



## Fiscal Estimate Narratives

DOT 5/4/2005

LRB Number	05-2252/1	Introduction Number	AB-328	Estimate Type	Original
<b>Subject</b>					
Consecutive monthly registration for trucks transporting weight transfer machines					

### 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.

This bill makes eligible for CMR trucks, trailers, and truck tractors used exclusively to transport a weight transfer machine for purposes associated with truck or tractor pulling competitions or events.

DMV understands that most weight transfer machines weigh between 45,000 – 55,000 lbs. When transported to competition sites, a truck tractor tows the machine. The registered weight of the truck tractor plus weight transfer machine is likely between 68,000 and 80,000 lbs.

Truck tractors are eligible for Quarterly registration. This fiscal estimate assumes truck tractors are currently registered for two quarters – April through September. Under CMR, truck tractors would register for June through September only – 4 months.

Based on information from tractor pulling organizations, DMV estimates that there might be 20 sleds in the state. To be eligible for CMR, the truck tractor that tows the sled to competitions must be exclusively dedicated to this purpose, and must not be used for any other operation. This restriction will reduce the number of truck tractors likely to take advantage of CMR. This fiscal estimate assumes that this bill might enable 10 truck tractors in the state to be registered under CMR instead of Quarterly registration.

The Transportation Fund will lose some revenue, reflecting the loss of two months' registration by 10 truck tractors. Revenue loss to the Transportation Fund is estimated to be \$2,500 annually.

DMV would incur a negligible amount of work to re-register the 10 truck tractors from Quarterly to Consecutive Monthly Registration. DMV can absorb this workload within its current budget.

This bill has no fiscal impact on local governments.

### Long-Range Fiscal Implications

## Fiscal Estimate Worksheet - 2005 Session

Detailed Estimate of Annual Fiscal Effect

Original     
  Updated     
  Corrected     
  Supplemental

<b>LRB Number</b> 05-2252/1		<b>Introduction Number</b> AB-328	
<b>Subject</b>			
Consecutive monthly registration for trucks transporting weight transfer machines			
<b>I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):</b>			
None.			
<b>II. Annualized Costs:</b>		<b>Annualized Fiscal Impact on funds from:</b>	
		Increased Costs	Decreased Costs
<b>A. State Costs by Category</b>			
State Operations - Salaries and Fringes		\$	
(FTE Position Changes)			
State Operations - Other Costs			
Local Assistance			
Aids to Individuals or Organizations			
<b>TOTAL State Costs by Category</b>		<b>\$</b>	<b>\$</b>
<b>B. State Costs by Source of Funds</b>			
GPR			
FED			
PRO/PRS			
SEG/SEG-S			
<b>III. State Revenues - Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, ets.)</b>			
		Increased Rev	Decreased Rev
GPR Taxes		\$	\$
GPR Earned			
FED			
PRO/PRS			
SEG/SEG-S			-2,500
<b>TOTAL State Revenues</b>		<b>\$</b>	<b>\$-2,500</b>
<b>NET ANNUALIZED FISCAL IMPACT</b>			
		State	Local
NET CHANGE IN COSTS		\$	\$
NET CHANGE IN REVENUE		\$-2,500	\$
<b>Agency/Prepared By</b>		<b>Authorized Signature</b>	<b>Date</b>
DOT/ Carson Frazier (608) 266-7857		Carol Buckmaster (608) 267-6979	5/4/2005