

STATEMENT OF PURPOSE

RS31813 / H0021

This legislation has two parts. Both parts seek to align existing concepts in statute currently.

1. It removes the requirement for exempt agency trailers and motorcycles to receive a small plate with an 'A' designator and an 'M' designator, respectively. Exempt agencies will instead have the option to receive a small or large (regular) size plate with the appropriate agency designator, making the plates more identifiable to which agency they belong. Additionally, trailer manufacturing standards often provide brackets for attaching a large size plate. With a large plate option, exempt agencies will no longer need any aftermarket modifications to attach a small size plate.
2. It clarifies that temporary permits, often referred to as trip permits, are required to be purchased before commercial vehicles enter the state in all situations, not just in some circumstances. This will align Idaho with many other states in the country, and it will also align commercial vehicles and passenger vehicle requirements.

FISCAL NOTE

The exempt plate portion of this bill has no fiscal impact; exempt agencies will still pay the same amount for their plates. The change to the trip permits is expected to lead to a slight revenue increase. Two recent bills have resulted in a decrease in the purchase of required trip permits. One allows drivers to not post temporary permits in their windows, and the other clarifies that certain transporters do not need to stop at ports of entry. However, these transporters are still subject to trip permit requirements, which would often be purchased at ports of entry upon stopping. Some interstate transporters appear to be willing to risk not purchasing the trip permit due to a decreased chance of being caught. In FY22 48,430 trip permits were sold, in FY23 38,813 trip permits were sold, and FY24 34,552 trip permits were sold. It is expected that this bill will cause an increase in trip permit purchases as the risk calculation will change. The volume will likely return closer to the FY22 level. Trip permits cost \$60. The reduction in volume since FY22 represents a loss of \$577,020 in revenue into the State Highway Account (SHA) in FY23 and \$832,680 in revenue to the SHA in FY24. Estimating that increased compliance will gradually result in permit purchases reflecting FY22 volume, we would expect an increase in FY26 of approximately \$250,000 in revenue to the SHA and an increase in FY27 of \$800,000 in revenue to the SHA.

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DISCLAIMER: This statement of purpose and fiscal note are a mere attachment to this bill and prepared by a proponent of the bill. It is neither intended as an expression of legislative intent nor intended for any use outside of the legislative process, including judicial review (Joint Rule 18).