

Fiscal Estimate Narratives
DOT 2/28/2005

LRB Number	05-0970/1	Introduction Number	SB-61	Estimate Type	Original
Subject					
Consecutive monthly registration for salt trucks					

Assumptions Used in Arriving at Fiscal Estimate

Current law (S.341.305) allows an option of Consecutive Monthly Registration (CMR) for certain vehicles. Eligible vehicles are used exclusively to transport certain enumerated commodities or engage in certain enumerated activities, which are of a seasonal nature.

CMR allows registration for at least 3 consecutive months, during a calendar year – for example, registration may be for 5 months, or 7 months, or 10 months. One time each calendar year, the registrant may obtain one additional month added to the CMR period. The purpose of this is to allow seasonal users to add a month if the weather or other conditions make one additional month of operation feasible. If a vehicle operation changes so that it no longer qualifies for CMR, the vehicle must be re-registered under Quarterly registration.

The registration fee under CMR is 1/12 of the annual fee for that particular weight and type of vehicle, times the number of months registered, plus \$15. For example, fee for 5-months CMR is \$15 plus 5/12 the annual fee for that particular vehicle.

SB 61 adds to the enumerated vehicles eligible for CMR, a motor truck, a trailer, or a truck tractor used exclusively to transport calcium chloride liquid.

Widespread use of calcium chloride liquid begins about May 1, and extends generally to the end of September, and sometimes into early October.

To ensure registration for the entire time, under Quarterly registration the vehicle must be registered for 3 quarters: April 1 – December 31. Most trucks would be registered at 80,000 lbs. Registration for 3 quarters, for an 80,000 lb. truck, is \$1482.13.

On the other hand, under Consecutive Monthly Registration, registration from May – October would be 6 months CMR or \$999.75. Thus, a truck used from May – October would save \$482.38 per year, using CMR instead of Quarterly registration.

It is thought that there are very few trucks exclusively dedicated to transporting calcium chloride liquid, statewide. Information from the industry suggests that there may be perhaps 10 – 20 trucks used by applicators, statewide. These trucks likely would be exclusively dedicated to calcium chloride liquid. This fiscal estimate will assume 15 trucks.

In addition, the concrete industry may use trucks to pump the liquid into concrete mixtures. The number of trucks, trailers, and truck tractors that would be exclusively dedicated to calcium chloride liquid is unknown. For purposes of this fiscal estimate it is assumed that another 15 trucks are used for concrete application.

Thus, this fiscal estimate assumes perhaps 30 trucks, statewide, that would be eligible for CMR. The revenue loss to the Transportation Fund would be about \$14,500 annually.

SB 61 will result in no local fiscal impact. Very few, if any, municipalities would own vehicles exclusively used for transport of calcium chloride liquid. Even if they did, these vehicles would be registered under non-expiring municipal registration.

Long-Range Fiscal Implications

Fiscal Estimate Worksheet - 2005 Session

Detailed Estimate of Annual Fiscal Effect

Original
 Updated
 Corrected
 Supplemental

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Subject			
Consecutive monthly registration for salt trucks			
I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):			
None			
II. Annualized Costs:		Annualized Fiscal Impact on funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
	State Operations - Salaries and Fringes	\$	
	(FTE Position Changes)		
	State Operations - Other Costs		
	Local Assistance		
	Aids to Individuals or Organizations		
	TOTAL State Costs by Category	\$	\$
B. State Costs by Source of Funds			
	GPR		
	FED		
	PRO/PRS		
	SEG/SEG-S		
III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
		Increased Rev	Decreased Rev
	GPR Taxes	\$	\$
	GPR Earned		
	FED		
	PRO/PRS		
	SEG/SEG-S		-14,500
	TOTAL State Revenues	\$	\$-14,500
NET ANNUALIZED FISCAL IMPACT			
		<u>State</u>	<u>Local</u>
NET CHANGE IN COSTS		\$	\$
NET CHANGE IN REVENUE		\$-14,500	\$
Agency/Prepared By		Authorized Signature	
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		Date	
		2/28/2005	