

Fiscal Estimate Narratives

DOT 10/13/2011

LRB Number	11-3062/1	Introduction Number	SB-215	Estimate Type	Original
Description Trailer or semitrailer registration					

Assumptions Used in Arriving at Fiscal Estimate

BILL SUMMARY

This bill creates a registration category for trailers weighing more than 12,000 pounds but not more than 14,000 pounds. Under the proposal, these trailers may be registered for a fee that is one-half of the average of the fees prescribed for motor trucks weighing 12,000 pounds and 16,000 pounds, which, under current law, is a fee of \$123.

The creation of a new weight category for trailer plates will require a projected \$5,600 for programming costs. Establishing an initial plate inventory will require an additional \$200 for total one-time costs of \$5,800.

ASSUMPTIONS

Current trailer registration levels:

12000 pounds: 16,757

16000 pounds: 5,584

Trailer Registration costs:

12000 pounds: \$104.50

14000 pounds: \$123.00 (proposed)

16000 pounds: \$283.00

Revenue impact of re-registering:

Moving up (12K to 14K): \$18.50 revenue gain

Moving down (16K to 14K): \$160 revenue loss

FISCAL EFFECT

It is difficult to anticipate exactly how many trailers will be re-registered and if they will move up or down in weight. However because of the fee structure, the fiscal impact of moving down in registered weight has a significantly higher effect than the inverse.

DMV believes that customers wishing to operate at 14,000 pounds are likely currently registered at 16,000 pounds, so the bill will cause more registrants to lower their weight class than to increase their weight class. The following is an illustration of the revenue impact if 25% of those currently registered at 12,000 pounds moved up in registration and 50% currently registered at 16,000 pounds moved down in registration:

25% moving from 12000 to 14000:

$16,757 * .25 = 4,189$

$4,189 * \$18.50 = \$77,501$ revenue gain.

50% moving from 16000 to 14000:

$5,584 * .5 = 2,792$

$2,792 * \$160 = \$446,720$ revenue loss.

Projected net revenue loss under this scenario: \$369,219

Long-Range Fiscal Implications

See above.

Fiscal Estimate Worksheet - 2011 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

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Description Trailer or semitrailer registration			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
The creation of a new weight category for trailer plates will require a projected \$5,600 for programming costs. Establishing an initial plate inventory will require an additional \$200 for total one-time costs of \$5,800.			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes	\$		\$
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
TOTAL State Costs by Category	\$		\$
B. State Costs by Source of Funds			
GPR			
FED			
PRO/PRS			
SEG/SEG-S			
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
	Increased Rev	Decreased Rev	
GPR Taxes	\$		\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			-369,219
TOTAL State Revenues	\$		\$-369,219
NET ANNUALIZED FISCAL IMPACT			
	<u>State</u>	<u>Local</u>	
NET CHANGE IN COSTS	\$		\$
NET CHANGE IN REVENUE	\$-369,219		\$
Agency/Prepared By			
DOT/ Reed McGinn (608) 266-7857		Authorized Signature	Date
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