1	20 Appropriations		
☐ GPR ☐ FED ☐ PRO ☐ PRS ☐	SEG SEG-S	20.566 (1)	(a)		
Assumptions Used in Arriving at Fiscal Estin	nate:				
This bill would exempt rebates and other amounts paid by manufacturers to retailers from the sales tax. The bill would take effect July 1, 2001. Currently, these payments are taxable because they are part of the gross receipts of the retailer. Manufacturers use rebates to encourage sales on a variety of products, including motor vehicles, clothing, building materials, garden supplies, computers and other consumer electronics, furniture and home furnishings. There are no data available on the amount of rebates paid by manufacturers to retailers for any of these products. However, limited information is available on which to base an estimate for rebates paid to motor vehicle dealers by manufacturers, which is likely to account for a large share of the revenue loss.					
According to news reports in <i>Automotive News</i> on customer incentives sponsored by automobile manufacturers, rebates on new automobiles and trucks range from \$500 to \$3,500, though most rebates fall in the range of \$500 to \$1,500. The amount of rebate will vary according to the year and model of the vehicle, the inventory of unsold vehicles and other factors. In addition, rebates are not available on all models. Based on this information, an average rebate for new cars and light trucks is assumed to be \$800.					
Based on data from the Wisconsin Department of Transportation, new car and light truck sales in Wisconsin in 2000 are estimated to be about 309,000 vehicles. With an average rebate of \$800 and the 5% state sales tax rate, the state revenue loss from this bill is estimated to be \$12.4 million (309,000 X \$800 X 5%).					
County and baseball park and football stadium taxes in FY02 are estimated to be 7.064% of state sales tax revenues. Thus, the local revenue loss from this bill is estimated to be \$875,000 (\$12.4 million X 7.064%).					
The Department would incur one-time costs of \$60,000 to inform retailers of the change.					
Long-Range Fiscal Implications:					
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Agency/Prepared by: (Name & Phone No.)	Authorize	ed Signature/Telep	none No.	Date	
Wisconsin Department of Revenue	Yeang-Er	ng Braun	Lang By Bran	2/5/01	

(608) 266-2700

Dennis Collier, (608) 266-5773

FISCAL ESTIMATE WORKSHEET	Detailed Estimate of Annu	2001 Session				
☐ UPDATED	LRB # 01-1156/2	Admin. Rule #				
☐ CORRECTED ☐ SUPPLEMENTAL	INTRODUCTION # AB 15					
Subject Sales and Use Tax Treatment of Purc	hases Made with Manufac	turers' Rebate				
I. One-Time Costs or Revenue Impacts for State and/or	r Local Government (do not includ	le in annualized fiscal effec	t):			
+\$60,000 GPR-Exp		T				
II. Annualized Costs:	Annualized Fiscal impact on State funds from:					
A. State Costs by Category State Operations - Salaries and Fringe	,	Increased Costs	Decreased Costs			
(FTE Position Changes)		(FTE)	(- FTE)			
State Operations-Other Costs						
Local Assistance			-			
Aids to Individuals or Organizations			-			
TOTAL State Costs by Category		\$	\$ -			
B. State Costs by Source of Funds GPR		Increased Costs	Decreased Costs			
FED		\$				
PRO/PRS			-			
SEG/SEG-S			-			
		Ingressed Pay	Decreased Rev.			
III. State Revenues - Complete this only when proposal revenues (e.g., tax increase, decrease)	ease in license fee, etc.)	Increased Rev.	Decreased Nev.			
GPR Taxes		\$	\$ - 12.4 million			
GPR Earned			-			
FED			-			
PRO/PRS			-			
SEG/SEG-S			-			
TOTAL State Revenues		\$	\$ - 12.4 million			
NET ANNUALIZED FISCAL IMPACT						
	STATE	*-	LOCAL			
NET CHANGE IN COSTS	\$					
NET CHANGE IN REVENUES	\$ -12.4 million	\$ -875,000				
Agency/Prepared by: (Name & Phone No.)	Authorized Signature/Telephone No. Date					
Wisconsin Department of Revenue	Yeang-Eng Braun Yeang Dy Braun 2/5/01					
Dennis Collier, (608) 266-5773	(608) 266-2700					