

Part III: Fiscal Explanation, Bill Provisions, and Estimated Cost

The amendment made to KRS 281.631, allowing cities and counties to impose license fees of up to \$30 per year on taxicabs, limousines, and disabled persons vehicles, would result in additional revenues to local governments choosing to do so. This is an expansion of authority, as under current statute only cities are allowed to impose this type of fee, and only on taxicabs and limousines. The amount of any additional revenues is not expected to be significant.

The amendment to KRS 281.635, relating to city regulation of buses, would eliminate additional steps in the process currently controlled by the state. This would result in some savings in the length of time necessary to authorize new bus operations, and so there may be some cost savings associated with the streamlined process. Any savings is not expected to be significant.

The amendment to KRS 281.830, prohibiting cities and counties from imposing fees on commercial private or for-hire motor vehicles loading or unloading property, could possibly result in a reduction in current revenues. Staff has been informed that there are some localities currently imposing, or seeking to collect, this type of fee, although precise identification of said localities is not available. Before federal legislation was enacted in 2005 to establish the Unified Carrier Registration System, state statute already prohibited this type of local fee on this type of carrier. The new federal registration system has arguably created an ambiguity as to the type of carriers a locality may impose a fee on, and while the motor carrier industry argues that the state prohibition still applies, some cities and counties argue otherwise. This provision would clearly prohibit this type of fee, and while a reduction in current local revenues is possible, it is expected to be minimal.

Data Source(s): LRC staff

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