



LEGISLATIVE FISCAL OFFICE
Fiscal Note

Fiscal Note On: **HB 764** HLS 20RS 1256

Bill Text Version: **ORIGINAL**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

| | | |
|--|---------|--------------------------------|
| Date: May 4, 2020 | 5:58 AM | Author: MACK |
| Dept./Agy.: Public Safety, Office of Motor Vehicles | | |
| Subject: Public Tag Agents | | Analyst: Patrice Thomas |

MOTOR VEHICLES

OR SEE FISC NOTE GF EX

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Provides relative to charges collected by public license tag agents

Proposed law changes references in present law regarding public tag agent offices (PTAs) from “convenience fees” to “convenience charges.” Proposed law increases PTA convenience charge maximums for certain services by \$6, from \$18 to \$24 (with the exception of motor carriers, which shall retain an \$18 maximum). Proposed law requires the OMV to promulgate rules to conform with the provisions of proposed law.

| EXPENDITURES | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 5 -YEAR TOTAL |
|----------------|-----------|-----------|-----------|-----------|-----------|---------------|
| State Gen. Fd. | SEE BELOW | SEE BELOW | SEE BELOW | SEE BELOW | SEE BELOW | |
| Agy. Self-Gen. | SEE BELOW | SEE BELOW | SEE BELOW | SEE BELOW | SEE BELOW | |
| Ded./Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Annual Total | | | | | | |

| REVENUES | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 5 -YEAR TOTAL |
|----------------|---------|---------|---------|---------|---------|---------------|
| State Gen. Fd. | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Agy. Self-Gen. | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Ded./Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Annual Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

EXPENDITURE EXPLANATION

Proposed law does not have a direct expenditure impact. However, the maximum convenience charge increase of \$6 for public tag agents (PTAs) in the proposed law from \$18 (current fee) to \$24 (proposed fee), may potentially alter consumer behavior by driving some consumers from PTAs to local Office of Motor Vehicles offices for services; thereby representing an indirect cost associated with the proposed law. Such a shift cannot be predicted, but is possible. *It is uncertain if the \$6 increase will affect consumer behavior to the degree that it will drive a significant number of consumers from PTAs to OMV-managed offices for services. To the extent a significant number of consumers seek services at OMV locations statewide in lieu of PTAs, OMV may require additional resources presumed to be SGF and/or SGR, as well as personnel to accommodate the increased workload. The extent to which this may occur, as well as the associated increased need for state resources, is indeterminable.*

REVENUE EXPLANATION

There is no anticipated direct material effect on governmental revenues as a result of this measure. The increased convenience charges outlined in proposed law will accrue to privately-held public tag agent offices.