

**COMMONWEALTH OF KENTUCKY FISCAL NOTE STATEMENT
LEGISLATIVE RESEARCH COMMISSION
2019 REGULAR SESSION**

REVISED

MEASURE

2019 BR NUMBER 1113

HOUSE BILL NUMBER 304

TITLE AN ACT relating to the registration of motorboats and declaring an emergency.

SPONSOR Representative John Carney

FISCAL SUMMARY

STATE FISCAL IMPACT: YES NO UNCERTAIN

OTHER FISCAL STATEMENT(S) THAT MAY APPLY: ACTUARIAL ANALYSIS LOCAL MANDATE CORRECTIONS IMPACT HEALTH BENEFIT MANDATE

APPROPRIATION UNIT(S) IMPACTED: Vehicle Regulation, Fish and Wildlife

FUND(S) IMPACTED: GENERAL ROAD FEDERAL RESTRICTED Game and Fish Fund, Motorboat Titling Fund

FISCAL ESTIMATES	2018-2019	2019-2020	ANNUAL IMPACT AT FULL IMPLEMENTATION
REVENUES	Indeterminable	Indeterminable	Indeterminable
EXPENDITURES	Indeterminable	Indeterminable	0
NET EFFECT	(Indeterminable)	(Indeterminable)	Indeterminable

() indicates a decrease/negative

PURPOSE OF MEASURE: HB304 requires motorboats operating in Kentucky waters to be registered in Kentucky.

FISCAL EXPLANATION: Indeterminable, upfront, one-time reprogramming costs with indeterminable slightly increased fees going forward makes the fiscal impact of this bill indeterminable.

The Transportation Cabinet (KYTC) would have to make programmatic changes in the current AVIS system to comply with the new motorboat registration required by this bill. KYTC does not have an estimate for the cost of these programming changes, but expects them to be significant.

The registration fees collected by the county clerks is shared in part with KYTC and the Department of Fish and Wildlife. Both agencies would realize increases in receipts to the Motorboat Titling Fund and the Game and Fish Fund, respectively. As of February 1, 2018, there are 4,913 vessels registered with the U.S. Coast Guard to an owner having a Kentucky address. While some of these vessels would register with the state, KYTC has no way of knowing how many would actually do so.

KYTC anticipates that the one-time programming costs are anticipated to be greater than the slight revenue increase seen from newly registered vessels. However, the programming costs would only be relevant until reprogramming is complete, while the slightly increased revenues would continue in perpetuity.

*KRS 6.945 may apply and any fiscal impact upon cities would be addressed in a local mandate.

DATA SOURCE(S): Transportation Cabinet, LRC Staff, Appropriations and Revenue Committee
PREPARER: Justin Perry NOTE NUMBER: 64 REVIEW: JAB DATE: 2/15/2019