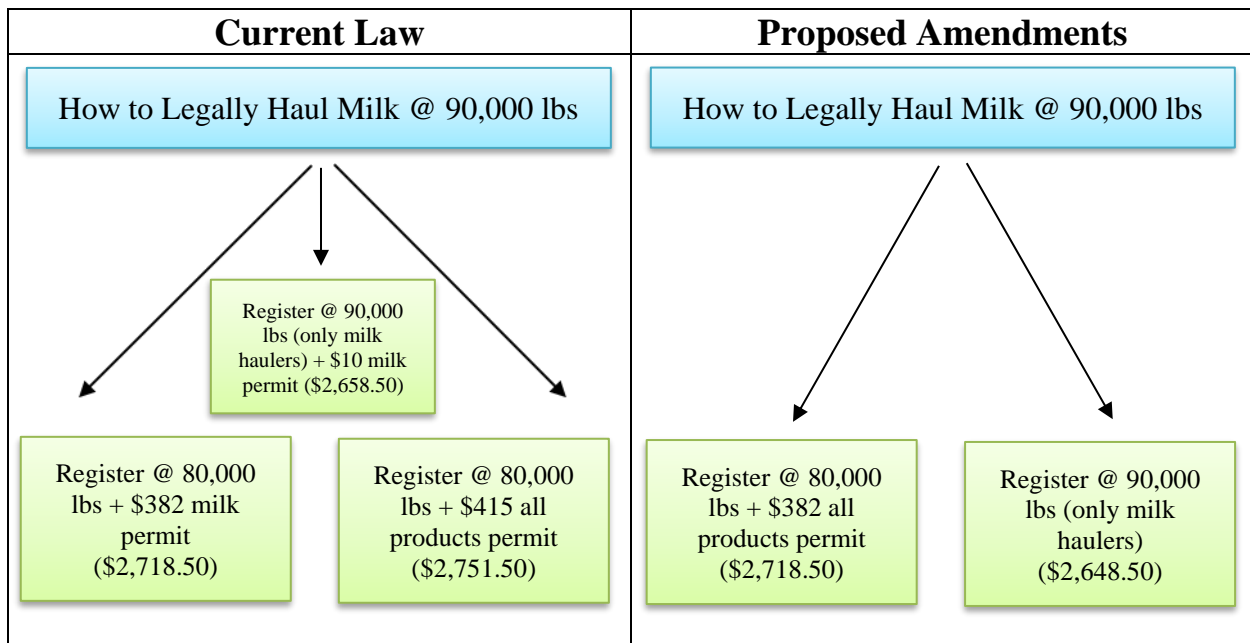


**Brief Section-by-Section Summary of Sections with a Fiscal Impact**  
**S.99 (HTC SAA)** (Misc. Motor Vehicles Bill)

**Secs. 4–14** (pp. 4–13) – **Validation Stickers:** Eliminates annual (or biennial) validation sticker that the Commissioner of Motor Vehicles currently issues to go on license plates (and makes related technical changes). **EFF. 11/1/23 (except Sec. 14 EFF. ON PASSAGE).**

**Secs. 16 and 17** (pp. 14–15) – **Plug-In Electric Vehicle (PEV) Registration Fees:** Codifies current practice to charge the pleasure car and motorcycle registration fees, respectively, for pleasure cars and motorcycles that are plug-in electric vehicles (not the specialized motor vehicle registration fees (1.75x the pleasure car or motorcycle registration fees, respectively)). **EFF. ON PASSAGE.**

**Sec. 22** (pp. 27–32) – **Overweight Permits:** Amends codified law to eliminate milk hauler specific permit and instead require milk haulers that want to carry at 90,000 lbs to either register at 90,000 lbs (only milk haulers can) or register at 80,000 lbs and get an all products permit to carry at 90,000 lbs. **EFF. 7/1/23.**



**Secs. 25–28** (pp. 33–37) – **Exempt Vehicle/Certificate of Title:** Amends codified law to:

- (1) grandfather motor vehicles that 15+ years old on January 1, 2024, from needing to have a certificate of title (currently 15+ years old in general);
- (2) repeal exempt vehicle title (**has a fee**) for motor vehicles that are 15+ years old;
- (3) authorize the Commissioner of Motor Vehicles to issue a certificate of title (**has a fee**) for a motor vehicle without regard to the age of the motor vehicle; and

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(4) authorize the Commissioner of Motor Vehicles to issue electronic certificates of title if the applicant is entitled to a non-electronic certificate of title.

**EFFECTIVE UPON COMPLETION OF THE VEHICLE SERVICES MODULE (~NOV. 2023).**

**Secs. 30–35** (pp. 37–45) – **Towing:** Amends codified law to:

- (1) define towing business for purposes of Title 23;
- (2) allow a vehicle to meet the definition of “abandoned” if a law enforcement officer requests that the vehicle be removed by a towing business (expansion);
- (3) define law enforcement officer and what sorts of motor vehicles can be abandoned (basically anything with an identification plate/number or that is titleable) for purposes of the abandoned motor vehicle subchapter;
- (4) clarify that the landowner (defined) of the property where an abandoned motor vehicle is located—which could be the towing business if the vehicle is relocated—can apply for an abandoned motor vehicle certification and expands both the time to file the certification from 30 to 90 days and who can certify the VIN of the abandoned motor vehicle; and
- (5) increases the State-reimbursement rate for towing an abandoned motor vehicle from public property from \$40 to \$125 and eliminates the existing \$16,000 cap for total reimbursements in a fiscal year.

Also requires reporting on total amount paid in reimbursement (oral after six months, written after two fiscal years) and creates a towing working group (report due December 2023). **EFF. 7/1/23.**

**Sec. 38** (pp. 48–49) – **Purchase and Use Tax – Taxable Cost Definition:**

Amends codified law to allow the total cost to exclude the value of a vehicle that was previously registered OR titled (titling being the addition) because there are a limited number of motor vehicles that do not need to be registered and title only transactions also trigger the payment of purchase and use tax. **EFF. 7/1/23.**

**Sec. 39** (pp. 49–50) – **Purchase and Use Tax – Exceptions from Purchase and Use Tax:**

Amends codified law to expand the exception for a motor vehicle registered to an applicant in a jurisdiction that imposes a state sales and use tax on motor vehicles to apply if the motor vehicle has been registered to the applicant in such a jurisdiction for any amount of time, as opposed to 3+ years. **EFF. 7/1/23.**

**Secs. 44–46 – ATV Split:** Preserves the 90 (Department of Forests, Parks and Recreation)/10 (Transportation Fund) split of ATV fees and penalties, with the 90% share going to VASA, and the \$7,000 for administrative costs (to DFPR). **EFF. 7/1/23.**