

(Prepare in triplicate)

FISCAL NOTE

Prepared in regard to:

SENATE BILL NO. 365

(list bill or resolution and number, if available, or subject)

Amendment to:

(list bill or resolution and number)

REQUESTED BY: _____ DATE OF RECEIPT _____ 19__

In the following space note the fiscal effect in dollars of the legislative proposal. If additional space is needed attach a supplementary sheet. Please type.

The Motor Vehicle Department has not been able to determine how many vehicles would be involved in this proposed bill. We have been informed that there are about 150 contractors who are involved in this type of work.

Information received from the Associated General Contractors of North Dakota indicate there are 20 to 25 Class "D" Contractors licensed in North Dakota who may do work up to \$25,000.00 per project.

One major problem involved in this bill, would be that of enforcement. How are the enforcement agencies going to know what type of a job these trucks are on even if they display distinctive plates?

Distinctive Plates (2 per unit) 200 units= \$200.00

(continued)

Date of preparation: 2-4-69

Signed 

By Motor Vehicle Registrar

Single Axel Unit:

No Change

Tandem Axel Unit: (New)

Present Law:	May license reduced weight January thru April	
	Example: 24,000 pounds	23.50
	Raise weight May thru December	
	Example: 44,000 pounds	<u>313.25</u>
		\$336.75

Proposed	Can license reduced weight January thru April	
Bill:	Example: 24,000 pounds	23.50
	Raise weight May thru December	
	Example: 44,000 pounds	<u>110.50</u>
		\$234.00

Loss of revenue per unit this example-----\$102.75

Tractor: (New)

Present Law:	May License reduced weight January thru April	
	Example: 26,000 pounds	51.75
	Raise weight May thru December	
	Example: 64,000 pounds	<u>546.75</u>
		\$598.50

Proposed	May license reduced weight January thru April	
Bill:	Example: 26,000 pounds	25.25
	Raise weight May thru December	
	Example: 64,000 pounds	<u>178.00</u>
		\$203.25

Loss of revenue per unit this example-----\$395.25

Different months may be used for the reduction of weights, but once a vehicle has raised its weight, this raised weight must be paid for the remainder of the licenseing period.

This proposed bill would allow units who qualify in the 58,001 thru 73,280 pound category to license from 17% to 32% of the commercial rate they now pay.