



**LEGISLATIVE FISCAL OFFICE
Fiscal Note**

Fiscal Note On: **HB 520** HLS 25RS 931
 Bill Text Version: **ENROLLED**
 Opp. Chamb. Action:
 Proposed Amd.:
 Sub. Bill For.:

Date: June 12, 2025 4:14 PM **Author:** ILLG
Dept./Agy.: Revenue/Motor Vehicles **Analyst:** John McKay
Subject: Sales & Use Tax: Antique Vehicle Exemption

TAX/SALES-USE-EXEMPT EN DECREASE GF RV See Note Page 1 of 1

Establishes a state and local sales and use tax exemption for certain antique motor vehicles and increases the fee for issuance of special license plates for those vehicles
 Proposed measure establishes a state and local sales & use tax exemption for the sale or purchase of certain antique motor vehicles including both pickup trucks and trucks with a gross weight in excess of 6,000 pounds, and motorcycles, which are 35 years old or older. This bill provides for applicants to provide to the secretary a notarized affidavit that the vehicle or motorcycle has not been and will not be materially altered or modified from the original manufacturer's specifications. In addition, such vehicle or motorcycle shall be used primarily for special occasions such as exhibitions, club activities, parades, or other functions of the public interest, or for necessary testing, maintenance, and storage purposes. Proposed legislation sets the fee for issuing special plates for antique motor vehicles which qualify for the sales & use tax exemption at \$1,000.

Effective July 1, 2025.

| EXPENDITURES | 2025-26 | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 5 -YEAR TOTAL |
|---------------------|----------------|------------|------------|------------|------------|----------------|
| State Gen. Fd. | \$7,710 | \$0 | \$0 | \$0 | \$0 | \$7,710 |
| Agy. Self-Gen. | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Ded./Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Federal Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Annual Total | \$7,710 | \$0 | \$0 | \$0 | \$0 | \$7,710 |

| REVENUES | 2025-26 | 2026-27 | 2027-28 | 2028-29 | 2029-30 | 5 -YEAR TOTAL |
|---------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| State Gen. Fd. | DECREASE | DECREASE | DECREASE | DECREASE | DECREASE | |
| Agy. Self-Gen. | INCREASE | INCREASE | INCREASE | INCREASE | INCREASE | |
| Ded./Other | SEE BELOW | |
| Federal Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Funds | DECREASE | DECREASE | DECREASE | DECREASE | DECREASE | |
| Annual Total | | | | | | |

EXPENDITURE EXPLANATION

Proposed measure will create a minimal one-time SGF expenditure of \$7,710, in FY 26, to the Office of Motor Vehicles (OMV) associated with software updates and testing. The Department of Public Safety (DPS) estimates the proposed measure will require a one-time SGF expenditure of \$7,710 to implement application changes and to perform system testing. The Office of Technology Services (OTS) would perform this work at an estimated 80 hours of work by a Senior Application Developer (80 hours x \$95 per hour = \$7,600 x 1.45% Medicare tax = \$110.20; a total of \$7,710).

REVENUE EXPLANATION

This fiscal note assumes that language in proposed law is sufficient to implement the exemption contemplated by the bill.

Proposed measure exempts sale or purchase of antique motor vehicles valued at \$10,000 or greater, if the owner registers the vehicle with an antique plate. Proposed law additionally increases the fee for the antique plate to \$1,000 (from \$25). Data on the number or price of antique vehicles sold annually is not available. Thus, the revenue impact is indeterminable.

OMV reports that there are approximately 3,450 registered antique motor vehicles currently in Louisiana with a reported sale price of \$10,000 or more. As an illustration, if 10% of these vehicles were sold in a fiscal year at the threshold price of \$10,000, resulting in a sales volume of \$3.5 M, the general fund impact of proposed law would be a reduction of approximately \$173,000 in that year, and local funds would decrease by a similar amount, depending on varying local sales tax rates. Any estimate of the actual number of antique vehicle sales and prices would be speculative.

The \$10,000 minimum value threshold makes it unlikely that a significant number of vehicle owners will choose to forego the antique plate and instead pay the state and local sales tax. Using the example of an antique motor vehicle that is sold for \$10,399 in a jurisdiction with a combined state & local sales tax rate of 9.45%: if the owner does not apply for the antique plate, they will pay approximately \$983 in state and local tax, in addition to the (minimum) regular license plate fee of \$20. In this case, the owner would be marginally better off paying the \$1,000 antique plate fee. This advantage becomes even more pronounced for higher-priced antique vehicles.

For vehicles valued well above the \$10,000 threshold, the amount of foregone state and local sales tax revenue will exceed the \$1,000 antique plate fee. As a result, local revenues would decrease due to proposed legislation, while the increase in OMV fee revenue would outweigh the reduction in SGF revenue.

Proposed legislation is silent on whether its provisions are retroactive, although the sales and use tax was repealed following the passage of Act 11 of the 2024 3rd ES.

Note: The majority of registration fees collected by OMV are deposited into the Transportation Trust Fund (TTF).

Senate
 13.5.1 >= \$100,000 Annual Fiscal Cost {S & H}
 13.5.2 >= \$500,000 Annual Tax or Fee Change {S & H}

House
 6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}
 6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}


Patrice Thomas
Deputy Fiscal Officer