

Government of the District of Columbia  
Office of the Chief Financial Officer



Jeffrey S. DeWitt  
Chief Financial Officer

**MEMORANDUM**

**TO:** The Honorable Phil Mendelson  
Chairman, Council of the District of Columbia

**FROM:** Jeffrey S. DeWitt  
Chief Financial Officer 

**DATE:** September 30, 2016

**SUBJECT:** Fiscal Impact Statement -International Registration Plan Amendment Act of 2016

**REFERENCE:** Bill 21-455, Draft Committee Print as shared with the Office of Revenue Analysis on September 12, 2016

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**Conclusion**

Funds are sufficient in the fiscal year 2017 through fiscal year 2020 budget and financial plan to implement the bill.

**Background**

The International Registration Plan (IRP)<sup>1</sup> is an interjurisdictional registration reciprocity agreement that allows vehicle fleets to register their vehicles in a base jurisdiction and have those fees apportioned across multiple jurisdictions based on the distance traveled in each jurisdiction. Participants in the IRP do not have to purchase separate trip permits when they cross into jurisdictions where those are otherwise required.

Participation in the IRP is optional for all fleets that operate across two or more jurisdictions, but the IRP allows jurisdictions to compel participation for motor carriers like trucks or tractor-trailers. Some fleets, such as recreational vehicles, government owned vehicles, charter busses, and vehicles with restricted plates, cannot be mandated to participate in the IRP.

Effective January 1, 2016, the IRP rules gave jurisdictions the option to require charter bus companies to participate in the IRP. The bill amends the definition of an apportionable vehicle<sup>2</sup> to

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<sup>1</sup> <http://www.irponline.org/>

<sup>2</sup> D.C. Official Code § 50-1507.01(3).

The Honorable Phil Mendelson

FIS: Bill 21-455, "International Registration Plan Amendment Act of 2016," Draft Committee Print as shared with the Office of Revenue Analysis on September 12, 2016

conform with this change to the IRP, so the District's statutes<sup>3</sup> will continue to conform to the IRP requirements.

### **Financial Plan Impact**

Funds are sufficient in the fiscal year 2017 through fiscal year 2020 budget and financial plan to implement the bill.

The bill will give the District the option to mandate IRP participation for charter bus fleets. The District does not plan to do so; therefore, the bill does not change the current practice whereby charter bus companies participate in the IRP only if they wish to do so.

Other states may require charter bus companies registered in their jurisdiction to participate in IRP. In this case, the District will no longer receive trip permit fees,<sup>4</sup> but a proportional amount adjusted for the share of District miles travelled by the charter bus on that trip. This could have an impact but it is likely to be small since charter bus companies already had the option to participate and those companies that found it most advantageous to join IRP rather than paying trip permits have already done so.

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<sup>3</sup> International Registration Plan Agreement Act of 1997, effective September 5, 1997 (D.C. Law 12-14; D.C. Official Code § 50-1507.01 *et seq.*).

<sup>4</sup> A District of Columbia trip permit costs \$50 and is valid for six days' worth of travel in the District.