SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE
STATEMENT OF ESTIMATED FISCAL IMPACT
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Bill Number:	H. 3516 Amended by Senate Finance on March 15, 2017
Author:	Simrill
Subject:	SC Infrastructure and Economic Development Reform Act
Requestor:	Senate Finance
RFA Analyst(s):	Wren, Jolliff, and Martin
Impact Date:	March 20, 2017

Estimate of Fiscal Impact

	FY 2017-18	FY 2018-19	FY 2019-20 to FY 2021-22
State Expenditure			
General Fund	$188,000	Undetermined	See Below
Other and Federal	$0	$448,000	See Below
Full-Time Equivalent Position(s)	0.00	4.00	
State Revenue			
General Fund	$0	$0	$0
Other and Federal	$174,456,000	$290,912,000	See Below
Local Expenditure	$0	$0	$0
Local Revenue	$9,721,000	$32,420,000	See Below

Fiscal Impact Summary

This bill will increase non-recurring expenses for the Department of Motor Vehicles (DMV) by $188,000 in FY 2017-18 and $401,900 in FY 2018-19. Total recurring Other Fund expenses for DMV for administration include $157,500 for four new FTEs. DMV expects additional expenses for the administration of the motor carrier road use fee beyond the current estimates; however, the amount is currently undetermined.

This bill will increase Other Funds revenue by a total of $174,456,000 in FY 2017-18, $290,912,000 in FY 2018-19, $385,413,000 in FY 2019-20, $462,339,000 in FY 2020-21, $551,837,000 in FY 2021-22, and $640,809,000 in FY 2022-23 based upon our base year estimates for each of the revenue increases. These figures reflect the net additional statewide Other Fund revenue less the reduction for "C" Fund revenue transferred to local jurisdictions.

Other Funds revenue of DMV is expected to increase by $448,000 in FY 2018-19 and $97,000 in FY 2019-20. The bill will reduce Other Funds revenue of the Department of Revenue (DOR) by $48,000 in FY 2018-19 and $97,000 in FY 2019-20. Other Funds revenue for environmental and inspection fees to the Department of Transportation (DOT) and the Department of Health and Environmental Control (DHEC) is expected to be reduced by $46,000 in FY 2017-18, $98,000 in FY 2018-19, and an additional $44,000 each year until FY 2022-23, for a total of $272,000. Other Funds revenue of the Department of Agriculture for inspection fees will decrease by $952,000 beginning in FY 2017-18 as this revenue is transferred to the State Non-Federal Aid

Highway Fund. This amount increases to $975,000 in FY 2018-19, $989,000 in FY 2019-20, $1,003,000 in FY 2020-21, and $1,016,000 in FY 2021-22.

Total "C" Fund revenue will increase by $9,721,000 in FY 2017-18, $19,599,000 in FY 2018-19, $29,671,000 in FY 2019-20, and $39,875,000 in FY 2020-21, reducing State Highway Fund revenue by these amounts.

Four of forty-six counties surveyed responded that the bill is expected to have minimal to no impact on local expenditures to administer the hybrid and alternative fuel vehicle biennial fee. Local revenue distributed to counties for motor carrier road use fees is expected to increase by $12,821,000 in FY 2018-19 for a one-time acceleration of fee payments and $765,000 in FY 2019-20.

Explanation of Fiscal Impact

Amended by Senate Finance on March 15, 2017
State Expenditure
The following sections would affect state expenditures as follows:

Section 4. This section increases current biennial registration fees by $16. DMV indicates non-recurring expenditures for this section will total $11,000 in FY 2017-18 for programming and system testing.

Section 5. This bill adds an infrastructure maintenance fee for in-state and out-of-state residents that must be paid upon first registering any vehicle or item required to be registered pursuant to Chapter 3 of Title 56. DMV expects non-recurring expenditures of $53,000 for programming, system updates, and system testing in FY 2017-18.

Section 6. This section adds a biennial road use fee of $120 for alternative fuel vehicles and a $60 biennial road use fee for hybrid vehicles. DMV indicates non-recurring expenditures for this section will total $124,000 in FY 2017-18 for programming, system updates, and system testing.

Section 8. This section directs DMV to collect a road use fee on all large commercial motor vehicles beginning on January 1, 2019 in the same manner as the current motor carrier property tax. DOR currently administers the property tax for in-state carriers. This bill would add out-of-state carriers to the road use fee and transfer the program to DMV. Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $12 of the fee is retained by DOR for operating costs. This bill would change the distribution by sending the $12 fee to DMV.

Department of Motor Vehicles. DMV indicates non-recurring expenditures for administration of the motor carrier fee program are expected to total at least $401,900 in FY 2018-19 based upon the latest estimates for the required programing, testing, and project management to set up this system within the agency. They also anticipate additional non-recurring expenditures above this amount for consulting with tax specialists with the knowledge of motor carrier property taxes and valuation to assist in designing and testing the system. Additional recurring expenditures for administering the program, producing forms and materials, processing fee submissions, and handling disputes are expected, but projected expenditures for conducting these functions are currently undetermined. The agency expects to hire four FTE's to administer the program with estimated personnel expenditures of $157,500 per year including fringe benefits.

Department of Revenue. DOR does not anticipate a reduction in personnel expenditures from moving the administration of the motor carrier fee to DMV because the staff who administer this program have additional responsibilities for administration of other property tax assessments that remain with the agency.

Section 9. This section increases the current fee for a five-year driver's license from $12.50 to $25.00 and from $25.00 to $50.00 for a ten-year driver's license. DMV indicates non-recurring expenditures for this section will total $5,000 in FY 2017-18 for programming and system testing.

State Revenue
The following sections would affect state revenue as follows:

Section 1. This section of the bill as amended creates the Infrastructure Maintenance Trust Fund to be used exclusively for the repairs, maintenance, and improvements to the existing transportation system. All interest income of the Infrastructure Maintenance Trust Fund must be credited to the fund.

Section 2. The bill increases the current $0.16 per gallon motor fuel user fee by $0.02 per gallon per year for six years for a total increase of $0.12 per gallon of fuel. The first increase will take effect July 1, 2017. The increased revenue as a result of this section must be credited to the Infrastructure Maintenance Trust Fund. Based on the latest information from the U.S. Department of Energy, increasing the current user fee from $0.16 to $0.18 would generate an additional $68,857,000 in FY 2017-18. The increase begins in July, and revenue is first remitted in August. Therefore, the FY 2017-18 estimate represents eleven months of a full fiscal year. The estimated annual revenue to the Infrastructure Maintenance Trust Fund by fiscal year for FY 2017-18 to FY 2022-23 is provided in the table below.

Fiscal Year	Motor Fuel Fee Increase (Total of $0.12)	Net Impact on $0.0075 Environmental and Inspection Fee Revenue
FY 2017-18	$68,857,000	($46,000)
FY 2018-19	$153,958,000	($98,000)
FY 2019-20	$234,338,000	($142,000)
FY 2020-21	$316,881,000	($186,000)
FY 2021-22	$401,669,000	($230,000)
FY 2022-23	$485,807,000	($272,000)

As the user fee is increased in the first five years, we expect the demand for motor fuel to decline due to an increase in the relative overall price of motor fuel, which reduces the estimated number of gallons. Based upon an analysis of several academic studies, the demand elasticity for gasoline averages -0.2 in the short-run for the United States. The studies suggest that the long-run demand changes will be slightly more sensitive to price changes in gasoline as consumers seek out alternatives. Therefore, we used an elasticity of -0.2 in this analysis, meaning that a one percent increase in the price of gasoline would reduce the amount purchased by 0.2 percent.

Currently revenue from the inspection fee of $0.0025 is divided between the Department of Agriculture and the State Non-Federal Aid Highway Fund. The Department of Agriculture receives 10 percent of the fee, and the State Non-Federal Aid Highway Fund receives 90 percent. Section 10 of this bill redirects the Department of Agriculture’s share of the inspection fee to the State Non-Federal Aid Highway Fund so that the Fund receives 100 percent of the inspection fee. The Department of Health and Environmental Control (DHEC) receives the revenue generated by the $0.0050 environmental inspection fee. The table below estimates the effect of a reduction in demand for motor fuel on DHEC and on the State Non-Federal Aid Highway Fund, based on the Fund receiving 100 percent of the inspection fee. The motor fuel fee increase begins July 1, 2017. Therefore, the estimate represents eleven months of a full fiscal year.

Environmental and Inspection Fee ($0.0075)		
	$0.0050	$0.0025
Fiscal Year	Department of Health and Environmental Control	Department of Transportation (State Non-Federal Aid Highway Fund)
FY 2017-18	($31,000)	($16,000)
FY 2018-19	($65,000)	($32,000)
FY 2019-20	($95,000)	($48,000)
FY 2020-21	($124,000)	($62,000)
FY 2021-22	($153,000)	($77,000)
FY 2022-23	($181,000)	($91,000)

Section 4. The biennial registration fee for every passenger vehicle and every property-carrying vehicle with a gross weight of 6,000 pounds or less, excluding property carrying trucks, is increased by $16.00. The increase will apply to all individuals, including individuals 65 years of age or older and individuals who are handicapped pursuant to Section 56-3-620. Based upon DMV data, there will be approximately 3,179,000 vehicles subject to this additional fee in FY 2017-18. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. The estimated additional revenue from this fee increase is $12,731,000 for FY 2017-18. From each biennial registration fee collected pursuant to this section, $16.00 must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Biennial Vehicle Registration Fee Increase Total Additional Revenue
FY 2017-18	$12,731,000
FY 2018-19	$26,090,000

Section 5. This section creates a new infrastructure maintenance fee that must be paid upon first registering any vehicle or item required to be registered pursuant to Chapter 3 of Title 56 beginning July 1, 2017. The fee is 5 percent of the sales price up to $500 for a vehicle or item first registered in this state and $250 for new residents registering an out-of-state vehicle in South Carolina for the first time. The fee for in-state vehicles is increased by $50 per year to $600. The fee for owners registering an out-of-state vehicle is increased by $50 per year to $600. This fee replaces the current 5 percent sales tax up to $300 for vehicles and items purchased in South Carolina required to be registered under Chapter 3 of Section 56. We assume that the majority of trailers are exempt under Section 56-3-120 and are captured under the permanent fee in Section 12-37-2860 instead. These trailers would remain subject to the sales tax.

Based on our current estimates for motor vehicles, motorcycles, motor carriers, and recreational vehicles, increasing the maximum fee for these items to $500 will generate $72,722,000 in additional revenue to the Infrastructure Maintenance Trust Fund in FY 2017-18. Increasing the fee by an additional $50 for a maximum of $600 will generate an additional $15,342,000 in FY 2018-19, and $14,344,000 in FY 2019-20. By FY 2019-20, the revenue increase will total $102,408,000 compared to the current sales tax.

Total Revenue

Item	Current Sales Tax ($300 cap)	Infrastructure Fee ($500 cap)	Infrastructure Fee ($550 cap)	Infrastructure Fee ($600 cap)
Motor vehicle	$183,000,000	$253,300,000	$267,900,000	$281,500,000
Motorcycle	$2,208,000	$2,760,000	$3,036,000	$3,312,000
Heavy duty trucks	$1,119,000	$1,866,000	$2,052,000	$2,239,000
Recreational Vehicle	$1,684,000	$2,807,000	$3,087,000	$3,368,000
Total	$188,011,000	$260,733,000	$276,075,000	$290,419,000

Net Change from Prior Fiscal Year

Item	FY 2016-17 Revenue Increase	FY 2017-18 Revenue Increase	FY 2018-19 Revenue Increase	FY 2019-20 Revenue Increase
Motor vehicle	$0	$70,300,000	$14,600,000	$13,600,000
Motorcycle	$0	$552,000	$276,000	$276,000
Heavy duty trucks	$0	$747,000	$186,000	$187,000
Recreational Vehicle	$0	$1,123,000	$280,000	$281,000
Total	$0	$72,722,000	$15,342,000	$14,344,000

Currently, 80 percent of the $300 sales tax is distributed to the State Highway Fund, but the remaining twenty percent is credited to the EIA Fund. The bill as amended directs DMV to send 20 percent of every fee collected up to $60 to the EIA Fund. As such, the EIA fund would receive the same $37,600,000 in revenue from the Infrastructure Maintenance Fee that is currently received from sales tax.

The bill as amended also extends the current sales tax exemption on motor vehicles purchased by active duty members of the United States Armed Forces who are residents of another state to exempt these purchases from the Infrastructure Maintenance Fee. These purchases are currently exempt and therefore, are not included in the projected revenue from the Infrastructure Maintenance Fee. As such, the amendment does not alter our analysis of the revenue generated by the fee.

Individuals registering a vehicle in South Carolina that was previously registered out-of-state will be subject to a $250 fee in FY 2017-18. The fee increases by $50 per year for a maximum of $600. The amendment exempts active duty military from this fee. DMV indicates that they cannot isolate the number of registrations occurring as a result of new residents moving into the state and registering an out-of-state vehicle for the first time. Data provided by DMV would include cars that were registered in another state, purchased by a dealer, and then sold in South Carolina. Therefore, we used the U.S. Census Bureau's migration data as a proxy. The Census Bureau estimates annual in-migration for people moving into South Carolina to be 99,919. This is based upon the number of personal exemptions claimed on the 52,710 income tax records for people moving into South Carolina from 2014 to 2015. Reducing this figure by 19.7% to account for individuals under age 16 who would not be likely to register a vehicle, we expect 80,235 vehicles to be subject to the out-of-state $250.00 fee in FY 2017-18. The revenue generated from the infrastructure maintenance fee pursuant to out-of-state transfers must be credited to the Infrastructure Maintenance Trust Fund. The estimated additional revenue from this fee is $20,059,000 for FY 2017-18.

This analysis is based upon income tax returns for individuals who have changed their state of residence for income tax purposes. The estimate may include a small number of active duty military who changed their state of residence to South Carolina and would be exempt from the fee. However, this is not expected to have a significant impact on the revenue estimate. The estimated annual revenue increase for FY 2017-18 to FY 2024-25 is provided in the table below.

Fiscal Year	Revenue from Out-of-State Transfers
FY 2017-18	$20,059,000
FY 2018-19	$24,407,000
FY 2019-20	$28,874,000
FY 2020-21	$33,461,000
FY 2021-22	$38,171,000
FY 2022-23	$43,005,000
FY 2023-24	$47,968,000
FY 2024-25	$53,062,000

In total, this section is expected to increase revenue to the Infrastructure Maintenance Trust Fund by $92,781,000 beginning in FY 2017-18. The total Infrastructure Maintenance Fee revenue attributable to this section is provided in the table below.

Fiscal Year	Revenue From In-state Infrastructure Maintenance Fees	Revenue from Out-of-State Transfers	Infrastructure Maintenance Fees
FY 2017-18	$72,722,000	$20,059,000	$92,781,000
FY 2018-19	$88,064,000	$24,407,000	$112,471,000
FY 2019-20	$102,408,000	$28,874,000	$131,282,000
FY 2020-21	$102,408,000	$33,461,000	$135,869,000
FY 2021-22	$102,408,000	$38,171,000	$140,579,000
FY 2022-23	$102,408,000	$43,005,000	$145,413,000
FY 2023-24	$102,408,000	$47,968,000	$150,376,000
FY 2024-25	$102,408,000	$53,062,000	$155,470,000

Section 6. This section creates a new registration fee for alternative fuel vehicles that are powered by fuels other than those subject to the motor fuel user fee. For vehicles powered exclusively by electricity, hydrogen, or another fuel not subject to the user fee, a biennial road user fee of $120.00 is added. Based upon data from DMV, we estimate 460 vehicles powered exclusively by alternate fuels will be subject to the $120.00 fee. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $14,000.

For vehicles that use a combination of a motor fuel subject to the motor fuel user fee and another fuel source, the biennial road user fee is $60.00. We estimate that in FY 2017-18 there will be 44,000 vehicles that use a combination of fuels subject to the $60.00 fee. Since the increase begins January 1, 2018, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $660,000. The proposed biennial alternative fuel and hybrid vehicle fees will total $674,000 in FY 2017-18. All of the fees collected pursuant to this section must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Hybrid and Alternative Fuel Vehicle Fee Total Additional Revenue
FY 2017-18	$674,000
FY 2018-19	$1,453,000

Section 7. This section increases the maximum sales and use tax limitation on enumerated items from the current $300 per item to $500 per item beginning July 1, 2017, $550 per item on July 1, 2018, and $600 per item on July 1, 2019. The revenue generated by increasing the maximum sales and use tax by an additional $300 per item would not be credited to the state public school building fund or the EIA fund as directed by current statute, but would instead be redirected to the Infrastructure Maintenance Trust Fund.

Additionally, motor vehicles, motorcycles, motor carriers, recreational vehicles, and trailers subject to the new infrastructure maintenance fee are exempt from the sales and use tax. The revenue increase attributable to the remaining items subject to the maximum sales and use tax cap is included in the table below. The increase in the sales and use tax cap per item would increase revenue to the Infrastructure Maintenance Trust Fund by an estimated $1,678,000 in FY 2017-18.

Total Revenue
Lines may not sum to total due to rounding.

Item	Current $300 Max Cap	FY 2017-18 $500 Max Cap	FY 2018-19 $550 Max Cap	FY 2019-20 $600 Max Cap
Aircraft	$21,000	$35,000	$38,000	$41,000
Boat	$3,846,000	$4,807,000	$5,288,000	$5,769,000
Self-propelled light construction equipment	$663,000	$1,105,000	$1,215,000	$1,325,000
Trailers	$1,312,000	$1,574,000	$1,732,000	$1,889,000
Total	$5,842,000	$7,521,000	$8,273,000	$9,024,000

Net Change from Prior Fiscal Year
Lines may not sum to total due to rounding.

Item	FY 2016-17 Revenue Increase	FY 2017-18 Revenue Increase	FY 2018-19 Revenue Increase	FY 2019-20 Revenue Increase
Aircraft	$0	$14,000	$3,000	$3,000
Boat	$0	$961,000	$481,000	$481,000
Self-propelled light construction equipment	$0	$442,000	$110,000	$110,000
Trailers	$0	$262,000	$158,000	$157,000
Total	$0	$1,678,000	$752,000	$751,000

Section 8. This section directs DMV to collect a road use fee on all large commercial motor vehicles beginning on January 1, 2019. The valuation of the large commercial motor vehicles for the road use fee is to be determined in the same manner as currently prescribed for motor carriers. This section adds out-of-state apportioned carriers that currently do not pay property taxes to the road use fee. The road use fee for in-state carriers would remain the same as the current property tax amount.

In order to estimate the road use fee on out-of-state carriers, we calculate full-time equivalent (FTE) vehicles based upon the average in-state registration fee of $706 and the total out-of-state registration fees collected. This accounts for the apportionment of out-of-state vehicles based on mileage. For FY 2015-16, DMV reported total out-of-state vehicle registration collections of $7,802,991. Dividing the total fees by the estimated average fee results in an estimated 11,047 FTE out-of-state vehicles in FY 2015-16. We estimate that this will increase to approximately 12,012 out-of-state vehicles by FY 2018-19 based upon recent growth in fee collections. Using an approximate new vehicle value of $120,000 and multiplying this value by the estimated

12,012 vehicles results in a total value of $1,441,416,000. Based upon an average vehicle age of 6 years, the average value at the depreciated rate of 0.25 would be $360,354,000. As outlined in Section 12-43-220(g), this depreciated vehicle value is then assessed at 9.5 percent and multiplied by an equalization factor currently set at 80 percent by DOR.

Because the new fee is paid at the time of registration and may be paid quarterly, the actual distribution of the calendar year 2019 revenue may vary depending upon registration timing. Since the fee begins January 1, 2019, we assume for this analysis that the registrations will be evenly distributed across the year and that one-half of the full year's fees will be paid from January through June of FY 2018-19. Additionally, the change in timing will accelerate fee collections for in-state carriers by six months compared to the current fee timing. Using an estimated statewide millage of 338.4, we estimate that one-half of total collections for road use fees will be $4,634,000 for out-of-state carriers. Based upon our latest analysis of collections for in-state motor carriers through the end of 2016, we estimate that total fees for in-state carriers will be approximately $25,115,000 for calendar year 2019. One-half of these fees will total approximately $12,558,000 in FY 2018-19. Total motor carrier fees for new collections and the one-time acceleration of in state fees will be approximately $17,192,000 in FY 2018-19.

Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $75 of the fee is distributed to local jurisdictions under Section 12-27-2870, and $12 is retained by DOR. This proposal would change the distribution by sending the $12 fee currently retained by DOR to DMV. The remaining $75 is to be combined with the revenue generated by the road use fee in Section 12-37-2850 and distributed based upon Sections 12-37-2865 and 12-37-2870. Based upon fee collections through calendar year 2016, we estimate total one-time registration fees will be approximately $703,000 in calendar year 2019. One-half of one-time registration fees will total approximately $352,000 in FY 2018-19. Of this amount, $48,000 will be reallocated from DOR to DMV for operations and $303,000 will be distributed based upon Section 12-37-2865 as outlined below.

Combining the projected motor carrier road use fees and one-time registration fee revenue for FY 2018-19 yields total revenue of $17,495,000 to be distributed under Section 12-37-2865. Section 12-37-2865 directs that 75 percent of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the Infrastructure Maintenance Trust Fund. Additionally, Subitem L(2) of Section 10 directs DMV to retain $400,000 in the first calendar year to offset programming costs. This leaves $17,095,000 for distribution under Section 122-37-2865. Counties will receive $12,821,000 in FY 2018-19 above the fees collected under our current property tax due to the fee acceleration. The remaining $4,274,000 will be credited to the Infrastructure Maintenance Trust Fund. These amount may vary, however, depending upon registration timing.

Revenue for FY 2019-20 will comprise a full year of fees. Based upon collections through calendar year 2016, we estimate that total motor carrier road use fees will be $25,343,000 for in-state carriers and $9,670,000 for out-of-state carriers, for a total of $35,013,000 in FY 2019-20. Fees for one-time registrations will yield an additional $606,000 to be distributed, while $97,000 will be retained by DMV. Adding the motor carrier fee amounts together yields total revenue of $35,619,000 to be distributed based upon Section 12-37-2865. Counties will receive

$26,714,000 under the current distribution formula in Section 12-37-2870, and the remaining $8,905,000 will be credited to the Infrastructure Maintenance Trust Fund. This will increase county revenue by approximately $765,000 for FY 2019-20.

Section 9. This section increases the driver's license fee for a 5-year driver's license from $12.50 to $25.00 and from $25.00 to $50.00 for a 10-year driver's license. Based upon the most recent data from DMV, the estimated additional revenue from the increased driver's license fees in FY 2017-18 is $7,455,000. Since the increase begins January 1, 2018, this figure represents six months of a full fiscal year. We do not anticipate that the fee increase will be sufficient to prompt residents to renew licenses early to avoid the increase. However, the estimate may be marginally impacted if individuals renew early. Another timing issue impacts the FY 2017-18 estimate. Calendar year 2017 included a larger than normal number of expiring driver's licenses due to DMV procedural changes in 2006, and we do not expect this trend to continue. All of the fees collected pursuant to this section must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Driver's License Fee Increase Total Additional Revenue
FY 2017-18	$7,455,000
FY 2018-19	$9,834,000

Section 10. This section reallocates 10 percent of the $0.0025 motor fuel inspection fee that is currently allocated to the Department of Agriculture to the State Non-Federal Aid Highway Fund. Pursuant to Section 39-41-70, the revenue from the 10 percent of the $0.0025 motor fuel inspection fee is currently used as necessary under the direction of the Commissioner of Agriculture to make all necessary regulations for the inspection of petroleum products, employ all necessary chemists, and enforce standards as to safety, purity, and value for power and heating purposes. Therefore, in FY 2017-18, revenue of the Department of Agriculture will decline by $952,000, and revenue of the State Non-Federal Aid Highway Fund will increase by $952,000. The estimated reallocation of revenue for FY 2017-18 to FY 2021-22 is provided in the table below.

Fiscal Year	Reduction in Revenue to the Department of Agriculture	Increase in Revenue to the State Non-Federal Aid Highway Fund
FY 2017-18	($952,000)	$952,000
FY 2018-19	($975,000)	$975,000
FY 2019-20	($989,000)	$989,000
FY 2020-21	($1,003,000)	$1,003,000
FY 2021-22	($1,016,000)	$1,016,000

Section 11. This section increases the current $0.0266 per gallon user fee on gasoline that is distributed as "C" Funds by $0.003325 per gallon each year beginning July 1, 2018, until the total amount equals $0.0399. Based on the projected number of gasoline gallons after adjusting

for demand, “C” Funds revenue will increase by $9,721,000 in FY 2018-19, which is the first year of the $0.003325 increase in the gasoline user fee. The “C” funds allocated to county transportation committees must be expended pursuant to the provisions in Section 12-28-2740. The increase in “C” Funds revenue would be shifted from the State Highway Fund to county transportation committees. The estimated revenue increase for FY 2018-19 to FY 2021-22 is provided in the table below. Since Section 12-28-310 specifies the motor fuel user fee increase must be credited to the Infrastructure Maintenance Trust Fund, we assume the increase in “C” Funds will reduce the remainder of the proceeds of the current motor fuel user fee remitted to the State Highway Fund under Section 12-28-2750.

Fiscal Year	Increase in Estimated “C” Funds Revenue
FY 2018-19	$9,721,000
FY 2019-20	$19,599,000
FY 2020-21	$29,671,000
FY 2021-22	$39,875,000

Section 12. This section repeals Section 12-28-530. The Department of Revenue indicates that this section is a simplification of requirements that would have been imposed on all retailers and distributors. Repealing the section will have no effect on the agency.

Local Expenditure
Section 6. This section adds a biennial road use fee for hybrid and alternative fuel vehicles. The Revenue and Fiscal Affairs Office contacted all forty-six county governments regarding the expenditure impact of this section of the bill. Florence and Horry Counties indicate that this bill will have no expenditure impact on their localities. Clarendon and Lancaster Counties indicate that this bill will have a minimal expenditure impact on their localities.

Local Revenue
Section 8. This section creates the motor carrier road use fee to replace the current motor carrier property tax beginning January 1, 2019. Section 12-37-2865 directs that 75 percent of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the Infrastructure Maintenance Trust Fund. Due to a change in timing for fee payments, this will increase local funding to counties by $12,821,000 in FY 2018-19. This amount may vary, however, depending upon registration timing. For FY 2019-20 county revenue will increase by approximately $765,000 for FY 2019-20 over the current estimate for motor carrier property tax revenue. For additional explanation of the revenue determination, see Section 8 under State Revenue.

Section 11. This section increases the current $0.0266 per gallon user fee on gasoline that is distributed to “C” Funds by $0.003325 per gallon each year beginning July 1, 2018, until the total amount equals $0.0399. Based on the projected number of gasoline gallons after adjusting for demand, “C” Funds revenue will increase by $9,721,000 in FY 2018-19, which is the first year of the $0.003325 increase in the gasoline user fee. The “C” funds allocated to county transportation committees must be expended pursuant to the provisions in Section 12-28-2740. The increase in “C” Funds revenue would be shifted from the State Highway Fund to county transportation committees. The estimated revenue increase for FY 2018-19 to FY 2021-22 is provided in the table below. Since Section 12-28-310 specifies the motor fuel user fee increase must be credited to the Infrastructure Maintenance Trust Fund, we assume the increase in "C" Funds will reduce the remainder of the proceeds of the current motor fuel user fee remitted to the State Highway Fund under Section 12-28-2750.

Fiscal Year	Increase in Estimated "C" Funds Revenue
FY 2018-19	$9,721,000
FY 2019-20	$19,599,000
FY 2020-21	$29,671,000
FY 2021-22	$39,875,000

Amended by Senate Finance Special Transportation Subcommittee on March 8, 2017
State Expenditure
The following sections would affect state expenditures as follows:

Section 4. This section increases current biennial registration fees by $16. DMV indicates non-recurring expenditures for this section will total $11,000 in FY 2017-18 for programming and system testing.

Section 5. This bill adds an infrastructure maintenance fee for in-state and out-of-state residents that must be paid upon first registering any vehicle or item required to be registered pursuant to Chapter 3 of Title 56. DMV expects non-recurring expenditures of $53,000 for programming, system updates, and system testing in FY 2017-18.

Section 6. This section adds a biennial road use fee of $120 for alternative fuel vehicles and a $60 biennial road use fee for hybrid vehicles. DMV indicates non-recurring expenditures for this section will total $124,000 in FY 2017-18 for programming, system updates, and system testing.

Section 8. This section directs DMV to collect a road use fee on all large commercial motor vehicles beginning on January 1, 2019 in the same manner as the current motor carrier property tax. DOR currently administers the property tax for in-state carriers. This bill would add out-of-state carriers to the road use fee and transfer the program to DMV. Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $12 of the fee is retained by DOR for operating costs. This bill would change the distribution by sending the $12 fee to DMV.

Department of Motor Vehicles. DMV indicates non-recurring expenditures for administration of the motor carrier fee program are expected to total at least $401,900 in FY 2018-19 based upon the latest estimates for the required programing, testing, and project management to set up this system within the agency. They also anticipate additional non-recurring expenditures above this amount for consulting with tax specialists with the knowledge of motor carrier property taxes and valuation to assist in designing and testing the system. Additional recurring expenditures for administering the program, producing forms and materials, processing fee submissions, and handling disputes are expected, but projected expenditures for conducting these functions are currently undetermined. The agency expects to hire four FTE's to administer the program with estimated personnel expenditures of $157,500 per year including fringe benefits.

Department of Revenue. DOR does not anticipate a reduction in personnel expenditures from moving the administration of the motor carrier fee to DMV because the staff who administer this program have additional responsibilities for administration of other property tax assessments that remain with the agency.

Section 9. This section increases the current fee for a five-year driver's license from $12.50 to $25.00 and from $25.00 to $50.00 for a ten-year driver's license. DMV indicates non-recurring expenditures for this section will total $5,000 in FY 2017-18 for programming and system testing.

State Revenue
The following sections would affect state revenue as follows:

Section 1. This section of the bill as amended creates the Infrastructure Maintenance Trust Fund to be used exclusively for the repairs, maintenance, and improvements to the existing transportation system. All interest income of the Infrastructure Maintenance Trust Fund must be credited to the fund.

Section 2. The bill increases the current $0.16 per gallon motor fuel user fee by $0.02 per gallon per year for six years for a total increase of $0.12 per gallon of fuel. The first increase will take effect July 1, 2017. The increased revenue as a result of this section must be credited to the Infrastructure Maintenance Trust Fund. Based on the latest information from the U.S. Department of Energy, increasing the current user fee from $0.16 to $0.18 would generate an additional $68,857,000 in FY 2017-18. The increase begins in July, and revenue is first remitted in August. Therefore, the FY 2017-18 estimate represents eleven months of a full fiscal year. The estimated annual revenue to the Infrastructure Maintenance Trust Fund by fiscal year for FY 2017-18 to FY 2022-23 is provided in the table below.

Fiscal Year	Motor Fuel Fee Increase (Total of $0.12)	Net Impact on $0.0075 Environmental and Inspection Fee Revenue
FY 2017-18	$68,857,000	($46,000)
FY 2018-19	$153,958,000	($98,000)
FY 2019-20	$234,338,000	($142,000)
FY 2020-21	$316,881,000	($186,000)
FY 2021-22	$401,669,000	($230,000)
FY 2022-23	$485,807,000	($272,000)

As the user fee is increased in the first five years, we expect the demand for motor fuel to decline due to an increase in the relative overall price of motor fuel, which reduces the estimated number of gallons. Based upon an analysis of several academic studies, the demand elasticity for gasoline averages -0.2 in the short-run for the United States. The studies suggest that the long-run demand changes will be slightly more sensitive to price changes in gasoline as consumers seek out alternatives. Therefore, we used an elasticity of -0.2 in this analysis, meaning that a one percent increase in the price of gasoline would reduce the amount purchased by 0.2 percent.

Currently revenue from the inspection fee of $0.0025 is divided between the Department of Agriculture and the State Non-Federal Aid Highway Fund. The Department of Agriculture receives 10 percent of the fee, and the State Non-Federal Aid Highway Fund receives 90 percent. Section 10 of this bill redirects the Department of Agriculture's share of the inspection fee to the State Non-Federal Aid Highway Fund so that the Fund receives 100 percent of the inspection fee. The Department of Health and Environmental Control (DHEC) receives the revenue generated by the $0.0050 environmental inspection fee. The table below estimates the effect of a reduction in demand for motor fuel on DHEC and on the State Non-Federal Aid Highway Fund, based on the Fund receiving 100 percent of the inspection fee. The motor fuel fee increase begins July 1, 2017. Therefore, the estimate represents eleven months of a full fiscal year.

Environmental and Inspection Fee ($0.0075)		
	$0.0050	$0.0025
Fiscal Year	Department of Health and Environmental Control	Department of Transportation (State Non-Federal Aid Highway Fund)
FY 2017-18	($31,000)	($16,000)
FY 2018-19	($65,000)	($32,000)
FY 2019-20	($95,000)	($48,000)
FY 2020-21	($124,000)	($62,000)
FY 2021-22	($153,000)	($77,000)
FY 2022-23	($181,000)	($91,000)

Section 4. The biennial registration fee for every passenger vehicle and every property-carrying vehicle with a gross weight of 6,000 pounds or less, excluding property carrying trucks, is increased by $16.00. The increase will apply to all individuals, including individuals 65 years of age or older and individuals who are handicapped pursuant to Section 56-3-620. Based upon DMV data, there will be approximately 3,179,000 vehicles subject to this additional fee in FY 2017-18. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. The estimated additional revenue from this fee increase is $12,731,000 for FY 2017-18. From each biennial registration fee collected pursuant to this section, $16.00 must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Biennial Vehicle Registration Fee Increase Total Additional Revenue
FY 2017-18	$12,731,000
FY 2018-19	$26,090,000

Section 5. This section creates a new infrastructure maintenance fee that must be paid upon first registering any vehicle or item required to be registered pursuant to Chapter 3 of Title 56 beginning July 1, 2017. The fee is 5 percent of the sales price up to $500 for a vehicle or item first registered in this state and $250 for new residents registering an out-of-state vehicle in

South Carolina for the first time. The fee for in-state vehicles is increased by $100 per year to $700. The fee for new residents registering an out-of-state vehicle is increased by $20 per year to $350. This fee replaces the current 5 percent sales tax up to $300 for vehicles and items purchased in South Carolina required to be registered under Chapter 3 of Section 56. We assume that the majority of trailers are exempt under Section 56-3-120 and are captured under the permanent fee in Section 12-37-2860 instead. These trailers would remain subject to the sales tax.

Based on our current estimates for motor vehicles, motorcycles, motor carriers, and recreational vehicles, increasing the maximum fee for these items to $500 will generate $72,722,000 in additional revenue to the Infrastructure Maintenance Trust Fund in FY 2017-18. Increasing the fee by an additional $100 will generate an additional $29,686,000 in FY 2018-19, and $25,585,000 in FY 2019-20. By FY 2019-20, the revenue increase will total $127,993,000 compared to the current sales tax.

Total Revenue

Item	Current Sales Tax ($300 cap)	Infrastructure Fee ($500 cap)	Infrastructure Fee ($600 cap)	Infrastructure Fee ($700 cap)
Motor vehicle	$183,000,000	$253,300,000	$281,500,000	$305,600,000
Motorcycle	$2,208,000	$2,760,000	$3,312,000	$3,863,000
Heavy duty trucks	$1,119,000	$1,866,000	$2,239,000	$2,612,000
Recreational Vehicle	$1,684,000	$2,807,000	$3,368,000	$3,929,000
Total	$188,011,000	$260,733,000	$290,419,000	$316,004,000

Net Change from Prior Fiscal Year

Item	FY 2016-17 Revenue Increase	FY 2017-18 Revenue Increase	FY 2018-19 Revenue Increase	FY 2019-20 Revenue Increase
Motor vehicle	$0	$70,300,000	$28,200,000	$24,100,000
Motorcycle	$0	$552,000	$552,000	$551,000
Heavy duty trucks	$0	$747,000	$373,000	$373,000
Recreational Vehicle	$0	$1,123,000	$561,000	$561,000
Total	$0	$72,722,000	$29,686,000	$25,585,000

Currently, 80 percent of the $300 sales tax is distributed to the State Highway Fund, but the remaining twenty percent is credited to the EIA Fund. The bill as amended directs DMV to send 20 percent of every fee collected up to $60 to the EIA Fund. As such, the EIA fund would receive the same $37,600,000 in revenue from the Infrastructure Maintenance Fee that is currently received from sales tax.

The bill as amended also extends the current sales tax exemption on motor vehicles purchased by active duty members of the United States Armed Forces who are residents of another state to exempt these purchases from the Infrastructure Maintenance Fee. These purchases are currently exempt and therefore, are not included in the projected revenue from the Infrastructure Maintenance Fee. As such, the amendment does not alter our analysis of the revenue generated by the fee.

Individuals registering a vehicle in South Carolina that was previously registered out-of-state will be subject to a $250.00 fee in FY 2017-18. The fee increases by $20.00 per year for a maximum of $350.00. The amendment exempts active duty military from this fee. DMV indicates that they cannot isolate the number of registrations occurring as a result of new residents moving into the state and registering an out-of-state vehicle for the first time. Data provided by DMV would include cars that were registered in another state, purchased by a dealer, and then sold in South Carolina. Therefore, we used the U.S. Census Bureau's migration data as a proxy. The Census Bureau estimates annual in-migration for people moving into South Carolina to be 99,919. This is based upon the number of personal exemptions claimed on the 52,710 income tax records for people moving into South Carolina from 2014 to 2015. Reducing this figure by 19.7% to account for individuals under age 16 who would not be likely to register a vehicle, we expect 80,235 vehicles to be subject to the out-of-state $250.00 fee in FY 2017-18. The revenue generated from the infrastructure maintenance fee pursuant to out-of-state transfers must be credited to the Infrastructure Maintenance Trust Fund. The estimated additional revenue from this fee is $20,059,000 for FY 2017-18.

This analysis is based upon income tax returns for individuals who have changed their state of residence for income tax purposes. The estimate may include a small number of active duty military who changed their state of residence to South Carolina and would be exempt from the fee. However, this is not expected to have a significant impact on the revenue estimate. The estimated annual revenue increase for FY 2017-18 to FY 2022-23 is provided in the table below.

Fiscal Year	Revenue from Out-of-State Transfers
FY 2017-18	$20,059,000
FY 2018-19	$21,967,000
FY 2019-20	$23,924,000
FY 2020-21	$25,932,000
FY 2021-22	$27,992,000
FY 2022-23	$30,104,000

In total, this section is expected to increase revenue to the Infrastructure Maintenance Trust Fund by $92,781,000 beginning in FY 2017-18. The total Infrastructure Maintenance Fee revenue attributable to this section is provided in the table below.

Fiscal Year	Revenue From In-state Infrastructure Maintenance Fees	Revenue from Out-of-State Transfers	Infrastructure Maintenance Fees
FY 2017-18	$72,722,000	$20,059,000	$92,781,000
FY 2018-19	$102,408,000	$21,967,000	$124,375,000
FY 2019-20	$127,993,000	$23,924,000	$151,917,000
FY 2020-21	$127,993,000	$25,932,000	$153,925,000
FY 2021-22	$127,993,000	$27,992,000	$155,985,000
FY 2022-23	$127,993,000	$30,104,000	$158,097,000

Section 6. This section creates a new registration fee for alternative fuel vehicles that are powered by fuels other than those subject to the motor fuel user fee. For vehicles powered exclusively by electricity, hydrogen, or another fuel not subject to the user fee, a biennial road user fee of $120.00 is added. Based upon data from DMV, we estimate 460 vehicles powered exclusively by alternate fuels will be subject to the $120.00 fee. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $14,000.

For vehicles that use a combination of a motor fuel subject to the motor fuel user fee and another fuel source, the biennial road user fee is $60.00. We estimate that in FY 2017-18 there will be 44,000 vehicles that use a combination of fuels subject to the $60.00 fee. Since the increase begins January 1, 2018, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $660,000. The proposed biennial alternative fuel and hybrid vehicle fees will total $674,000 in FY 2017-18. All of the fees collected pursuant to this section must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Hybrid and Alternative Fuel Vehicle Fee Total Additional Revenue
FY 2017-18	$674,000
FY 2018-19	$1,453,000

Section 7. This section increases the maximum sales and use tax limitation on enumerated items from the current $300 per item to $500 per item beginning July 1, 2017, $600 per item on July 1, 2018, and $700 per item on July 1, 2019. The revenue generated by increasing the maximum sales and use tax by an additional $200 per item would not be credited to the state public school building fund or the EIA fund as directed by current statute, but would instead be redirected to the Infrastructure Maintenance Trust Fund.

Additionally, motor vehicles, motorcycles, motor carriers, recreational vehicles, and trailers subject to the new infrastructure maintenance fee are exempt from the sales and use tax. The revenue increase attributable to the remaining items subject to the maximum sales and use tax cap is included in the table below. The increase in the sales and use tax cap per item would increase revenue to the Infrastructure Maintenance Trust Fund by an estimated $1,678,000 in FY 2017-18.

Total Revenue
Lines may not sum to total due to rounding.

Item	Current $300 Max Cap	FY 2017-18 $500 Max Cap	FY 2018-19 $600 Max Cap	FY 2019-20 $700 Max Cap
Aircraft	$21,000	$34,000	$41,000	$48,000
Boat	$3,846,000	$4,807,000	$5,769,000	$6,730,000
Self-propelled light construction equipment	$663,000	$1,105,000	$1,325,000	$1,546,000
Trailers	$1,312,000	$1,574,000	$1,889,000	$2,204,000
Total	$5,842,000	$7,520,000	$9,024,000	$10,528,000

Net Change from Prior Fiscal Year
Lines may not sum to total due to rounding.

Item	FY 2016-17 Revenue Increase	FY 2017-18 Revenue Increase	FY 2018-19 Revenue Increase	FY 2019-20 Revenue Increase
Aircraft	$0	$14,000	$6,000	$7,000
Boat	$0	$961,000	$962,000	$961,000
Self-propelled light construction equipment	$0	$442,000	$220,000	$221,000
Trailers	$0	$262,000	$315,000	$315,000
Total	$0	$1,678,000	$1,503,000	$1,504,000

Section 8. This section directs DMV to collect a road use fee on all large commercial motor vehicles beginning on January 1, 2019. The valuation of the large commercial motor vehicles for the road use fee is to be determined in the same manner as currently prescribed for motor carriers. This section adds out-of-state apportioned carriers that currently do not pay property taxes to the road use fee. The road use fee for in-state carriers would remain the same as the current property tax amount.

In order to estimate the road use fee on out-of-state carriers, we calculate full-time equivalent (FTE) vehicles based upon the average in-state registration fee of $706 and the total out-of-state registration fees collected. This accounts for the apportionment of out-of-state vehicles based on mileage. For FY 2015-16, DMV reported total out-of-state vehicle registration collections of $7,802,991. Dividing the total fees by the estimated average fee results in an estimated 11,047 FTE out-of-state vehicles in FY 2015-16. We estimate that this will increase to approximately 12,012 out-of-state vehicles by FY 2018-19 based upon recent growth in fee collections. Using an approximate new vehicle value of $120,000 and multiplying this value by the estimated 12,012 vehicles results in a total value of $1,441,416,000. Based upon an average vehicle age of

6 years, the average value at the depreciated rate of 0.25 would be $360,354,000. As outlined in Section 12-43-220(g), this depreciated vehicle value is then assessed at 9.5 percent and multiplied by an equalization factor currently set at 80 percent by DOR.

Because the new fee is paid at the time of registration and may be paid quarterly, the actual distribution of the calendar year 2019 revenue may vary depending upon registration timing. Since the fee begins January 1, 2019, we assume for this analysis that the registrations will be evenly distributed across the year and that one-half of the full year's fees will be paid from January through June of FY 2018-19. Additionally, the change in timing will accelerate fee collections for in-state carriers by six months compared to the current fee timing. Using an estimated statewide millage of 338.4, we estimate that one-half of total collections for road use fees will be $4,634,000 for out-of-state carriers. Based upon our latest analysis of collections for in-state motor carriers through the end of 2016, we estimate that total fees for in-state carriers will be approximately $25,115,000 for calendar year 2019. One-half of these fees will total approximately $12,558,000 in FY 2018-19. Total motor carrier fees for new collections and the one-time acceleration of in state fees will be approximately $17,192,000 in FY 2018-19.

Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $75 of the fee is distributed to local jurisdictions under Section 12-27-2870, and $12 is retained by DOR. This proposal would change the distribution by sending the $12 fee currently retained by DOR to DMV. The remaining $75 is to be combined with the revenue generated by the road use fee in Section 12-37-2850 and distributed based upon Sections 12-37-2865 and 12-37-2870. Based upon fee collections through calendar year 2016, we estimate total one-time registration fees will be approximately $703,000 in calendar year 2019. One-half of one-time registration fees will total approximately $352,000 in FY 2018-19. Of this amount, $48,000 will be reallocated from DOR to DMV for operations and $303,000 will be distributed based upon Section 12-37-2865 as outlined below.

Combining the projected motor carrier road use fees and one-time registration fee revenue for FY 2018-19 yields total revenue of $17,495,000 to be distributed under Section 12-37-2865. Section 12-37-2865 directs that 75 percent of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the Infrastructure Maintenance Trust Fund. Additionally, Subitem L(2) of Section 10 directs DMV to retain $400,000 in the first calendar year to offset programming costs. This leaves $17,095,000 for distribution under Section 122-37-2865. Counties will receive $12,821,000 in FY 2018-19 above the fees collected under our current property tax due to the fee acceleration. The remaining $4,274,000 will be credited to the Infrastructure Maintenance Trust Fund. These amount may vary, however, depending upon registration timing.

Revenue for FY 2019-20 will comprise a full year of fees. Based upon collections through calendar year 2016, we estimate that total motor carrier road use fees will be $25,343,000 for in-state carriers and $9,670,000 for out-of-state carriers, for a total of $35,013,000 in FY 2019-20. Fees for one-time registrations will yield an additional $606,000 to be distributed, while $97,000 will be retained by DMV. Adding the motor carrier fee amounts together yields total revenue of $35,619,000 to be distributed based upon Section 12-37-2865. Counties will receive $26,714,000 under the current distribution formula in Section 12-37-2870, and the remaining

$8,905,000 will be credited to the Infrastructure Maintenance Trust Fund. This will increase county revenue by approximately $765,000 for FY 2019-20.

Section 9. This section increases the driver's license fee for a 5-year driver's license from $12.50 to $25.00 and from $25.00 to $50.00 for a 10-year driver's license. Based upon the most recent data from DMV, the estimated additional revenue from the increased driver's license fees in FY 2017-18 is $7,455,000. Since the increase begins January 1, 2018, this figure represents six months of a full fiscal year. We do not anticipate that the fee increase will be sufficient to prompt residents to renew licenses early to avoid the increase. However, the estimate may be marginally impacted if individuals renew early. Another timing issue impacts the FY 2017-18 estimate. Calendar year 2017 included a larger than normal number of expiring driver's licenses due to DMV procedural changes in 2006, and we do not expect this trend to continue. All of the fees collected pursuant to this section must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Driver's License Fee Increase Total Additional Revenue
FY 2017-18	$7,455,000
FY 2018-19	$9,834,000

Section 10. This section reallocates 10 percent of the $0.0025 motor fuel inspection fee that is currently allocated to the Department of Agriculture to the State Non-Federal Aid Highway Fund. Pursuant to Section 39-41-70, the revenue from the 10 percent of the $0.0025 motor fuel inspection fee is currently used as necessary under the direction of the Commissioner of Agriculture to make all necessary regulations for the inspection of petroleum products, employ all necessary chemists, and enforce standards as to safety, purity, and value for power and heating purposes. Therefore, in FY 2017-18, revenue of the Department of Agriculture will decline by $952,000, and revenue of the State Non-Federal Aid Highway Fund will increase by $952,000. The estimated reallocation of revenue for FY 2017-18 to FY 2021-22 is provided in the table below.

Fiscal Year	Reduction in Revenue to the Department of Agriculture	Increase in Revenue to the State Non-Federal Aid Highway Fund
FY 2017-18	($952,000)	$952,000
FY 2018-19	($975,000)	$975,000
FY 2019-20	($989,000)	$989,000
FY 2020-21	($1,003,000)	$1,003,000
FY 2021-22	($1,016,000)	$1,016,000

Section 11. This section increases the current $0.0266 per gallon user fee on gasoline that is distributed as "C" Funds by $0.003325 per gallon each year beginning July 1, 2018, until the total amount equals $0.0399. Based on the projected number of gasoline gallons after adjusting for demand, "C" Funds revenue will increase by $9,721,000 in FY 2018-19, which is the first

year of the $0.003325 increase in the gasoline user fee. The "C" funds allocated to county transportation committees must be expended pursuant to the provisions in Section 12-28-2740. The increase in "C" Funds revenue would be shifted from the State Highway Fund to county transportation committees. The estimated revenue increase for FY 2018-19 to FY 2021-22 is provided in the table below. Since Section 12-28-310 specifies the motor fuel user fee increase must be credited to the Infrastructure Maintenance Trust Fund, we assume the increase in "C" Funds will reduce the remainder of the proceeds of the current motor fuel user fee remitted to the State Highway Fund under Section 12-28-2750.

Fiscal Year	Increase in Estimated "C" Funds Revenue
FY 2018-19	$9,721,000
FY 2019-20	$19,599,000
FY 2020-21	$29,671,000
FY 2021-22	$39,875,000

Section 12. This section repeals Section 12-28-530. The Department of Revenue indicates that this section is a simplification of requirements that would have been imposed on all retailers and distributors. Repealing the section will have no effect on the agency.

Local Expenditure

Section 6. This section adds a biennial road use fee for hybrid and alternative fuel vehicles. The Revenue and Fiscal Affairs Office contacted all forty-six county governments regarding the expenditure impact of this section of the bill. Florence and Horry Counties indicate that this bill will have no expenditure impact on their localities. Clarendon and Lancaster Counties indicate that this bill will have a minimal expenditure impact on their localities.

Local Revenue

Section 8. This section creates the motor carrier road use fee to replace the current motor carrier property tax beginning January 1, 2019. Section 12-37-2865 directs that 75 percent of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the Infrastructure Maintenance Trust Fund. Due to a change in timing for fee payments, this will increase local funding to counties by $12,821,000 in FY 2018-19. This amount may vary, however, depending upon registration timing. For FY 2019-20 county revenue will increase by approximately $765,000 for FY 2019-20 over the current estimate for motor carrier property tax revenue. For additional explanation of the revenue determination, see Section 8 under State Revenue.

Section 11. This section increases the current $0.0266 per gallon user fee on gasoline that is distributed to "C" Funds by $0.003325 per gallon each year beginning July 1, 2018, until the total amount equals $0.0399. Based on the projected number of gasoline gallons after adjusting for demand, "C" Funds revenue will increase by $9,721,000 in FY 2018-19, which is the first year of the $0.003325 increase in the gasoline user fee. The "C" funds allocated to county transportation committees must be expended pursuant to the provisions in Section 12-28-2740. The increase in "C" Funds revenue would be shifted from the State Highway Fund to county transportation committees. The estimated revenue increase for FY 2018-19 to FY 2021-22 is provided in the table below. Since Section 12-28-310 specifies the motor fuel user fee increase must be credited to the Infrastructure Maintenance Trust Fund, we assume the increase in "C" Funds will reduce the remainder of the proceeds of the current motor fuel user fee remitted to the State Highway Fund under Section 12-28-2750.

Fiscal Year	Increase in Estimated "C" Funds Revenue
FY 2018-19	$9,721,000
FY 2019-20	$19,599,000
FY 2020-21	$29,671,000
FY 2021-22	$39,875,000

Amended by the House of Representatives on March 1, 2017
State Expenditure
The following sections would affect state expenditures as follows:

Section 5. This section increases current biennial registration fees by $16. DMV indicates non-recurring expenditures for this section will total $11,000 in FY 2017-18 for programming and system testing.

Section 6. This bill adds an infrastructure maintenance fee for in-state and out-of-state residents that must be paid upon first registering any vehicle or item required to be registered pursuant to Chapter 3 of Title 56. DMV expects expenditures of $53,000 for programming, system updates, and system testing in FY 2017-18.

Section 7. This section adds a biennial road use fee of $120 for alternative fuel vehicles and a $60 biennial road use fee for hybrid vehicles. DMV's revised response indicates non-recurring expenditures for this section will total $124,000 in FY 2017-18 for programming, system updates, and system testing.

Section 9. This section directs DMV to collect a road use fee on all large commercial motor vehicles beginning on January 1, 2019 in the same manner as the current motor carrier property tax. DOR currently administers the property tax for in-state carriers. This bill would add out-of-state carriers to the road use fee and transfer the program to DMV. Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $12 of the fee is retained by DOR for operating costs. This bill would change the distribution by sending the $12 fee to DMV.

Department of Motor Vehicles. DMV indicates non-recurring expenditures for administration of the motor carrier fee program are expected to total at least $401,900 in FY 2018-19 based upon the latest estimates for the required programing, testing, and project management to set up this system within the agency. They also anticipate additional non-recurring expenditures above this amount for consulting with tax specialists with the knowledge of motor carrier property taxes and valuation to assist in designing and testing the system. Additional recurring expenditures for administering the program, producing forms and materials, processing fee submissions, and handling disputes are expected, but projected expenditures for conducting these functions are currently undetermined. The agency expects to hire four FTE's to administer the program with estimated personnel expenditures of $157,500 per year including fringe benefits.

Department of Revenue. DOR does not anticipate a reduction in personnel expenditures from moving the administration of the motor carrier fee to DMV because the staff who administer this program have additional responsibilities for administration of other property tax assessments that remain with the agency.

State Revenue

The following sections would affect state revenue as follows:

Section 1. This section of the bill as amended creates the Infrastructure Maintenance Trust Fund to be used exclusively for the repairs, maintenance, and improvements to the existing transportation system. All interest income of the Infrastructure Maintenance Trust Fund must be credited to the fund.

Section 2. This section permits DOT the discretion to determine if transferring funds to other entities as required by provisions of law would best serve the transportation infrastructure needs of the state. If the department determines that the transfer would not best serve the state, they may delay the transfer indefinitely. This could potentially reallocate revenue if the department decides not to make a transfer to another entity.

Section 3. The bill increases the current $0.16 per gallon motor fuel user fee by $0.02 per gallon per year for five years for a total increase of $0.10 per gallon of fuel. The first increase will take effect July 1, 2017. The increased revenue as a result of this section must be credited to the Infrastructure Maintenance Trust Fund. Based on the latest information from the U.S. Department of Energy, increasing the current user fee from $0.16 to $0.18 would generate an additional $68,857,000 in FY 2017-18. The increase begins in July, and revenue is first remitted in August. Therefore, the FY 2017-18 estimate represents eleven months of a full fiscal year. The estimated annual revenue to the Infrastructure Maintenance Trust Fund by fiscal year for FY 2017-18 to FY 2020-22 is provided in the table below.

Fiscal Year	Motor Fuel Fee Increase (Total of $0.10)	Net Impact on $0.0075 Environmental and Inspection Fee Revenue
FY 2017-18	$68,857,000	($46,000)
FY 2018-19	$153,958,000	($98,000)
FY 2019-20	$234,338,000	($142,000)
FY 2020-21	$316,881,000	($186,000)
FY 2021-22	$401,669,000	($230,000)

As the user fee is increased in the first five years, we expect the demand for motor fuel to decline due to an increase in the relative overall price of motor fuel, which reduces the estimated number of gallons. Based upon an analysis of several academic studies, the demand elasticity for gasoline averages -0.2 in the short-run for the United States. The studies suggest that the long-run demand changes will be slightly more sensitive to price changes in gasoline as consumers seek out alternatives. Therefore, we used an elasticity of -0.2 in this analysis, meaning that a one percent increase in the price of gasoline would reduce the amount purchased by 0.2 percent.

In addition to affecting the Infrastructure Maintenance Trust Fund, the demand reduction in total gallons will lower the $0.0075 environmental and inspection fee anticipated revenue to the Department of Agriculture, DHEC, and DOT. The increase begins in July, and revenue is first remitted in August. Therefore, the FY 2017-18 estimate represents eleven months of a full fiscal year. The estimated annual reduction in revenue for each agency for FY 2017-18 to FY 2021-22 by agency is provided in the table below.

Environmental and Inspection Fee ($0.0075)			
	$0.0050	$0.0025	
Fiscal Year	Department of Health and Environmental Control	10% to the Department of Agriculture	90% to the Department of Transportation (State Non-Federal Aid Highway Fund)
FY 2017-18	($31,000)	($2,000)	($14,000)
FY 2018-19	($65,000)	($3,000)	($29,000)
FY 2019-20	($95,000)	($5,000)	($43,000)
FY 2020-21	($124,000)	($6,000)	($56,000)
FY 2021-22	($153,000)	($8,000)	($69,000)

Section 5. The biennial registration fee for every passenger vehicle and every property-carrying vehicle with a gross weight of 6,000 pounds or less, excluding property carrying trucks, is increased by $16.00. The increase will apply to all individuals, including individuals 65 years of age or older and individuals who are handicapped pursuant to Section 56-3-620. Based upon DMV data, there will be approximately 3,179,000 vehicles subject to this additional fee in FY 2017-18. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. The estimated additional revenue from this fee increase is $12,731,000 for FY 2017-18. From each biennial registration fee collected pursuant to this section, $16.00 must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Biennial Vehicle Registration Fee Increase Total Additional Revenue
FY 2017-18	$12,731,000
FY 2018-19	$26,090,000

Section 6. This section creates a new infrastructure maintenance fee that must be paid upon first registering any vehicle or item required to be registered pursuant to Chapter 3 of Title 56 beginning July 1, 2017. The fee is 5 percent of the sales price up to $500 for a vehicle or item first registered in this state and $250 for new residents registering an out-of-state vehicle in South Carolina for the first time. This fee replaces the current 5 percent sales tax up to $300 for vehicles and items purchased in South Carolina required to be registered under Chapter 3 of Section 56. We assume that the majority of trailers are exempt under Section 56-3-120 and are captured under the permanent fee in Section 12-37-2860 instead. These trailers would remain subject to the sales tax.

Based on our current estimates for motor vehicles, motorcycles, motor carriers, and recreational vehicles, increasing the maximum fee for these items to $500 will generate $72,722,000 in additional revenue to the Infrastructure Maintenance Trust Fund in FY 2017-18.

Item	Current Sales Tax ($300 cap)	Infrastructure Fee ($500 cap)	Revenue Increase
Motor vehicle	$183,000,000	$253,300,000	$70,300,000
Motorcycle	$2,208,000	$2,760,000	$552,000
Heavy duty trucks	$1,119,000	$1,866,000	$747,000
Recreational Vehicle	$1,684,000	$2,807,000	$1,123,000
Total	$188,011,000	$260,733,000	$72,722,000

Currently, 80 percent of the current $300 fee is distributed to the State Highway Fund, but the remaining twenty percent is credited to the EIA Fund. This bill would transfer 80 percent of the total $188,011,000 generated by the current sales tax cap, or $150,409,000, from the State Highway Fund to the Infrastructure Maintenance Trust Fund. The remaining twenty percent of the current sales tax is credited to the EIA Fund. The bill as amended directs DMV to send 20 percent of every fee collected up to $60 to the EIA Fund. As such, the EIA fund would receive the same $37,600,000 in revenue from the Infrastructure Maintenance Fee that is currently received from sales tax.

The bill as amended also extends the current sales tax exemption on motor vehicles purchased by active duty members of the United States Armed Forces who are residents of another state to exempt these purchases from the Infrastructure Maintenance Fee. These purchases are currently exempt and therefore, are not included in the projected revenue from the Infrastructure Maintenance Fee. As such, the amendment does not alter our analysis of the revenue generated by the fee.

Individuals registering a vehicle in South Carolina that was previously registered out-of-state will be subject to a $250 fee. The amendment exempts active duty military from this fee. DMV indicates that they cannot isolate the number of registrations occurring as a result of new residents moving into the state and registering an out-of-state vehicle for the first time. Data provided by DMV would include cars that were registered in another state, purchased by a dealer, and then sold in South Carolina. Therefore, we used the U.S. Census Bureau’s migration data as a proxy. The Census Bureau estimates annual in-migration for people moving into South Carolina to be 99,919. This is based upon the number of personal exemptions claimed on the 52,710 income tax records for people moving into South Carolina from 2014 to 2015. Reducing this figure by 19.7% to account for individuals under age 16 who would not be likely to register a vehicle, we expect 80,235 vehicles to be subject to the out-of-state $250 fee in FY 2017-18. The estimated additional revenue from this fee is $20,059,000 for FY 2017-18.

This analysis is based upon income tax returns for individuals who have changed their state of residence for income tax purposes. The estimate may include a small number of active duty military who changed their state of residence to South Carolina and would be exempt from the fee. However, this is not expected to have a significant impact on the revenue estimate.

In total, this section is expected to increase revenue to the Infrastructure Maintenance Trust Fund by $92,781,000 plus an additional $188,011,000 in revenue transferred from the State Highway Fund and EIA Fund for a total of $280,792,000 in FY 2017-18. The section will decrease State Highway Fund revenue by $150,409,000 and EIA revenue by $37,602,000 in FY 2017-18.

Section 7. This section creates a new registration fee for alternative fuel vehicles that are powered by fuels other than those subject to the motor fuel user fee. For vehicles powered exclusively by electricity, hydrogen, or another fuel not subject to the user fee, a biennial road user fee of $120.00 is added. Based upon data from DMV, we estimate 460 vehicles powered exclusively by alternate fuels will be subject to the $120.00 fee. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $14,000.

For vehicles that use a combination of a motor fuel subject to the motor fuel user fee and another fuel source, the biennial road user fee is $60.00. We estimate that in FY 2017-18 there will be 44,000 vehicles that use a combination of fuels subject to the $60.00 fee. Since the increase begins January 1, 2018, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $660,000. The proposed biennial alternative fuel and hybrid vehicle fees will total $674,000 in FY 2017-18. All of the fees collected pursuant to this section must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Hybrid and Alternative Fuel Vehicle Fee Total Additional Revenue
FY 2017-18	$674,000
FY 2018-19	$1,453,000

Section 8. This section increases the maximum sales and use tax limitation on enumerated items from the current $300 per item to $500 per item beginning July 1, 2017. The revenue generated by increasing the maximum sales and use tax by an additional $200 per item would not be credited to the state public school building fund or the EIA fund as directed by current statute, but would instead be redirected to the Infrastructure Maintenance Trust Fund.

Additionally, motor vehicles, motorcycles, motor carriers, recreational vehicles, and trailers subject to the new infrastructure maintenance fee are exempt from the sales and use tax. The revenue increase attributable to the remaining items subject to the maximum sales and use tax cap is included in the table below. The increase in the sales and use tax cap by $200 per item would increase revenue to the Infrastructure Maintenance Trust Fund by an estimated $1,678,000 in FY 2017-18.

Item	Current $300 Max Cap	Proposed $500 Max Cap	Estimated Revenue Increase
Aircraft	$21,000	$34,000	$13,000
Boat	$3,846,000	$4,807,000	$961,000
Self-propelled light construction equipment	$663,000	$1,105,000	$442,000
Trailers	$1,312,000	$1,574,000	$262,000
Total	$5,842,000	$7,520,000	$1,678,000

Section 9. This section directs DMV to collect a road use fee on all large commercial motor vehicles beginning on January 1, 2019. The valuation of the large commercial motor vehicles for the road use fee is to be determined in the same manner as currently prescribed for motor carriers. This section adds out-of-state apportioned carriers that currently do not pay property taxes to the road use fee. The road use fee for in-state carriers would remain the same as the current property tax amount.

In order to estimate the road use fee on out-of-state carriers, we calculate full-time equivalent (FTE) vehicles based upon the average in-state registration fee of $706 and the total out-of-state registration fees collected. This accounts for the apportionment of out-of-state vehicles based on mileage. For FY 2015-16, DMV reported total out-of-state vehicle registration collections of $7,802,991. Dividing the total fees by the estimated average fee results in an estimated 11,047 FTE out-of-state vehicles in FY 2015-16. We estimate that this will increase to approximately 12,012 out-of-state vehicles by FY 2018-19 based upon recent growth in fee collections. Using an approximate new vehicle value of $120,000 and multiplying this value by the estimated 12,012 vehicles results in a total value of $1,441,416,000. Based upon an average vehicle age of 6 years, the average value at the depreciated rate of 0.25 would be $360,354,000. As outlined in Section 12-43-220(g), this depreciated vehicle value is then assessed at 9.5 percent and multiplied by an equalization factor currently set at 80 percent by DOR.

Because the new fee is paid at the time of registration and may be paid quarterly, the actual distribution of the calendar year 2019 revenue may vary depending upon registration timing. Since the fee begins January 1, 2019, we assume for this analysis that the registrations will be evenly distributed across the year and that one-half of the full year’s fees will be paid from January through June of FY 2018-19. Additionally, the change in timing will accelerate fee collections for in-state carriers by six months compared to the current fee timing. Using an estimated statewide millage of 338.4, we estimate that one-half of total collections for road use fees will be $4,634,000 for out-of-state carriers. Based upon our latest analysis of collections for in-state motor carriers through the end of 2016, we estimate that total fees for in-state carriers will be approximately $25,115,000 for calendar year 2019. One-half of these fees will total approximately $12,558,000 in FY 2018-19. Total motor carrier fees for new collections and the one-time acceleration of in state fees will be approximately $17,192,000 in FY 2018-19.

Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $75 of the fee is distributed to local jurisdictions under Section 12-27-2870, and $12 is retained by DOR. This proposal would change the distribution by sending the $12 fee currently retained by DOR to DMV. The remaining $75 is to be combined with the revenue generated by the road use fee in Section 12-37-2850 and distributed based upon Sections 12-37-2865 and 12-37-2870. Based upon fee collections through calendar year 2016, we estimate total one-time registration fees will be approximately $703,000 in calendar year 2019. One-half of one-time registration fees will total approximately $352,000 in FY 2018-19. Of this amount, $48,000 will be reallocated from DOR to DMV for operations and $303,000 will be distributed based upon Section 12-37-2865 as outlined below.

Combining the projected motor carrier road use fees and one-time registration fee revenue for FY 2018-19 yields total revenue of $17,495,000 to be distributed under Section 12-37-2865. Section 12-37-2865 directs that 75 percent of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the Infrastructure Maintenance Trust Fund. Additionally, Subitem L(2) of Section 10 directs DMV to retain $400,000 in the first calendar year to offset programming costs. This leaves $17,095,000 for distribution under Section 122-37-2865. Counties will receive $12,821,000 in FY 2018-19 above the fees collected under our current property tax due to the fee acceleration. The remaining $4,274,000 will be credited to the Infrastructure Maintenance Trust Fund. These amount may vary, however, depending upon registration timing.

Revenue for FY 2019-20 will comprise a full year of fees. Based upon collections through calendar year 2016, we estimate that total motor carrier road use fees will be $25,343,000 for in-state carriers and $9,670,000 for out-of-state carriers, for a total of $35,013,000 in FY 2019-20. Fees for one-time registrations will yield an additional $606,000 to be distributed, while $97,000 will be retained by DMV. Adding the motor carrier fee amounts together yields total revenue of $35,619,000 to be distributed based upon Section 12-37-2865. Counties will receive $26,714,000 under the current distribution formula in Section 12-37-2870, and the remaining $8,905,000 will be credited to the Infrastructure Maintenance Trust Fund. This will increase county revenue by approximately $765,000 for FY 2019-20.

Section 14. This section reallocates 10 percent of the $0.0025 motor fuel inspection fee that is currently allocated to the Department of Agriculture to the State Non-Federal Aid Highway Fund. Pursuant to Section 39-41-70, the revenue from the 10 percent of the $0.0025 motor fuel inspection fee is currently used as necessary under the direction of the Commissioner of Agriculture to make all necessary regulations for the inspection of petroleum products, employ all necessary chemists, and enforce standards as to safety, purity, and value for power and heating purposes. Therefore, in FY 2017-18, revenue of the Department of Agriculture will decline by $952,000, and revenue of the State Non-Federal Aid Highway Fund will increase by $952,000. The estimated reallocation of revenue for FY 2017-18 to FY 2021-22 is provided in the table below.

Fiscal Year	Reduction in Revenue to the Department of Agriculture	Increase in Revenue to the State Non-Federal Aid Highway Fund
FY 2017-18	($952,000)	$952,000
FY 2018-19	($975,000)	$975,000
FY 2019-20	($989,000)	$989,000
FY 2020-21	($1,003,000)	$1,003,000
FY 2021-22	($1,016,000)	$1,016,000

Section 15. This section increases the current $0.0266 per gallon user fee on gasoline that is distributed as "C" Funds by $0.003325 per gallon each year beginning July 1, 2018, until the total amount equals $0.0399. Based on the projected number of gasoline gallons after adjusting for demand, "C" Funds revenue will increase by $9,721,000 in FY 2018-19, which is the first year of the $0.003325 increase in the gasoline user fee. The "C" funds allocated to county transportation committees must be expended pursuant to the provisions in Section 12-28-2740. The estimated revenue increase for FY 2018-19 to FY 2021-22 is provided in the table below. Since Section 12-28-310 specifies the motor fuel user fee increase must be credited to the Infrastructure Maintenance Trust Fund, we assume the increase in "C" Funds will reduce the remainder of the proceeds of the current motor fuel user fee remitted to the State Highway Fund under Section 12-28-2750.

Fiscal Year	Increase in Estimated "C" Funds Revenue
FY 2018-19	$9,721,000
FY 2019-20	$19,599,000
FY 2020-21	$29,671,000
FY 2021-22	$39,875,000

Local Expenditure
Section 7. This section adds a biennial road use fee for hybrid and alternative fuel vehicles. The Revenue and Fiscal Affairs Office contacted all forty-six county governments regarding the expenditure impact of this section of the bill. Florence and Horry Counties indicate that this bill will have no expenditure impact on their localities. Clarendon and Lancaster Counties indicate that this bill will have a minimal expenditure impact on their localities.

Local Revenue
Section 9. This section creates the motor carrier road use fee to replace the current motor carrier property tax beginning January 1, 2019. Section 12-37-2865 directs that 75 percent of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the Infrastructure Maintenance Trust Fund. Due to a change in timing for fee payments, this will increase local funding to counties by $12,821,000 in FY 2018-19. This amount may vary, however, depending upon registration timing. For FY 2019-20 county revenue will increase by approximately $765,000 for FY 2019-20 over the current estimate for motor carrier property tax revenue. For additional explanation of the revenue determination, see Section 9 under State Revenue.

Section 15. This section increases the current $0.0266 per gallon user fee on gasoline that is distributed to "C" Funds by $0.003325 per gallon each year beginning July 1, 2018, until the total amount equals $0.0399. Based on the projected number of gasoline gallons after adjusting for demand, "C" Funds revenue will increase by $9,721,000 in FY 2018-19, which is the first year of the $0.003325 increase in the gasoline user fee. The "C" funds allocated to county transportation committees must be expended pursuant to the provisions in Section 12-28-2740. The estimated revenue increase for FY 2018-19 to FY 2021-22 is provided in the table below. Since Section 12-28-310 specifies the motor fuel user fee increase must be credited to the Infrastructure Maintenance Trust Fund, we assume the increase in "C" Funds will reduce the remainder of the proceeds of the current motor fuel user fee remitted to the State Highway Fund under Section 12-28-2750.

Fiscal Year	Increase in Estimated "C" Funds Revenue
FY 2018-19	$9,721,000
FY 2019-20	$19,599,000
FY 2020-21	$29,671,000
FY 2021-22	$39,875,000

Amended by House Ways and Means on February 14, 2017
Updated for Revised Agency Response
State Expenditure
The following sections would affect state expenses as follows:

Section 5. This section increases current biennial registration fees by $16. DMVs revised response indicates non-recurring expenditures for this section will total $11,000 in FY 2017-18 for programming and system testing.

Section 6. This bill adds an infrastructure maintenance fee for in-state and out-of-state residents that must be paid upon first registering any vehicle or item required to be registered pursuant to Chapter 3 of Title 56. DMV expects expenditures of $53,000 for programming, system updates, and system testing in FY 2017-18.

Section 7. This section adds a biennial road use fee of $120 for alternative fuel vehicles and a $60 biennial road use fee for hybrid vehicles. DMV's revised response indicates non-recurring expenditures for this section will total $124,000 in FY 2017-18 for programming, system updates, and system testing.

Section 9. This section directs DMV to collect a road use fee on all large commercial motor vehicles beginning on January 1, 2019 in the same manner as the current motor carrier property tax. DOR currently administers the property tax for in-state carriers. This bill would add out-of-state carriers to the road use fee and transfer the program to DMV. Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $12 of the fee is retained by DOR for operating costs. This bill would change the distribution by sending the $12 fee to DMV.

Department of Motor Vehicles. DMVs revised response indicates non-recurring expenditures for administration of the motor carrier fee program are expected to total at least $401,900 in FY 2018-19 based upon the latest estimates for the required programing, testing, and project management to set up this system within the agency. They also anticipate additional non-recurring expenditures above this amount for consulting with tax specialists with the knowledge of motor carrier property taxes and valuation to assist in designing and testing the system. Additional recurring expenditures for administering the program, producing forms and materials, processing fee submissions, and handling disputes are expected, but projected expenditures for conducting these functions are currently undetermined. The agency expects to hire four FTE's to administer the program with estimated personnel expenditures of $157,500 per year including fringe benefits.

Department of Revenue. DOR does not anticipate a reduction in personnel expenditures from moving the administration of the motor carrier fee to DMV because the staff who administer this program have additional responsibilities for administration of other property tax assessments that remain with the agency.

State Revenue

The following sections would affect state revenue as follows:

Section 1. This section of the bill as amended creates the Infrastructure Maintenance Trust Fund to be used exclusively for the repairs, maintenance, and improvements to the existing transportation system. All interest income of the Infrastructure Maintenance Trust Fund must be credited to the fund.

Section 2. This section permits DOT the discretion to determine if transferring funds to other entities as required by provisions of law would best serve the transportation infrastructure needs of the state. If the department determines that the transfer would not best serve the state, they may delay the transfer indefinitely. This could potentially reallocate revenue if the department decides not to make a transfer to another entity.

Section 3. The bill increases the current $0.16 per gallon motor fuel user fee by $0.02 per gallon per year for five years for a total increase of $0.10 per gallon of fuel. The first increase will take effect July 1, 2017. The increased revenue as a result of this section must be credited to the Infrastructure Maintenance Trust Fund. Based on the latest information from the U.S. Department of Energy, increasing the current user fee from $0.16 to $0.18 would generate an additional $68,857,000 in FY 2017-18. The increase begins in July, and revenue is first remitted in August. Therefore, the FY 2017-18 estimate represents eleven months of a full fiscal year. The estimated annual revenue to the Infrastructure Maintenance Trust Fund by fiscal year for FY 2017-18 to FY 2020-22 is provided in the table below.

Fiscal Year	Motor Fuel Fee Increase (Total of $0.10)	Net Impact on $0.0075 Environmental and Inspection Fee Revenue
FY 2017-18	$68,857,000	($46,000)
FY 2018-19	$153,958,000	($98,000)
FY 2019-20	$234,338,000	($142,000)
FY 2020-21	$316,881,000	($186,000)
FY 2021-22	$401,669,000	($230,000)

As the user fee is increased in the first five years, we expect the demand for motor fuel to decline due to an increase in the relative overall price of motor fuel, which reduces the estimated number of gallons. Based upon an analysis of several academic studies, the demand elasticity for gasoline averages -0.2 in the short-run for the United States. The studies suggest that the long-run demand changes will be slightly more sensitive to price changes in gasoline as consumers seek out alternatives. Therefore, we used an elasticity of -0.2 in this analysis, meaning that a one percent increase in the price of gasoline would reduce the amount purchased by 0.2 percent.

In addition to affecting the Infrastructure Maintenance Trust Fund, the demand reduction in total gallons will lower the $0.0075 environmental and inspection fee anticipated revenue to the Department of Agriculture, DHEC, and DOT. The increase begins in July, and revenue is first remitted in August. Therefore, the FY 2017-18 estimate represents eleven months of a full fiscal year. The estimated annual reduction in revenue for each agency for FY 2017-18 to FY 2021-22 by agency is provided in the table below.

Environmental and Inspection Fee ($0.0075)			
	$0.0050	$0.0025	
Fiscal Year	Department of Health and Environmental Control	10% to the Department of Agriculture	90% to the Department of Transportation (State Non-Federal Aid Highway Fund)
FY 2017-18	($31,000)	($2,000)	($14,000)
FY 2018-19	($65,000)	($3,000)	($29,000)
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FY 2021-22	($153,000)	($8,000)	($69,000)

Section 5. The biennial registration fee for every passenger vehicle and every property-carrying vehicle with a gross weight of 6,000 pounds or less, excluding property carrying trucks, is increased by $16.00. The increase will apply to all individuals, including individuals 65 years of age or older and individuals who are handicapped pursuant to Section 56-3-620. Based upon DMV data, there will be approximately 3,179,000 vehicles subject to this additional fee in FY 2017-18. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. The estimated additional revenue from this fee increase is $12,731,000 for FY 2017-18. From each biennial registration fee collected pursuant to this

section, $16.00 must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Biennial Vehicle Registration Fee Increase Total Additional Revenue
FY 2017-18	$12,731,000
FY 2018-19	$26,090,000

Section 6. This section creates a new infrastructure maintenance fee that must be paid upon first registering any vehicle or item required to be registered pursuant to Chapter 3 of Title 56 beginning July 1, 2017. The fee is 5 percent of the sales price up to $500 for a vehicle or item first registered in this state and $250 for new residents registering an out-of-state vehicle in South Carolina for the first time. This fee replaces the current 5 percent sales tax up to $300 for vehicles and items purchased in South Carolina required to be registered under Chapter 3 of Section 56. We assume that the majority of trailers are exempt under Section 56-3-120 and are captured under the permanent fee in Section 12-37-2860 instead. These trailers would remain subject to the sales tax.

Based on our current estimates for motor vehicles, motorcycles, motor carriers, and recreational vehicles, increasing the maximum fee for these items to $500 will generate $72,722,000 in additional revenue to the Infrastructure Maintenance Trust Fund in FY 2017-18.

Item	Current Sales Tax ($300 cap)	Infrastructure Fee ($500 cap)	Revenue Increase
Motor vehicle	$183,000,000	$253,300,000	$70,300,000
Motorcycle	$2,208,000	$2,760,000	$552,000
Heavy duty trucks	$1,119,000	$1,866,000	$747,000
Recreational Vehicle	$1,684,000	$2,807,000	$1,123,000
Total	$188,011,000	$260,733,000	$72,722,000

Currently, 80 percent of the current $300 fee is distributed to the State Highway Fund, but the remaining twenty percent is credited to the EIA Fund. This bill would transfer 80 percent of the total $188,011,000 generated by the current sales tax cap, or $150,409,000, from the State Highway Fund to the Infrastructure Maintenance Trust Fund. The remaining twenty percent of the current sales tax is credited to the EIA Fund. This EIA revenue would shift to the Infrastructure Maintenance Trust Fund, reallocating $37,602,000 in FY 2017-18.

Individuals registering a vehicle in South Carolina that was previously registered out-of-state will be subject to a $250 fee. The amendment exempts active duty military from this fee. DMV indicates that they cannot isolate the number of registrations occurring as a result of new residents moving into the state and registering an out-of-state vehicle for the first time. Data provided by DMV would include cars that were registered in another state, purchased by a dealer, and then sold in South Carolina. Therefore, we used the U.S. Census Bureau's migration data as a proxy. The Census Bureau estimates annual in-migration for people moving into South Carolina to be 99,919. This is based upon the number of personal exemptions claimed on the 52,710 income tax records for people moving into South Carolina from 2014 to 2015. Reducing this figure by 19.7% to account for individuals under age 16 who would not be likely to register a vehicle, we expect 80,235 vehicles to be subject to the out-of-state $250 fee in FY 2017-18. The estimated additional revenue from this fee is $20,059,000 for FY 2017-18.

This analysis is based upon income tax returns for individuals who have changed their state of residence for income tax purposes. The estimate may include a small number of active duty military who changed their state of residence to South Carolina and would be exempt from the fee. However, this is not expected to have a significant impact on the revenue estimate.

In total, this section is expected to increase revenue to the Infrastructure Maintenance Trust Fund by $92,781,000 plus an additional $188,011,000 in revenue transferred from the State Highway Fund and EIA Fund for a total of $280,792,000 in FY 2017-18. The section will decrease State Highway Fund revenue by $150,409,000 and EIA revenue by $37,602,000 in FY 2017-18.

Section 7. This section creates a new registration fee for alternative fuel vehicles that are powered by fuels other than those subject to the motor fuel user fee. For vehicles powered exclusively by electricity, hydrogen, or another fuel not subject to the user fee, a biennial road user fee of $120.00 is added. Based upon data from DMV, we estimate 460 vehicles powered exclusively by alternate fuels will be subject to the $120.00 fee. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $14,000.

For vehicles that use a combination of a motor fuel subject to the motor fuel user fee and another fuel source, the biennial road user fee is $60.00. We estimate that in FY 2017-18 there will be 44,000 vehicles that use a combination of fuels subject to the $60.00 fee. Since the increase begins January 1, 2018, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $660,000. The proposed biennial alternative fuel and hybrid vehicle fees will total $674,000 in FY 2017-18. All of the fees collected pursuant to this section must be credited to the Infrastructure Maintenance Trust Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Hybrid and Alternative Fuel Vehicle Fee Total Additional Revenue
FY 2017-18	$674,000
FY 2018-19	$1,453,000

Section 8. This section increases the maximum sales and use tax limitation on enumerated items from the current $300 per item to $500 per item beginning July 1, 2017. The revenue generated by increasing the maximum sales and use tax by an additional $200 per item would not be credited to the state public school building fund or the EIA fund as directed by current statute, but would instead be redirected to the Infrastructure Maintenance Trust Fund.

Additionally, motor vehicles, motorcycles, motor carriers, recreational vehicles, and trailers subject to the new infrastructure maintenance fee are exempt from the sales and use tax. The revenue increase attributable to the remaining items subject to the maximum sales and use tax cap is included in the table below. The increase in the sales and use tax cap by $200 per item would increase revenue to the Infrastructure Maintenance Trust Fund by an estimated $1,678,000 in FY 2017-18.

Item	Current $300 Max Cap	Proposed $500 Max Cap	Estimated Revenue Increase
Aircraft	$21,000	$34,000	$13,000
Boat	$3,846,000	$4,807,000	$961,000
Self-propelled light construction equipment	$663,000	$1,105,000	$442,000
Trailers	$1,312,000	$1,574,000	$262,000
Total	$5,842,000	$7,520,000	$1,678,000

Section 9. This section directs DMV to collect a road use fee on all large commercial motor vehicles beginning on January 1, 2019. The valuation of the large commercial motor vehicles for the road use fee is to be determined in the same manner as currently prescribed for motor carriers. This section adds out-of-state apportioned carriers that currently do not pay property taxes to the road use fee. The road use fee for in-state carriers would remain the same as the current property tax amount.

In order to estimate the road use fee on out-of-state carriers, we calculate full-time equivalent (FTE) vehicles based upon the average in-state registration fee of $706 and the total out-of-state registration fees collected. This accounts for the apportionment of out-of-state vehicles based on mileage. For FY 2015-16, DMV reported total out-of-state vehicle registration collections of $7,802,991. Dividing the total fees by the estimated average fee results in an estimated 11,047 FTE out-of-state vehicles in FY 2015-16. We estimate that this will increase to approximately 12,012 out-of-state vehicles by FY 2018-19 based upon recent growth in fee collections. Using an approximate new vehicle value of $120,000 and multiplying this value by the estimated 12,012 vehicles results in a total value of $1,441,416,000. Based upon an average vehicle age of 6 years, the average value at the depreciated rate of 0.25 would be $360,354,000. As outlined in Section 12-43-220(g), this depreciated vehicle value is then assessed at 9.5 percent and multiplied by an equalization factor currently set at 80 percent by DOR.

Because the new fee is paid at the time of registration and may be paid quarterly, the actual distribution of the calendar year 2019 revenue may vary depending upon registration timing. Since the fee begins January 1, 2019, we assume for this analysis that the registrations will be evenly distributed across the year and that one-half of the full year’s fees will be paid from January through June of FY 2018-19. Additionally, the change in timing will accelerate fee collections for in-state carriers by six months compared to the current fee timing. Using an estimated statewide millage of 338.4, we estimate that one-half of total collections for road use fees will be $4,634,000 for out-of-state carriers. Based upon our latest analysis of collections for in-state motor carriers through the end of 2016, we estimate that total fees for in-state carriers will be approximately $25,115,000 for calendar year 2019. One-half of these fees will total approximately $12,558,000 in FY 2018-19. Total motor carrier fees for new collections and the one-time acceleration of in state fees will be approximately $17,192,000 in FY 2018-19.

Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $75 of the fee is distributed to local jurisdictions under Section 12-27-2870, and $12 is retained by DOR. This proposal would change the distribution by sending the $12 fee currently retained by DOR to DMV. The remaining $75 is to be combined with the revenue generated by the road use fee in Section 12-37-2850 and distributed based upon Sections 12-37-2865 and 12-37-2870. Based upon fee collections through calendar year 2016, we estimate total one-time registration fees will be approximately $703,000 in calendar year 2019. One-half of one-time registration fees will total approximately $352,000 in FY 2018-19. Of this amount, $48,000 will be reallocated from DOR to DMV for operations and $303,000 will be distributed based upon Section 12-37-2865 as outlined below.

Combining the projected motor carrier road use fees and one-time registration fee revenue for FY 2018-19 yields total revenue of $17,495,000 to be distributed under Section 12-37-2865. Section 12-37-2865 directs that 75 percent of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the Infrastructure Maintenance Trust Fund. Additionally, Subitem L(2) of Section 10 directs DMV to retain $400,000 in the first calendar year to offset programming costs. This leaves $17,095,000 for distribution under Section 122-37-2865. Counties will receive $12,821,000 in FY 2018-19 above the fees collected under our current property tax due to the fee acceleration. The remaining $4,274,000 will be credited to the Infrastructure Maintenance Trust Fund. These amount may vary, however, depending upon registration timing.

Revenue for FY 2019-20 will comprise a full year of fees. Based upon collections through calendar year 2016, we estimate that total motor carrier road use fees will be $25,343,000 for in-state carriers and $9,670,000 for out-of-state carriers, for a total of $35,013,000 in FY 2019-20. Fees for one-time registrations will yield an additional $606,000 to be distributed, while $97,000 will be retained by DMV. Adding the motor carrier fee amounts together yields total revenue of $35,619,000 to be distributed based upon Section 12-37-2865. Counties will receive $26,714,000 under the current distribution formula in Section 12-37-2870, and the remaining $8,905,000 will be credited to the Infrastructure Maintenance Trust Fund. This will increase county revenue by approximately $765,000 for FY 2019-20.

Local Expenditure

Section 7. This section adds a biennial road use fee for hybrid and alternative fuel vehicles. The Revenue and Fiscal Affairs Office contacted all forty-six county governments regarding the expenditure impact of this section of the bill. Florence and Horry Counties indicate that this bill will have no expenditure impact on their localities. Clarendon and Lancaster Counties indicate that this bill will have a minimal expenditure impact on their localities.

Local Revenue

Section 9. This section creates the motor carrier road use fee to replace the current motor carrier property tax beginning January 1, 2019. Section 12-37-2865 directs that 75 percent of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the Infrastructure Maintenance Trust Fund. Due to a change in timing for fee payments, this will increase local funding to counties by

$12,821,000 in FY 2018-19. This amount may vary, however, depending upon registration timing. For FY 2019-20 county revenue will increase by approximately $765,000 for FY 2019-20 over the current estimate for motor carrier property tax revenue. For additional explanation of the revenue determination, see Section 9 under State Revenue.

Introduced on January 18, 2017
State Expenditure
The following sections would affect state expenses as follows:

Sections 3, 4, and 5. The expenditure impact associated with increasing biennial registration fees by $16, adding an infrastructure maintenance fee for in-state and out-of-state residents, and adding a biennial road use fee for hybrid and alternative fuel vehicles is pending, contingent upon a response from DMV.

Section 7. This section directs DMV to collect a road use fee on all commercial motor vehicles beginning on January 1, 2019 in the same manner as the current motor carrier property tax. DOR currently administers the property tax for in-state carriers. This bill would add out-of-state carriers to the road use fee and transfer the program to DMV. Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $12 of the fee is retained by DOR for operating costs. This bill would change the distribution by sending the $12 fee to DMV.

Department of Motor Vehicles. DMV expects non-recurring expenditures for administration of the motor carrier fee program to total $304,350 in FY 2018-19 based upon the latest estimates for the required programing, testing, and project management to set up this system within the agency. They also anticipate additional non-recurring expenditures above this amount for consulting with tax specialists with the knowledge of motor carrier property taxes and valuation to assist in designing and testing the system. Additional recurring expenditures for administering the program, producing forms and materials, processing fee submissions, and handling disputes are expected, but projected expenditures for conducting these functions are currently undetermined. The agency expects to hire two FTE's to administer the program with estimated personnel expenditures of $84,000 per year including fringe benefits.

Department of Revenue. DOR does not anticipate a reduction in personnel expenditures from moving the administration of the motor carrier fee to DMV because the staff who administer this program have additional responsibilities for administration of other property tax assessments that remain with the agency.

State Revenue
The following sections would affect state revenue as follows:

Section 1. The bill increases the current $0.16 per gallon motor fuel user fee by $0.02 per gallon per year for five years for a total increase of $0.10 per gallon of fuel. The first increase will take effect July 1, 2017. The increased revenue as a result of this section must be credited to the State Highway Fund. Based on the latest information from the U.S. Department of Energy, increasing the current user fee from $0.16 to $0.18 would generate an additional $68,857,000 in FY 2017-

18. The increase begins in July, and revenue is first remitted in August. Therefore, the FY 2017-18 estimate represents eleven months of a full fiscal year. The estimated annual revenue increase to the State Highway Fund by fiscal year for FY 2017-18 to FY 2020-22 is provided in the table below.

Fiscal Year	Motor Fuel Fee Increase (Total of $0.10)	Net Impact on $0.0075 Environmental and Inspection Fee Revenue
FY 2017-18	$68,857,000	($46,000)
FY 2018-19	$153,958,000	($98,000)
FY 2019-20	$234,338,000	($142,000)
FY 2020-21	$316,881,000	($186,000)
FY 2021-22	$401,669,000	($230,000)

As the user fee is increased in the first five years, we expect the demand for motor fuel to decline due to an increase in the relative overall price of motor fuel, which reduces the estimated number of gallons. Based upon an analysis of several academic studies, the demand elasticity for gasoline averages -0.2 in the short-run for the United States. The studies suggest that the long-run demand changes will be slightly more sensitive to price changes in gasoline as consumers seek out alternatives. Therefore, we used an elasticity of -0.2 in this analysis, meaning that a one percent increase in the price of gasoline would reduce the amount purchased by 0.2 percent.

In addition to affecting the State Highway Fund, the demand reduction in total gallons will lower the $0.0075 environmental and inspection fee anticipated revenue to the Department of Agriculture, DHEC, and DOT. The increase begins in July, and revenue is first remitted in August. Therefore, the FY 2017-18 estimate represents eleven months of a full fiscal year. The estimated annual reduction in revenue for each agency for FY 2017-18 to FY 2021-22 by agency is provided in the table below.

Environmental and Inspection Fee ($0.0075)			
	$0.0050	$0.0025	
Fiscal Year	Department of Health and Environmental Control	10% to the Department of Agriculture	90% to the Department of Transportation (State Non-Federal Aid Highway Fund)
FY 2017-18	($31,000)	($2,000)	($14,000)
FY 2018-19	($65,000)	($3,000)	($29,000)
FY 2019-20	($95,000)	($5,000)	($43,000)
FY 2020-21	($124,000)	($6,000)	($56,000)
FY 2021-22	($153,000)	($8,000)	($69,000)

Section 3. The biennial registration fee for every passenger vehicle and every property-carrying vehicle with a gross weight of 6,000 pounds or less, excluding property carrying trucks, is increased by $16.00. The increase will apply to all individuals, including individuals 65 years of age or older and individuals who are handicapped pursuant to Section 56-3-620. Based upon

DMV data, there will be approximately 3,179,000 vehicles subject to this additional fee in FY 2017-18. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. The estimated additional revenue from this fee increase is $12,731,000 for FY 2017-18. From each biennial registration fee collected pursuant to this section, $16.00 must be credited to the State Highway Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Biennial Vehicle Registration Fee Increase Total Additional Revenue
FY 2017-18	$12,731,000
FY 2018-19	$26,090,000

Section 4. This section creates a new infrastructure maintenance fee that must be paid upon first registering any vehicle or item required to be registered pursuant to Chapter 3 of Title 56 beginning July 1, 2017. The fee is 5 percent of the sales price up to $500 for a vehicle or item first registered in this state and $250 for new residents registering an out-of-state vehicle in South Carolina for the first time. This fee replaces the current 5 percent sales tax up to $300 for vehicles and items purchased in South Carolina required to be registered under Chapter 3 of Section 56. We assume that the majority of trailers are exempt under Section 56-3-120 and are captured under the permanent fee in Section 12-37-2860 instead. These trailers would remain subject to the sales tax.

Based on our current estimates for motor vehicles, motorcycles, motor carriers, and recreational vehicles, increasing the maximum fee for these items to $500 will generate $72,722,000 in additional revenue to the State Highway Fund in FY 2017-18.

Item	Current Sales Tax ($300 cap)	Infrastructure Fee ($500 cap)	Revenue Increase
Motor vehicle	$183,000,000	$253,300,000	$70,300,000
Motorcycle	$2,208,000	$2,760,000	$552,000
Heavy duty trucks	$1,119,000	$1,866,000	$747,000
Recreational Vehicle	$1,684,000	$2,807,000	$1,123,000
Total	$188,011,000	$260,733,000	$72,722,000

Currently, 80 percent of the current $300 fee is distributed to the State Highway Fund, but the remaining twenty percent is credited to the EIA Fund. This EIA revenue would shift to the State Highway Fund, reallocating $37,602,000 in FY 2017-18.

With regard to the fee for registering an out-of-state vehicle in South Carolina, DMV indicates that they cannot isolate the number of registrations occurring as a result of new residents moving into the state and registering an out-of-state vehicle for the first time. Data provided by DMV would include cars that were registered in another state, purchased by a dealer, and then sold in South Carolina. Therefore, we used the U.S. Census Bureau’s migration data as a proxy. The Census Bureau estimates annual in-migration for people moving into South Carolina to be 99,919. This is based upon the number of personal exemptions claimed on the 52,710 income tax records for people moving into South Carolina from 2014 to 2015. Reducing this figure by 19.7% to account for individuals under age 16 who would not be likely to register a vehicle, we expect 80,235 vehicles to be subject to the out-of-state $250 fee in FY 2017-18. The estimated additional revenue from this fee increase is $20,059,000 for FY 2017-18. In total, this section is expected to increase revenue to the State Highway Fund by $130,383,000 and decrease EIA revenue by $37,602,000 in FY 2017-18.

Section 5. This section creates a new registration fee for alternative fuel vehicles that are powered by fuels other than those subject to the motor fuel user fee. For vehicles powered exclusively by electricity, hydrogen, or another fuel not subject to the user fee, a biennial road user fee of $120.00 is added. Based upon data from DMV, we estimate 460 vehicles powered exclusively by alternate fuels will be subject to the $120.00 fee. The increase begins January 1, 2018. Therefore, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $14,000.

For vehicles that use a combination of a motor fuel subject to the motor fuel user fee and another fuel source, the biennial road user fee is $60.00. We estimate that in FY 2017-18 there will be 44,000 vehicles that use a combination of fuels subject to the $60.00 fee. Since the increase begins January 1, 2018, the FY 2017-18 estimate represents six months of a full fiscal year. For FY 2017-18, one-half of these biennial registration fees will be $660,000. The proposed biennial alternative fuel and hybrid vehicle fees will total $674,000 in FY 2017-18. All of the fees collected pursuant to this section must be credited to the State Highway Fund. The estimated annual revenue increase for FY 2017-18 to FY 2018-19 is provided in the table below.

Fiscal Year	Hybrid and Alternative Fuel Vehicle Fee Total Additional Revenue
FY 2017-18	$674,000
FY 2018-19	$1,453,000

Section 6. This section increases the maximum sales and use tax limitation on enumerated items from the current $300 per item to $500 per item beginning July 1, 2017. The revenue generated by increasing the maximum sales and use tax by an additional $200 per item would not be credited to the state public school building fund or the EIA fund as directed by current statute, but would instead be redirected to the State Highway Fund.

Additionally, motor vehicles, motorcycles, motor carriers, recreational vehicles, and trailers subject to the new infrastructure maintenance fee are exempt from the sales and use tax. The revenue increase attributable to the remaining items subject to the maximum sales and use tax cap is included in the table below. The increase in the sales and use tax cap by $200 per item would increase revenue to the State Highway Fund by an estimated $1,678,000 in FY 2017-18.

Item	Current $300 Max Cap	Proposed $500 Max Cap	Estimated Revenue Increase
Aircraft	$21,000	$34,000	$13,000
Boat	$3,846,000	$4,807,000	$961,000
Self-propelled light construction equipment	$663,000	$1,105,000	$442,000
Trailers	$1,312,000	$1,574,000	$262,000
Total	$5,842,000	$7,520,000	$1,678,000

Section 7. This section directs DMV to collect a road use fee on all large commercial motor vehicles beginning on January 1, 2019. The valuation of the large commercial motor vehicles for the road use fee is to be determined in the same manner as currently prescribed for motor carriers. This section adds out-of-state apportioned carriers that currently do not pay property taxes to the road use fee. The road use fee for in-state carriers would remain the same as the current property tax amount.

In order to estimate the road use fee on out-of-state carriers, we calculate full-time equivalent (FTE) vehicles based upon the average in-state registration fee of $706 and the total out-of-state registration fees collected. This accounts for the apportionment of out-of-state vehicles based on mileage. For FY 2015-16, DMV reported total out-of-state vehicle registration collections of $7,802,991. Dividing the total fees by the estimated average fee results in an estimated 11,047 FTE out-of-state vehicles in FY 2015-16. We estimate that this will increase to approximately 12,012 out-of-state vehicles by FY 2018-19 based upon recent growth in fee collections. Using an approximate new vehicle value of $120,000 and multiplying this value by the estimated 12,012 vehicles results in a total value of $1,441,416,000. Based upon an average vehicle age of 6 years, the average value at the depreciated rate of 0.25 would be $360,354,000. As outlined in Section 12-43-220(g), this depreciated vehicle value is then assessed at 9.5 percent and multiplied by an equalization factor currently set at 80 percent by DOR.

Because the new fee is paid at the time of registration and may be paid quarterly, the actual distribution of the calendar year 2019 revenue may vary depending upon registration timing. Since the fee begins January 1, 2019, we assume for this analysis that the registrations will be evenly distributed across the year and that one-half of the full year's fees will be paid from January through June of FY 2018-19. Additionally, the change in timing will accelerate fee collections for in-state carriers by six months compared to the current fee timing. Using an estimated statewide millage of 338.4, we estimate that one-half of total collections for road use fees will be $4,634,000 for out-of-state carriers. Based upon our latest analysis of collections for in-state motor carriers through the end of 2016, we estimate that total fees for in-state carriers will be approximately $25,115,000 for 2019. One-half of these fees will total approximately $12,558,000 in FY 2018-19. Total motor carrier fees for new collections and the one-time acceleration of in state fees will be approximately $17,192,000 in FY 2018-19.

Additionally, motor carriers pay a one-time fee of $87 to register a trailer or semi-trailer. Currently, $75 of the fee is distributed to local jurisdictions under Section 12-27-2870, and $12 is retained by DOR. This proposal would change the distribution by sending the $12 fee currently retained by DOR to DMV. The remaining $75 is to be combined with the revenue generated by the road use fee in Section 12-37-2850 and distributed based upon Sections 12-37-2865 and 12-37-2870. Based upon fee collections through calendar year 2016, we estimate total one-time registration fees will be approximately $703,000 in calendar year 2019. One-half of one-time registration fees will total approximately $352,000 in FY 2018-19. Of this amount, $48,000 will be reallocated from DOR to DMV for operations and $303,000 will be distributed based upon Sections 12-37-2865 as outlined below.

Combining the projected motor carrier road use fees and one-time registration fee revenue for FY 2018-19 yields total revenue of $17,495,000 to be distributed under Section 12-37-2865. Section 12-37-2865 directs that the first $26,500,000 of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the State Highway Fund to be used to finance expansion and improvements to existing mainline interstates. Additionally, Subitem L(2) of Section 10 directs DMV to retain $400,000 in the first calendar year to offset programming costs. This leaves $17,095,000 to be distributed to counties under Section 12-37-2870 in FY 2018-19. Based upon the change in timing, this will increase local funding to counties by $17,095,000 in FY 2018-19. This amount may vary, however, depending upon registration timing.

Revenue for FY 2019-20 will comprise a full year of fees. Based upon collections through calendar year 2016, we estimate that total motor carrier road use fees will be $25,343,000 for in-state carriers and $9,670,000 for out-of-state carriers, for a total of $35,013,000 in FY 2019-20. Fees for one-time registrations will yield an additional $606,000 to be distributed, while $97,000 will be retained by DMV. Adding the motor carrier fee amounts together yields total revenue of $35,619,000 to be distributed based upon Section 12-37-2865. Counties will receive $26,500,000 under the current distribution formula in Section 12-37-2870, and the remaining $9,119,000 will be credited to the State Highway Fund. This will increase county revenue by approximately $834,000 for FY 2019-20.

Local Expenditure
N/A

Local Revenue
Section 7. This section creates the motor carrier road use fee to replace the current motor carrier property tax beginning January 1, 2019. Section 12-37-2865 directs that the first $26,500,000 of revenue per fiscal year is distributed to counties based upon the current distribution formula in Section 12-37-2870, and the remaining revenue is credited to the State Highway Fund to be used to finance expansion and improvements to existing mainline interstates. Due to a change in timing for fee payments, this will increase local funding to counties by $17,095,000 in FY 2018-19. This amount may vary, however, depending upon registration timing. For FY 2019-20 county revenue will increase by approximately $834,000 for FY 2019-20 over the current estimate for motor carrier property tax revenue. For additional explanation of the revenue determination, see Section 7 under State Revenue.

Frank A. Rainwater

Frank A. Rainwater, Executive Director