

BILLS THAT INCREASE DMV FEES

☒	AB 286	Salas	Vehicles: additional registration fees. (C-10/11/09)
			Existing law, in addition to the other fees imposed for the registration of a vehicle, imposes, as a county option with certain exceptions, an additional fee of \$1, and an additional service fee of \$2, on all commercial motor vehicles, and continuously appropriates the money to fund local programs relating to vehicle theft crimes. These provisions are to be repealed as of January 1, 2010. This bill would extend the repeal date of January 1, 2010, to January 1, 2018, and would thus extend the fee and the continuous appropriation until January 1, 2018, thereby making an appropriation. This bill contains other related provisions and other existing laws.
		<u>Chaptered</u>	10/11/09
		<u>Enrolled</u>	09/16/09
		<u>Amended</u>	06/23/09
		<u>Introduced</u>	02/13/09
☒	AB 508	Torlakson	Vehicles: driver education: provisional licenses. (A-04/15/09)- DEAD BILL
			Existing law, the Brady-Jared Teen Driver Safety Act of 1997, allows for the issuance of a driver's license to a person at least 16 years of age but under 18 years of age pursuant to the provisional licensing program. Under the act, licensees are required to meet specified requirements, driver education, and training, and are prohibited during the first 12 months after issuance of a license from driving between the hours of 11 p.m. and 5 a.m. or from transporting passengers who are under 20 years of age, except as provided. The act further prohibits a law enforcement officer from stopping a vehicle for the sole purpose of determining whether the driver is in violation of those restrictions. This bill would require the Department of Motor Vehicles to collect an additional fee of \$10 for each provisional license application. The bill would create in the State Treasury the Young Driver Education and Safety Fund and would require the additional fee to be deposited into that fund to, upon appropriation by the Legislature, support the Young Driver Education and Safety Fund Advisory Group and to fund automobile driver's education and training in the public schools, including providing grants to local educational agencies to provide driver education and training programs in the public schools, under the direction of the Superintendent of Public Instruction in consultation with the Director of Motor Vehicles. The bill would require the State Department of Education to establish a program to provide the grants to local educational agencies, as specified, and would provide that the department may recover its actual costs from the moneys that would be allocated for the program. This bill contains other related provisions.
		<u>Amended</u>	04/15/09
		<u>Introduced</u>	02/24/09
☐	AB 986	Mendoza	Vehicles: race and show vehicles. (A-01/04/10)-DEAD BILL
			Existing law requires vehicles to be registered with the Department of Motor Vehicles. Existing law imposes a vehicle registration fee to be paid to the Department of Motor Vehicles. A violation of the Vehicle Code is a crime. This

bill would require that an additional registration fee, as determined by the Department of Motor Vehicles, be collected for race or show vehicles, as defined, and that those vehicles be designated as race vehicles on the certificate of registration. An owner or operator of a race vehicle who fails to pay this additional registration fee is subject to a fine of \$1,000. Because a violation of this provision is a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Amended 01/04/10

☐	AB	Evans	Local taxation: personal income taxes: vehicle license fees. (A-01/04/10)-
	1342		DEAD BILL

Existing law authorizes various local governmental entities to impose local taxes for various purposes. This bill would authorize the board of supervisors of any county or city and county, by ordinance, to propose to the voters either a local personal income tax or a local vehicle license fee, or both, in accordance with specified requirements. This bill contains other related provisions.

Amended 01/04/10

Amended 04/13/09

Introduced 02/27/09

☐	SB	Leno	Voter-approved local assessment: vehicles. (A-07/08/09)
	10		

Existing law authorizes certain counties to impose a local vehicle license fee not exceeding \$10 per vehicle, as provided, for the privilege of operating specified vehicles on public roads in the county. Existing law requires a county imposing this fee to contract with the Department of Motor Vehicles to collect and administer the fee, as specified. This bill would authorize counties and the City and County of San Francisco to impose a voter-approved local assessment for specified vehicles if certain conditions, including approval by local voters, are met. The bill would require the county or the city and county to contract with the department to collect and administer the assessment, as provided. This bill contains other related provisions and other existing laws.

Amended 07/08/09

Amended 05/28/09

Amended 04/13/09

Introduced 12/01/08

☐	SB	Hancock	Traffic congestion: motor vehicle registration fees. (C-10/11/09) (tracking)
	83		

Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may be used only to pay for programs and projects bearing a relationship

or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.

Chaptered 10/11/09
Enrolled 09/15/09
Amended 09/04/09

SB DeSaulnier Vehicles: firefighter license plates. (E-08/23/10)
88 Increase in fee for firefighter license plates

Existing law requires the Department of Motor Vehicles to issue, upon the payment of an initial fee of \$35 and a \$20 fee for each renewal of registration, special interest license plates to firefighters who meet prescribed requirements. The revenue derived from the payment of these special fees for firefighter license plates, less the department's costs, are required to be deposited in the California Firefighters' Memorial Fund. This bill would increase those fees to \$50 for the initial issuance of the special license plates and \$35 for each renewal of registration of the vehicle. This bill contains other related provisions and other existing laws.

Enrolled 08/23/10
Amended 06/29/10
Amended 06/16/10
Amended 06/07/10
Amended 03/11/10

SB DeSaulnier Land use and planning: environmental quality. (A-08/20/10) (tracking)
1445

The bill would have provided a permanent source of funding for implementation of SB 375.

The bill had been sitting in Assembly Appropriations for the past couple of weeks. It remained there all day on August 31st. Since the Legislature adjourned at 12 midnight on August 31st, **THE BILL IS AUTOMATICALLY**

(1) The Planning and Zoning Law establishes the Planning Advisory and Assistance Council in the Office of Planning and Research, and prescribes the membership and duties of the council. This bill would modify the membership of the council, establish new processes for selecting specified members of the council, and prescribe new duties of the council relating to the reduction of greenhouse gas emissions. (2) The Planning and Zoning Law also requires certain transportation planning activities by regional transportation planning agencies designated by the Director of Transportation, including the development of a regional transportation plan. That law requires the regional transportation plan to include, among other items, a sustainable communities strategy, to be prepared as specified. This bill would authorize a metropolitan planning organization, a council of governments, or a county transportation commission, and a subregional council of governments jointly preparing a subregional sustainable communities strategy, singularly titled an "authority" and collectively titled the "authorities," to levy a mitigation fee of up to \$4 upon the registration or renewal of registration of any motor vehicle registered in a county or city and county within the jurisdiction of the authority, upon receiving voter approval to implement and impose the fee from a majority of the aggregate voters in all counties and cities and counties

within the jurisdiction of the authority.

<u>Amended</u>	08/20/10
<u>Amended</u>	08/02/10
<u>Amended</u>	05/13/10
<u>Amended</u>	04/26/10
<u>Amended</u>	04/13/10
<u>Amended</u>	03/24/10
<u>Introduced</u>	02/19/10

California Proposition 21, a Vehicle License Fee for Parks Act, is on the November 2, 2010 ballot in California as an initiated state statute. The measure is a proposal to increase vehicle license fees in the state by \$18 a year in order to raise about \$500 million a year in a dedicated fund for the state's 278 parks. The new fee would apply to about 28 million vehicles.

- The Trust Fund revenues could only be spent on state parks, wildlife, natural lands and ocean conservation programs.
- The Trust Fund would be funded by an \$18 annual State Park Access Pass surcharge on all California cars, motorcycles and recreational vehicles that would be collected by the Department of Motor Vehicles as part of the annual vehicle license fee. Larger commercial vehicles (those subject to the Commercial Vehicle Registration Act), mobile homes and permanent trailers would be exempt.
- Vehicles subject to the surcharge and all occupants of those vehicles would have free day use admission to all state parks throughout the year.
- Trust Fund revenues would amount to approximately \$500 million each year (based on about 28 million registered vehicles) and 85 percent would be allocated to state parks and 15 percent to other state wildlife and ocean protection agencies.
- After offsetting some existing funding sources, these revenues would provide at least \$250 million more annually for state parks and wildlife conservation.
- With a new dedicated revenue stream in place, approximately \$130 million of General Fund dollars—that provide a portion of overall state parks funding—would now be available for other vital needs, like schools, health care, social services or public safety.
- The Trust Fund would be subject to an independent audit by the State Auditor and a Citizens' Oversight Committee would be created to ensure funds are spent appropriately. Audit, oversight and administrative costs of this measure would be limited to one percent of the annual revenues.

VEHICLE REGISTRATION RELATED FEES

(Information available at www.dmv.ca.gov)

What Fees Are Due When Registering a Vehicle?

Various fees are due upon initial registration and annual registration renewal. Some fees are due for every vehicle upon registration. Assessment of other fees is based on:

- Type of vehicle (auto, trailer, etc.)
- Owner's county of residence
- Special license plates
- Unpaid Parking Violation/Toll Evasion Bail

The registration fee and the CHP fee are due for the vast majority of vehicles registered for use on the highway. This money is used by the California Highway Patrol (CHP) and the Department of Motor Vehicles (DMV) to offset costs. A Reflectorized License Plate fee is assessed upon initial registration on most vehicles.

Vehicle License Fee

Most vehicles are also assessed a Vehicle License Fee (VLF). The VLF was established by the Legislature in 1935 in lieu of a property tax on vehicles. The formula for VLF assessment established by the Legislature is based upon the purchase price of the vehicle or the value of the vehicle when acquired. The VLF decreases with each renewal for the first 11 years. The DMV returns almost all vehicle license fee revenue to the cities and counties. For more details on how your VLF money is used, contact your local city or county government officials.

Permanent Trailer Identification (PTI) Fee

All trailers, except trailer coaches and park trailers, are assessed a Permanent Trailer Identification (PTI) fee. Once a trailer is in the PTI program a service fee is due every five years. PTI trailers are not subject to other Registration Fees, California Highway Patrol Fees, County Fees, Vehicle License Fees, and Weight Fees.

Commercial Vehicle Registration Act (CVRA) Fee

Trucks operated at a gross or a combined gross weight of 10,001 lbs. or more, will be assessed a CVRA fee in addition to other registration fees (including but not limited to a CVRA Motor Vehicle fee and a CVRA CHP fee). Trucks operated at a gross weight of 10,000 lbs. or less will continue to be assessed a weight fee based on the truck's unladen (empty) weight.

Cargo Theft Interdiction (CTIP) Fee

Commercial motor vehicles operating at 10,001 lbs. or more are assessed a Cargo Theft Interdiction Program (CTIP) fee. This fee is not due for pickups, tow trucks, or vehicles used solely to transport persons for hire, such as ambulances, buses, electric-powered vehicles, limousines, taxis, or some vans. This fee is used by the California Highway Patrol to recover stolen cargo and promote security for commercially registered vehicles.

Use Tax

Use tax rates vary by county and are generally assessed at the same rate as sales tax in the registered owner's county of residence. When a vehicle is brought to California within 12 months from the date of purchase, use tax may be due. An applicant who purchases a vehicle out-of-state may receive a credit toward the California use tax due for any sales or use tax paid to another state prior to entering California. The tax credit shall not exceed the California tax that is due. For additional use tax information, contact the Board of Equalization online, or by phone at 800-400-7115.

Nonresident Service Fee

In addition to the registration fee and any weight fee, a nonresident service fee for the registration within this state of every vehicle purchased new outside this state or previously registered outside this state is due.

Motorcycles

Motorcycles are assessed a one-time Motorcycle Cross-Index Fee and an annual Motorcycle Safety Fee. Motorcycle Safety Fee money is used to promote motorcycle safety programs throughout the state.

County and District Fees

DMV collects additional money for the following special programs on behalf of local districts or counties.

- Service Authority for Freeway Emergencies (SAFE).
- Air Quality. Amounts vary because they are set by specific Air Quality Management Districts. Air Quality fees are used by the districts to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement and technical studies needed to implement the California Clean Air Act of 1988.
 - AB 2522 (Arambula) authorizes the San Joaquin Valley Air Pollution Control District (San Joaquin Air District) to increase vehicle license fees up to a maximum of \$30.
- Auto Theft Deterrence/DUI. This revenue helps counties provide the public with theft prevention education and allows for additional enforcement of existing antitheft and driving under the influence programs.
- Vehicle Abatement. These funds allow participating counties to remove and dispose of abandoned vehicles.
- Fingerprint ID. These monies allow participating counties to fund local Fingerprint Identification Programs.

Special Plate Fees

California drivers may purchase special interest license plates for use on their vehicles. The privilege to retain certain kinds of special plates requires the payment of an annual special plate renewal fee, assessed at the same time as the annual registration renewal. Revenue generated from the sale and renewal of these plates helps fund environmental and other special programs.

Parking Violation Bail

DMV cooperates with local agencies in the collection of delinquent parking violation/toll evasion bail. If you have received parking or toll evasion violations and have not paid the bail, the bail plus a small service charge for each violation is added to your annual registration renewal billing notice. The bail money is returned to the local agencies. Parking/Toll Evasion Bail is not included in the chart shown below.

Where Your DMV Fees Go

Fees come from:

- Vehicle License Fee in lieu of Local Property Tax
- Vehicle Registration Fee, Driver License and other Product & Service Fees
- Weight Fees (Commercial Vehicles)
- Miscellaneous Fees
- Use Tax, Motor Carrier Permit & Trailer Coach fees, Financial Responsibility Penalties

Fees go to:

- Cities and Counties
- California Highway Patrol
- Department of Motor Vehicles
- State Highways
- Various State Agencies
- State's General Fund