

1999 HOUSE TRANSPORTATION

HB 1183

1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 1183

House Transportation Committee

Conference Committee

Hearing Date January 22,1999

Tape Number	Side A	Side B	Meter #
(1/22/99)1	x		0-51
(2/4/99) 1	x		0-60
(2/4/99) 2		x	0-2.0
Committee Clerk Signature <i>Laura Ken</i>			

Minutes:

CHAIRMAN KEISER OPENED THE HEARING ON HB 1183; A BILL RELATING TO VEHICLE REGISTRATION FEES.

MARSHALL MOORE, Director, Department of Transportation, introduced HB 1183. (See attached testimony).

CHAIRMAN KEISER asked Marshall where Sport Utility Vehicles fit in.

MARSHALL replied "in passenger cars."

REP. BELTER asked if this new funding is based on the same form - more mandates for safety and controversial issues.

MARSHALL said that it specifically specifies funds. It is very broad to cover most things that we want to do anyway - a few goes to railroad safety, wetland replenishment.

REP. LEMIEUX noted our reciprocity agreement with Manitoba, Ontario, and Quebec. He asked how much we cross compared to how much they cross. Do we have statistics? He mentioned that it seemed to him as though we aren't using a prorated system with Manitoba since they cross into North Dakota so much.

MARSHALL replied that through the International Fuel Tax (I.F.T.A.), there is something of an agreement. All of the Canadian provinces fall into this. We do have agreements with these provinces. We did it for our truckers to go north. Ontario will be joining in 2000 and all of the other provinces not yet in will be joining in 2001.

REP. LEMIEUX asked if we have to buy border plates for Canadian travel and vice versa?

KEITH KISER, Director, Motor Vehicles, NDDOT, answered in regard to the reciprocity agreement. Previously, we did have to have some type of a plate or have a permit.

REP. LEMIEUX noted that we are looking for revenue, so we are asking for more from our North Dakota taxpayers. It looks here like Manitoba travels over 30 million miles in North Dakota and North Dakota travels just over three million in Canada. Under this Pro rata agreement, these truckers are driving over our highways on reciprocity and we are giving them lots to go with. We are not attaching any fees to this. We are leaving open the taxpayers of North Dakota and it brings up two points. One, it is a revenue source and two it is an equity. We should look closely at this and force Manitoba to come into the I.R.P. The truckers from Canada really "use" our roads and they should help pay with them. Would you agree with me that having the Manitoba truckers that use our roads pay a percentage would be appropriate?

MARSHALL said yes, but when our truckers go north then, the reciprocity agreement may backfire.

REP. JENSEN noted that the registration fees are considerably lower. Is the time lapse not enough to explain the difference?

MARSHALL said they have used the fee for other things. The gas tax in North Dakota is right on the average.

REP. JENSEN further noted that our fees are lower than our neighbors, but the tax structure is higher. Is that correct?

MARSHALL said yes that is true.

REP. MEYER asked if the DOT has ever looked at new vehicles versus old vehicles?

KEITH said that yes, there is some reduction in fees based on vehicle age and type.

REP. MEYER asked where the break in age is?

KEITH said he thought it was around six years.

REP. SVEEN asked if they wanted \$22 million and \$11 million for the Highway Patrol?

MARSHALL said no. \$22 million was the combined total. It is a licensing fee increase, and making the \$.20 gas tax permanent.

CHAIRMAN KEISER asked about the fairness concept of increasing fees. The tourists get off scot free and there are going to be some little old ladies who drive once or twice a year versus a salesman who drives much more.

MARSHALL said that they use an across the board average.

CHAIRMAN KEISER further questioned the amount of gas tax that could be generated with a \$.01 increase?

MARSHALL said that \$5 million a year was expected. The DOT would get \$3 million, the states would see \$1.3 million, and the counties could expect around \$700,000.

REP. SVEEN asked if more Canadians are using our roads, what can we do? They have much better roads than we do.

MARSHALL said that we have wondered for a long time what we could do for tourist travel?

We do know that 6% or licensing fees are collected from out of state.

REP. SCHMIDT asked if after the \$.03 gas tax, do you still need \$20 million?

MARSHALL said yes. Some of the dollars spent in 1998 will dampen what is allotted for 1999.

REP. THORPE asked if there has been any discussion on how it will burden the elderly and the less fortunate in our state to have to license the vehicles just to get to the stores or the hospital versus the salesman who drives \$100,000 a year?

MARSHALL said that the only options they have are the gas tax and the licensing fees. Those are the only incomes that flow into our budget.

CHAIRMAN KEISER asked where there might be a system to utilize these dollars more efficiently while sharing more with the counties and cities?

MARSHALL said that either way, 2/3 goes to the state, and 1/3 will go to the cities and the counties.

REP. SVEEN questioned splitting the money down the middle with the state.

MARSHALL said that it hasn't been discussed at this time.

REP. THORPE asked about also looking at another bill about raising funds - HB 1380?

MARSHALL said it referred to money for transit funds.

REP. LEMIEUX asked if South Dakota, Montana, or Minnesota are proposing any gas taxes for the same funding?

MARSHALL said that he thought South Dakota was short \$30 million and considering a \$.21 total gas tax and Minnesota had a surplus.

REP. KEMPENICH added that South Dakota is at \$.21, Wyoming is \$.13, Minnesota is \$.20, Nebraska is \$.2225, and Montana sits at \$.2775.

REP. LEMIEUX asked if diesel taxes are going to be raised?

MARSHALL said no.

REP. SCHMIDT asked if we don't raise what is needed, will we not be matched?

MARSHALL said some of it would not be matched.

KEITH noted that the border states have worked hard to make the Canadian states abide. North Dakota sponsored two ballots to convince Canada to come into the IRP and we plan for them all to be in by 2002.

LEROY ERNST and DICK JOHNSON, Motor Vehicles Carriers, testified in support of HB 1183. (See attached testimony).

CHAIRMAN KEISER asked what their preferential way of funding would be?

DICK said that they would really support moving from the highway trust fund to the highway patrol. Where you can get a 10 for one match of federal money, you are better to stay there.

REP. LEMIEUX offered a point of information that the miles traveled, the fuel paid and the age of the vehicle all factor into truck licensing.

DICK added that the figures are based on 100,000 miles per year on vehicles.

REP. SVEEN asked if big semis come in to the state, can they go to Minnesota from Canada and not stop in North Dakota?

DICK said that all trucks are in the IFTA agreement. This requires them to report their mileage in the state. If you don't buy gas in North Dakota, you remit taxes to the state for gas used. The critical thing is that if North Dakota fuel taxes were up five to 10 cents per gallon, and we get proportionally out of place with our neighboring states - they will travel around us. This affects the retailers ability to sell in the state.

CURT PEDERSON, Association of General Contractors, testified in support of HB 1183. He said that many contractors are road workers and we definitely need a transit system that we can depend on. North Dakota is in the catch up mode. He also added that for every million dollars that is spent on roads supports 34 jobs. We support and urge favorable consideration.

DENNIS JOHNSON, North Dakota Farmers Union, testified in opposition to HB 1183. He said that it raises problems with the number of vehicles you can have on a farm.

CHAIRMAN KEISER asked Dennis what his preferred way to raise the taxes would be.

DENNIS said that through the gas tax would be better than the registration fees.

PATTY LEWIS, North Dakota Farm Bureau, testified in opposition to HB 1183. She said that they are not raising it, but it is disproportionate on farmers.

REP. MEYER asked if the Farm Bureau of Farmer's Union ever thought of a more equitable way of registering vehicles that are used one week a year?

PATTY said that they have not studied that.

CHAIRMAN KEISER CLOSED THE HEARING ON HB 1183.

February 5, 1999

COMMITTEE ACTION

MARSHALL MOORE introduced amendments drafted by the NDDOT for HB 1183.

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House Transportation Committee

Bill/Resolution Number Hb 1183

Hearing Date January 22, 1999

GENERAL DISCUSSION TOOK PLACE.

REP. KEMPENICH moved to ADOPT the AMENDMENTS. REP. BELTER seconded the motion. The motion carried. A unanimous voice vote was taken in support of the amendment.

(See attached amendments)

REP. PRICE moved to FURTHER AMEND HB 1183. REP. KELSCH seconded the motion.

The motion carried. A unanimous voice vote was taken in support of the amendment. (See attached amendment).

REP. SVEEN moved a DO PASS AS AMENDED AND REFER TO APPROPRIATIONS.

REP. JENSEN seconded the motion. The motion carried.

ROLL CALL - 13 YEA, 0 NAE, 2 ABSENT AND NOT VOTING.

FLOOR ASSIGNMENT - CHAIRMAN KEISER

FISCAL NOTE

(Return original and 10 copies)

Resolution No.: _____ Amendment to: Reeng. HB 1183

Requested by Legislative Council _____ Date of Request: 4-16-99

1. Please estimate the fiscal impact (in dollar amounts) of the above measure for state general or special funds, counties, cities, and school districts. .

Narrative:

This bill, as amended, increases motor fuel taxes from \$.20 per gallon to \$.21 per gallon. It also increases motor vehicle registration fees by one dollar for most vehicles.

2. State fiscal effect in dollar amounts:

	1997-99 Biennium		1999-2001 Biennium		2001-03 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$7,119,000		\$7,119,000
Expenditures						

3. What, if any, is the effect of this measure on the budget for your agency or department:

For rest of 1997-99 biennium: None

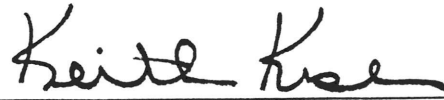
b. For the 1999-2001 biennium: It provides the revenue necessary to match increased Federal highway funds now available to the Department

c. For the 2001-03 biennium: It provides most of the revenue necessary to match increased Federal highway funds now available to the Department

4. County, city, and school district fiscal effect in dollar amounts:

1997-99 Biennium			1999-2001 Biennium			2001-03 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts
			\$2,599,000	\$1,582,000		\$2,599,000	\$1,582,000	

Signed: _____



Typed Name: Keith Kiser, Motor Vehicle Director

Department: Department of Transportation

Phone Number: 328-2725

Date Prepared: 4-16-99



FISCAL NOTE

(Return original and 10 copies)

Bill/Resolution No.: _____ Amendment to: Reeng. HB 1183

Requested by Legislative Council _____ Date of Request: 3-31-99

1. Please estimate the fiscal impact (in dollar amounts) of the above measure for state general or special funds, counties, cities, and school districts. .

Narrative:

This bill, as amended, increases vehicle registration fees for most motor vehicles. Passenger fees would increase by \$8 to \$18, pickup by \$9 to \$19, mid-size trucks by \$8 to \$18, and larger non-farm trucks by 10% of the current fee. There would be no fee increase for pickups and mid-sized trucks that are twenty or more years old. There would also be no increase on farm trucks.

2. State fiscal effect in dollar amounts:

	1997-99 Biennium		1999-2001 Biennium		2001-03 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				\$9,949,453		\$10,149,438
Expenditures						

3. What, if any, is the effect of this measure on the budget for your agency or department:

- a. For rest of 1997-99 biennium: None
- b. For the 1999-2001 biennium: It provides the revenue necessary to match increased Federal highway funds now available to the Department
- c. For the 2001-03 biennium: It provides most of the revenue necessary to match increased Federal highway funds now available to the Department

4. County, city, and school district fiscal effect in dollar amounts:

1997-99 Biennium			1999-2001 Biennium			2001-03 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts
			\$3,632,340	\$2,210,990		\$3,705,350	\$2,255,431	

Signed: *Keith Kiser*

Typed Name: Keith Kiser, Motor Vehicle Director

Department: Department of Transportation

Phone Number: 328-2725

Date Prepared: 4-1-99



FISCAL NOTE

(Return original and 10 copies)

Resolution No.: _____ Amendment to: Engrossed HB 1183
 Requested by Legislative Council Date of Request: 2-18-99

1. **Narrative:** This bill increases the motor vehicle fuel and special fuel taxes by one cent per gallon. This increase would sunset on June 30, 2001 or when the transfers from the highway tax distribution fund to the highway fund exceeds \$181,755,000, whichever is earlier. Therefore, this bill would generate additional revenue for the 1999 - 2001 biennium only.
NOTE: If passed, HB1462 would reduce the funds available to the highway distribution fund by \$1,279,528. This has been taken into consideration in this fiscal note. Therefore, the state, city and county fiscal impacts shown in this fiscal note have been reduced by \$806,103, \$294,291, and \$179,134 respectively .


2. State fiscal effect in dollar amounts:

	1997-99 Biennium		1999-2001 Biennium		2001-03 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				5,485,578		
Expenditures						

What, if any, is the effect of this measure on the budget for your agency or department:

- a. For rest of 1997-99 biennium:
 - b. For the 1999-2001 biennium:
 - c. For the 2001-03 biennium:
4. **County, city, and school district** fiscal effect in dollar amounts:

1997-99 Biennium			1999-2001 Biennium			2001-03 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts
			2,002,671	1,219,017				

Signed: 
 Typed Name: Sharron L. Sauer
 Department: ND Dept. of Transportation
 Phone Number: 84375
 Date Prepared: 2/22/99

FISCAL NOTE

(Return original and 10 copies)

Resolution No.: _____ Amendment to: HB1183
 Requested by Legislative Council Date of Request: 2/10/99

1. Please estimate the fiscal impact (in dollar amounts) of the above measure for state general or special funds, counties, cities, and school districts.

Narrative: This bill increases the annual vehicle registration fees and fuel taxes. This bill has an effective date of April 1, 1999. It is not reasonably possible to implement these increases before July 1, 1999. The numbers in this fiscal note are based on a July 1 implementation date. If it were possible to implement on April 1, the additional amounts generated from April through June would be \$1,635,232 for the DOT, \$596,990 for the counties, and \$363,385 for the cities. **Please note - if the appropriation in HB1019 for the ethanol subsidy passes, the revenue available from motor vehicle registrations must be reduced by 1.2 million dollars. That revenue would be dedicated to funding the ethanol subsidy.**

2. State fiscal effect in dollar amounts:

	1997-99 Biennium		1999-2001 Biennium		2001-03 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues				19,901,015		20,355,943
Expenditures						

3. What, if any, is the effect of this measure on the budget for your agency or department:


For rest of 1997-99 biennium:

b. For the 1999-2001 biennium:

c. For the 2001-03 biennium:

4. County, city, and school district fiscal effect in dollar amounts:

1997-99 Biennium			1999-2001 Biennium			2001-03 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts
			7,265,450	4,422,448		7,431,535	4,523,543	

Signed: 
 Typed Name: Shannon L. Sauer
 Department: ND Department of Transportation
 Phone Number: 84375
 Date Prepared: 2/10/99

PROPOSED AMENDMENTS TO HOUSE BILL NO. 1183

Page 1, line 1, replace "section" with "sections" and after "39-04-19" insert ", 57-43.1-02, and 57-43.2-02"

Page 1, line 2, after "fees" insert "and the rate of motor vehicle fuels and special fuels taxes", remove "and", and after "date" insert "; and to declare an emergency"

Page 2, line 6, replace "\$64.00" with "\$57.00", replace "\$56.00" with "\$49.00", replace "\$48.00" with "\$41.00", and replace "\$40.00" with "\$33.00"

Page 2, line 7, replace "84.00" with "77.00", replace "72.00" with "65.00", replace "60.00" with "53.00", and replace "48.00" with "41.00"

Page 2, line 8, replace "102.00" with "95.00", replace "85.00" with "78.00", replace "70.00" with "63.00", and replace "54.00" with "47.00"

Page 2, line 9, replace "133.00" with "126.00", replace "111.00" with "104.00", replace "89.00" with "82.00", and replace "67.00" with "60.00"

Page 2, line 10, replace "166.00" with "159.00", replace "137.00" with "130.00", replace "108.00" with "101.00", and replace "80.00" with "73.00"

Page 2, line 11, replace "199.00" with "192.00", replace "163.00" with "156.00", replace "128.00" with "121.00", and replace "93.00" with "86.00"

Page 2, line 12, replace "232.00" with "225.00", replace "190.00" with "183.00", replace "148.00" with "141.00", and replace "106.00" with "99.00"

Page 2, line 13, replace "265.00" with "258.00", replace "216.00" with "209.00", replace "168.00" with "161.00", and replace "119.00" with "112.00"

Page 3, line 6, replace "\$67.00" with "\$57.00", replace "\$54.00" with "\$44.00", replace "\$49.00" with "\$39.00", and replace "\$46.00" with "\$36.00"

Page 3, line 7, replace "72.00" with "62.00", replace "59.00" with "49.00", replace "53.00" with "43.00", and replace "47.00" with "37.00"

Page 3, line 8, replace "77.00" with "67.00", replace "64.00" with "54.00", replace "57.00" with "47.00", and replace "48.00" with "38.00"

Page 3, line 9, replace "82.00" with "72.00", replace "69.00" with "59.00", replace "61.00" with "51.00", and replace "50.00" with "40.00"

Page 3, line 10, replace "87.00" with "77.00", replace "74.00" with "64.00", replace "65.00" with "55.00", and replace "52.00" with "42.00"

Page 3, line 11, replace "92.00" with "82.00", replace "79.00" with "69.00", replace "69.00" with "59.00", and replace "55.00" with "45.00"

Page 3, line 12, replace "97.00" with "87.00", replace "84.00" with "74.00", replace "73.00" with "63.00", and replace "58.00" with "48.00"

Page 3, line 13, replace "102.00" with "92.00", replace "89.00" with "79.00", replace "77.00" with "67.00", and replace "60.00" with "50.00"

Page 3, line 14, replace "105.00" with "95.00", replace "92.00" with "82.00", replace "79.00" with "69.00", and replace "61.00" with "51.00"

Page 4, line 10, replace "\$127.00" with "\$121.00", replace "\$98.00" with "\$94.00", and replace "\$84.00" with "\$80.00"

Page 4, line 11, replace "184.00" with "176.00", replace "151.00" with "144.00", and replace "134.00" with "128.00"

Page 4, line 12, replace "251.00" with "240.00", replace "205.00" with "196.00", and replace "181.00" with "173.00"

Page 4, line 13, replace "324.00" with "309.00", replace "263.00" with "251.00", and replace "233.00" with "222.00"

Page 4, line 14, replace "391.00" with "368.00", replace "317.00" with "303.00", and replace "280.00" with "267.00"

Page 4, line 15, replace "458.00" with "437.00", replace "371.00" with "354.00", and replace "326.00" with "311.00"

Page 4, line 16, replace "525.00" with "501.00", replace "424.00" with "405.00", and replace "373.00" with "356.00"

Page 4, line 17, replace "592.00" with "565.00", replace "478.00" with "456.00", and replace "421.00" with "402.00"

Page 4, line 18, replace "669.00" with "639.00", replace "542.00" with "517.00", and replace "477.00" with "455.00"

Page 4, line 19, replace "736.00" with "703.00", replace "596.00" with "569.00", and replace "524.00" with "500.00"

Page 4, line 20, replace "803.00" with "766.00", replace "649.00" with "620.00", and replace "571.00" with "545.00"

Page 4, line 21, replace "871.00" with "831.00", replace "702.00" with "670.00", and replace "619.00" with "591.00"

Page 4, line 22, replace "938.00" with "895.00", replace "756.00" with "722.00", and replace "665.00" with "635.00"

Page 4, line 23, replace "1,005.00" with "959.00", replace "810.00" with "773.00", and replace "712.00" with "680.00"

Page 4, line 24, replace "1,072.00" with "1,023.00", replace "864.00" with "825.00", and replace "759.00" with "725.00"

Page 4, line 25, replace "1,139.00" with "1,087.00", replace "918.00" with "876.00", and replace "807.00" with "770.00"

Page 4, line 26, replace "1,274.00" with "1,216.00", replace "1,033.00" with "986.00", and replace "902.00" with "861.00"

Page 4, line 27, replace "1,408.00" with "1,344.00", replace "1,148.00" with "1,096.00", and replace "998.00" with "953.00"

Page 4, line 28, replace "1,543.00" with "1,473.00", replace "1,263.00" with "1,206.00", and replace "1,094.00" with "1,044.00"

Page 4, line 29, replace "1,677.00" with "1,601.00", replace "1,379.00" with "1,316.00", and replace "1,191.00" with "1,137.00"

Page 4, line 30, replace "1,811.00" with "1,729.00", replace "1,493.00" with "1,425.00", and replace "1,286.00" with "1,228.00"

Page 4, line 31, replace "1,945.00" with "1,857.00", replace "1,609.00" with "1,536.00", and replace "1,382.00" with "1,319.00"

Page 7, line 14, replace "\$97.00" with "\$93.00", replace "\$82.00" with "\$78.00", replace "\$66.00" with "\$63.00", and replace "\$47.00" with "\$45.00"

Page 7, line 15, replace "103.00" with "98.00", replace "86.00" with "82.00", replace "70.00" with "67.00", and replace "49.00" with "47.00"

Page 7, line 16, replace "112.00" with "107.00", replace "93.00" with "89.00", replace "74.00" with "71.00", and replace "51.00" with "49.00"

Page 7, line 17, replace "123.00" with "117.00", replace "102.00" with "97.00", replace "81.00" with "77.00", and replace "55.00" with "53.00"

Page 7, line 18, replace "134.00" with "128.00", replace "110.00" with "105.00", replace "87.00" with "83.00", and replace "60.00" with "57.00"

Page 7, line 19, replace "150.00" with "143.00", replace "125.00" with "119.00", replace "99.00" with "95.00", and replace "70.00" with "67.00"

Page 7, line 20, replace "161.00" with "154.00", replace "134.00" with "128.00", replace "106.00" with "101.00", and replace "74.00" with "71.00"

Page 7, line 21, replace "172.00" with "164.00", replace "142.00" with "136.00", replace "113.00" with "108.00", and replace "79.00" with "75.00"

Page 7, line 22, replace "183.00" with "175.00", replace "151.00" with "144.00", replace "119.00" with "114.00", and replace "83.00" with "79.00"

Page 7, line 23, replace "194.00" with "185.00", replace "160.00" with "153.00", replace "126.00" with "120.00", and replace "87.00" with "83.00"

Page 7, line 24, replace "205.00" with "196.00", replace "169.00" with "161.00", replace "132.00" with "126.00", and replace "92.00" with "88.00"

Page 7, line 25, replace "216.00" with "206.00", replace "178.00" with "170.00", replace "139.00" with "133.00", and replace "96.00" with "92.00"

Page 7, line 26, replace "227.00" with "217.00", replace "186.00" with "178.00", replace "146.00" with "139.00", and replace "101.00" with "96.00"

- Page 7, line 27, replace "238.00" with "227.00", replace "195.00" with "186.00", replace "152.00" with "145.00", and replace "105.00" with "100.00"
- Page 7, line 28, replace "249.00" with "237.00", replace "204.00" with "195.00", replace "159.00" with "152.00", and replace "109.00" with "104.00"
- Page 7, line 29, replace "271.00" with "258.00", replace "224.00" with "214.00", replace "176.00" with "168.00", and replace "125.00" with "119.00"
- Page 7, line 30, replace "282.00" with "269.00", replace "233.00" with "222.00", replace "183.00" with "175.00", and replace "129.00" with "123.00"
- Page 7, line 31, replace "293.00" with "280.00", replace "241.00" with "230.00", replace "190.00" with "181.00", and replace "134.00" with "128.00"
- Page 8, line 1, replace "304.00" with "290.00", replace "250.00" with "239.00", replace "196.00" with "187.00", and replace "138.00" with "132.00"
- Page 8, line 2, replace "315.00" with "301.00", replace "259.00" with "247.00", replace "203.00" with "194.00", and replace "142.00" with "136.00"
- Page 8, line 3, replace "326.00" with "311.00", replace "268.00" with "256.00", replace "209.00" with "200.00", and replace "147.00" with "140.00"
- Page 8, line 4, replace "337.00" with "322.00", replace "277.00" with "264.00", replace "216.00" with "206.00", and replace "151.00" with "144.00"
- Page 8, line 5, replace "348.00" with "332.00", replace "285.00" with "272.00", replace "223.00" with "212.00", and replace "156.00" with "149.00"
- Page 8, line 6, replace "359.00" with "343.00", replace "294.00" with "281.00", replace "229.00" with "219.00", and replace "160.00" with "153.00"
- Page 8, line 7, replace "370.00" with "353.00", replace "303.00" with "289.00", replace "236.00" with "225.00", and replace "164.00" with "157.00"
- Page 8, line 8, replace "381.00" with "364.00", replace "312.00" with "298.00", replace "242.00" with "231.00", and replace "169.00" with "161.00"
- Page 8, line 9, replace "392.00" with "374.00", replace "321.00" with "306.00", replace "249.00" with "238.00", and replace "173.00" with "165.00"
- Page 8, line 10, replace "403.00" with "385.00", replace "329.00" with "314.00", replace "256.00" with "244.00", and replace "178.00" with "170.00"
- Page 8, line 11, replace "414.00" with "395.00", replace "338.00" with "323.00", replace "262.00" with "250.00", and replace "182.00" with "174.00"
- Page 8, line 12, replace "425.00" with "406.00", replace "347.00" with "331.00", replace "269.00" with "257.00", and replace "186.00" with "178.00"
- Page 8, line 13, replace "436.00" with "416.00", replace "356.00" with "340.00", replace "275.00" with "263.00", and replace "191.00" with "182.00"
- Page 8, line 14, replace "447.00" with "427.00", replace "380.00" with "363.00", replace "323.00" with "308.00", and replace "274.00" with "262.00"

Page 8, line 15, replace "469.00" with "448.00", replace "399.00" with "381.00", replace "338.00" with "323.00", and replace "288.00" with "275.00"

Page 8, line 16, replace "491.00" with "469.00", replace "417.00" with "398.00", replace "354.00" with "338.00", and replace "301.00" with "287.00"

Page 8, line 17, replace "513.00" with "490.00", replace "436.00" with "416.00", replace "369.00" with "352.00", and replace "314.00" with "300.00"

Page 8, line 18, replace "535.00" with "511.00", replace "455.00" with "434.00", replace "384.00" with "367.00", and replace "327.00" with "312.00"

Page 8, line 19, replace "557.00" with "532.00", replace "473.00" with "452.00", replace "400.00" with "382.00", and replace "340.00" with "325.00"

Page 8, line 20, replace "579.00" with "553.00", replace "492.00" with "470.00", replace "415.00" with "396.00", and replace "354.00" with "338.00"

Page 8, line 21, replace "601.00" with "574.00", replace "511.00" with "488.00", replace "431.00" with "411.00", and replace "367.00" with "350.00"

Page 8, line 22, replace "623.00" with "595.00", replace "530.00" with "506.00", replace "446.00" with "426.00", and replace "380.00" with "363.00"

Page 8, line 23, replace "645.00" with "616.00", replace "548.00" with "523.00", replace "461.00" with "440.00", and replace "393.00" with "375.00"

Page 8, line 24, replace "667.00" with "637.00", replace "567.00" with "541.00", replace "477.00" with "455.00", and replace "406.00" with "388.00"

Page 8, line 25, replace "689.00" with "658.00", replace "586.00" with "559.00", replace "492.00" with "470.00", and replace "420.00" with "401.00"

Page 13, after line 28, insert:

"SECTION 2. AMENDMENT. Section 57-43.1-02 of the 1997 Supplement to the North Dakota Century Code is amended and reenacted as follows:

57-43.1-02. (~~Effective through December 31, 1999~~) Tax imposed on motor vehicle fuels.

1. Except as otherwise provided in this section, a tax of ~~twenty~~ **twenty-two** cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.
2. The dealer shall collect the tax imposed by this section from the consumer on all sales.
3. Sales of fuel in the original package may be made to a licensed dealer, and the dealer may collect the tax imposed by this chapter, but on sales in the original package to persons other than licensed dealers, the dealer is liable for the tax.

(~~Effective after December 31, 1999~~) Tax imposed on motor vehicle fuels.

1. ~~Except as otherwise provided in this section, a tax of seventeen cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.~~

2. The dealer shall collect the tax imposed by this section from the consumer on all sales.
3. Sales of fuel in the original package may be made to a licensed dealer, and the dealer may collect the tax imposed by this chapter, but on sales in the original package to persons other than licensed dealers, the dealer is liable for the tax.

SECTION 3. AMENDMENT. Section 57-43.2-02 of the 1997 Supplement to the North Dakota Century Code is amended and reenacted as follows:

57-43.2-02. (~~Effective through December 31, 1999~~) Tax imposed.

1. Except as otherwise provided in this chapter, an excise tax of ~~twenty~~ twenty-two cents per gallon [3.79 liters] is imposed on the sale or delivery of special fuel to any consumer. For the purpose of determining the tax upon compressed natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas is equal to one gallon [3.79 liters] of other special fuel.
2. The dealer shall remit the tax imposed by this section on all sales to consumers.
3. The dealer may make sales of special fuel to another dealer free of the tax imposed by this chapter.

(~~Effective after December 31, 1999~~) Tax imposed.

1. ~~Except as otherwise provided in this chapter, an excise tax of seventeen cents per gallon [3.79 liters] is imposed on the sale or delivery of special fuel to any consumer. For the purpose of determining the tax upon compressed natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas is equal to one gallon [3.79 liters] of other special fuel.~~
2. ~~The dealer shall remit the tax imposed by this section on all sales to consumers.~~
3. ~~The dealer may make sales of special fuel to another dealer free of the tax imposed by this chapter."~~

Page 13, line 29, replace "This" with "Section 1 of this"

Page 13, line 30, replace "December 31, 1999" with "March 31, 1999, and sections 2 and 3 of this Act are effective for sale, use, or delivery of motor vehicle fuels and special fuels after March 31, 1999"

Page 13, after line 30, insert:

"SECTION 5. EMERGENCY. This Act is declared to be an emergency measure."

Renumber accordingly

VK
2/8/99
1 of 6

HOUSE AMENDMENTS TO HOUSE BILL NO. 1183 HTRN 2-8-99

Page 1, line 1, replace "section" with "sections" and after "39-04-19" insert ", 57-43.1-02, and 57-43.2-02"

Page 1, line 2, after "fees" insert "and the rate of motor vehicle fuels and special fuels taxes", remove "and", and after "date" insert "; and to declare an emergency"

HOUSE AMENDMENTS TO HOUSE BILL NO. 1183 HTRN 2-8-99

Page 2, line 6, replace "\$64.00" with "\$57.00", replace "\$56.00" with "\$49.00", replace "\$48.00" with "\$41.00", and replace "\$40.00" with "\$33.00"

Page 2, line 7, replace "84.00" with "77.00", replace "72.00" with "65.00", replace "60.00" with "53.00", and replace "48.00" with "41.00"

Page 2, line 8, replace "102.00" with "95.00", replace "85.00" with "78.00", replace "70.00" with "63.00", and replace "54.00" with "47.00"

Page 2, line 9, replace "133.00" with "126.00", replace "111.00" with "104.00", replace "89.00" with "82.00", and replace "67.00" with "60.00"

Page 2, line 10, replace "166.00" with "159.00", replace "137.00" with "130.00", replace "108.00" with "101.00", and replace "80.00" with "73.00"

Page 2, line 11, replace "199.00" with "192.00", replace "163.00" with "156.00", replace "128.00" with "121.00", and replace "93.00" with "86.00"

Page 2, line 12, replace "232.00" with "225.00", replace "190.00" with "183.00", replace "148.00" with "141.00", and replace "106.00" with "99.00"

Page 2, line 13, replace "265.00" with "258.00", replace "216.00" with "209.00", replace "168.00" with "161.00", and replace "119.00" with "112.00"

HOUSE AMENDMENTS TO HOUSE BILL NO. 1183 HTRN 2- 8-99

Page 3, line 6, replace "\$67.00" with "\$57.00", replace "\$54.00" with "\$44.00", replace "\$49.00" with "\$39.00", and replace "\$46.00" with "\$36.00"

Page 3, line 7, replace "72.00" with "62.00", replace "59.00" with "49.00", replace "53.00" with "43.00", and replace "47.00" with "37.00"

Page 3, line 8, replace "77.00" with "67.00", replace "64.00" with "54.00", replace "57.00" with "47.00", and replace "48.00" with "38.00"

Page 3, line 9, replace "82.00" with "72.00", replace "69.00" with "59.00", replace "61.00" with "51.00", and replace "50.00" with "40.00"

Page 3, line 10, replace "87.00" with "77.00", replace "74.00" with "64.00", replace "65.00" with "55.00", and replace "52.00" with "42.00"

Page 3, line 11, replace "92.00" with "82.00", replace "79.00" with "69.00", replace "69.00" with "59.00", and replace "55.00" with "45.00"

206

Page 3, line 12, replace "97.00" with "87.00", replace "84.00" with "74.00", replace "73.00" with "63.00", and replace "58.00" with "48.00"

Page 3, line 13, replace "102.00" with "92.00", replace "89.00" with "79.00", replace "77.00" with "67.00", and replace "60.00" with "50.00"

Page 3, line 14, replace "105.00" with "95.00", replace "92.00" with "82.00", replace "79.00" with "69.00", and replace "61.00" with "51.00"

HOUSE AMENDMENTS TO HOUSE BILL NO. 1183

HTRN 2-8-99

Page 4, line 10, replace "\$127.00" with "\$121.00", replace "\$98.00" with "\$94.00", and replace "\$84.00" with "\$80.00"

Page 4, line 11, replace "184.00" with "176.00", replace "151.00" with "144.00", and replace "134.00" with "128.00"

Page 4, line 12, replace "251.00" with "240.00", replace "205.00" with "196.00", and replace "181.00" with "173.00"

Page 4, line 13, replace "324.00" with "309.00", replace "263.00" with "251.00", and replace "233.00" with "222.00"

Page 4, line 14, replace "391.00" with "368.00", replace "317.00" with "303.00", and replace "280.00" with "267.00"

Page 4, line 15, replace "458.00" with "437.00", replace "371.00" with "354.00", and replace "326.00" with "311.00"

Page 4, line 16, replace "525.00" with "501.00", replace "424.00" with "405.00", and replace "373.00" with "356.00"

Page 4, line 17, replace "592.00" with "565.00", replace "478.00" with "456.00", and replace "421.00" with "402.00"

Page 4, line 18, replace "669.00" with "639.00", replace "542.00" with "517.00", and replace "477.00" with "455.00"

Page 4, line 19, replace "736.00" with "703.00", replace "596.00" with "569.00", and replace "524.00" with "500.00"

Page 4, line 20, replace "803.00" with "766.00", replace "649.00" with "620.00", and replace "571.00" with "545.00"

Page 4, line 21, replace "871.00" with "831.00", replace "702.00" with "670.00", and replace "619.00" with "591.00"

Page 4, line 22, replace "938.00" with "895.00", replace "756.00" with "722.00", and replace "665.00" with "635.00"

Page 4, line 23, replace "1,005.00" with "959.00", replace "810.00" with "773.00", and replace "712.00" with "680.00"

Page 4, line 24, replace "1,072.00" with "1,023.00", replace "864.00" with "825.00", and replace "759.00" with "725.00"

Page 4, line 25, replace "1,139.00" with "1,087.00", replace "918.00" with "876.00", and replace "807.00" with "770.00"

306

Page 4, line 26, replace "1,274.00" with "1,216.00", replace "1,033.00" with "986.00", and replace "902.00" with "861.00"

Page 4, line 27, replace "1,408.00" with "1,344.00", replace "1,148.00" with "1,096.00", and replace "998.00" with "953.00"

Page 4, line 28, replace "1,543.00" with "1,473.00", replace "1,263.00" with "1,206.00", and replace "1,094.00" with "1,044.00"

Page 4, line 29, replace "1,677.00" with "1,601.00", replace "1,379.00" with "1,316.00", and replace "1,191.00" with "1,137.00"

Page 4, line 30, replace "1,811.00" with "1,729.00", replace "1,493.00" with "1,425.00", and replace "1,286.00" with "1,228.00"

Page 4, line 31, replace "1,945.00" with "1,857.00", replace "1,609.00" with "1,536.00", and replace "1,382.00" with "1,319.00"

HOUSE AMENDMENTS TO HOUSE BILL NO. 1183

HTRN 2-8-99

Page 5, line 1, overstrike "fifteen" and insert immediately thereafter "twenty-two"

HOUSE AMENDMENTS TO HOUSE BILL NO. 1183

HTRN 2-8-99

Page 7, line 14, replace "\$97.00" with "\$93.00", replace "\$82.00" with "\$78.00", replace "\$66.00" with "\$63.00", and replace "\$47.00" with "\$45.00"

Page 7, line 15, replace "103.00" with "98.00", replace "86.00" with "82.00", replace "70.00" with "67.00", and replace "49.00" with "47.00"

Page 7, line 16, replace "112.00" with "107.00", replace "93.00" with "89.00", replace "74.00" with "71.00", and replace "51.00" with "49.00"

Page 7, line 17, replace "123.00" with "117.00", replace "102.00" with "97.00", replace "81.00" with "77.00", and replace "55.00" with "53.00"

Page 7, line 18, replace "134.00" with "128.00", replace "110.00" with "105.00", replace "87.00" with "83.00", and replace "60.00" with "57.00"

Page 7, line 19, replace "150.00" with "143.00", replace "125.00" with "119.00", replace "99.00" with "95.00", and replace "70.00" with "67.00"

Page 7, line 20, replace "161.00" with "154.00", replace "134.00" with "128.00", replace "106.00" with "101.00", and replace "74.00" with "71.00"

Page 7, line 21, replace "172.00" with "164.00", replace "142.00" with "136.00", replace "113.00" with "108.00", and replace "79.00" with "75.00"

Page 7, line 22, replace "183.00" with "175.00", replace "151.00" with "144.00", replace "119.00" with "114.00", and replace "83.00" with "79.00"

Page 7, line 23, replace "194.00" with "185.00", replace "160.00" with "153.00", replace "126.00" with "120.00", and replace "87.00" with "83.00"

Page 7, line 24, replace "205.00" with "196.00", replace "169.00" with "161.00", replace "132.00" with "126.00", and replace "92.00" with "88.00"

Page 7, line 25, replace "216.00" with "206.00", replace "178.00" with "170.00", replace "139.00" with "133.00", and replace "96.00" with "92.00"

Page 7, line 26, replace "227.00" with "217.00", replace "186.00" with "178.00", replace "146.00" with "139.00", and replace "101.00" with "96.00"

Page 7, line 27, replace "238.00" with "227.00", replace "195.00" with "186.00", replace "152.00" with "145.00", and replace "105.00" with "100.00"

Page 7, line 28, replace "249.00" with "237.00", replace "204.00" with "195.00", replace "159.00" with "152.00", and replace "109.00" with "104.00"

Page 7, line 29, replace "271.00" with "258.00", replace "224.00" with "214.00", replace "176.00" with "168.00", and replace "125.00" with "119.00"

Page 7, line 30, replace "282.00" with "269.00", replace "233.00" with "222.00", replace "183.00" with "175.00", and replace "129.00" with "123.00"

Page 7, line 31, replace "293.00" with "280.00", replace "241.00" with "230.00", replace "190.00" with "181.00", and replace "134.00" with "128.00"

HOUSE AMENDMENTS TO HOUSE BILL NO. 1183 HTRN 2-8-99

Page 8, line 1, replace "304.00" with "290.00", replace "250.00" with "239.00", replace "196.00" with "187.00", and replace "138.00" with "132.00"

Page 8, line 2, replace "315.00" with "301.00", replace "259.00" with "247.00", replace "203.00" with "194.00", and replace "142.00" with "136.00"

Page 8, line 3, replace "326.00" with "311.00", replace "268.00" with "256.00", replace "209.00" with "200.00", and replace "147.00" with "140.00"

Page 8, line 4, replace "337.00" with "322.00", replace "277.00" with "264.00", replace "216.00" with "206.00", and replace "151.00" with "144.00"

Page 8, line 5, replace "348.00" with "332.00", replace "285.00" with "272.00", replace "223.00" with "212.00", and replace "156.00" with "149.00"

Page 8, line 6, replace "359.00" with "343.00", replace "294.00" with "281.00", replace "229.00" with "219.00", and replace "160.00" with "153.00"

Page 8, line 7, replace "370.00" with "353.00", replace "303.00" with "289.00", replace "236.00" with "225.00", and replace "164.00" with "157.00"

Page 8, line 8, replace "381.00" with "364.00", replace "312.00" with "298.00", replace "242.00" with "231.00", and replace "169.00" with "161.00"

Page 8, line 9, replace "392.00" with "374.00", replace "321.00" with "306.00", replace "249.00" with "238.00", and replace "173.00" with "165.00"

Page 8, line 10, replace "403.00" with "385.00", replace "329.00" with "314.00", replace "256.00" with "244.00", and replace "178.00" with "170.00"

Page 8, line 11, replace "414.00" with "395.00", replace "338.00" with "323.00", replace "262.00" with "250.00", and replace "182.00" with "174.00"

Page 8, line 12, replace "425.00" with "406.00", replace "347.00" with "331.00", replace "269.00" with "257.00", and replace "186.00" with "178.00"

Page 8, line 13, replace "436.00" with "416.00", replace "356.00" with "340.00", replace "275.00" with "263.00", and replace "191.00" with "182.00"

506

Page 8, line 14, replace "447.00" with "427.00", replace "380.00" with "363.00", replace "323.00" with "308.00", and replace "274.00" with "262.00"

Page 8, line 15, replace "469.00" with "448.00", replace "399.00" with "381.00", replace "338.00" with "323.00", and replace "288.00" with "275.00"

Page 8, line 16, replace "491.00" with "469.00", replace "417.00" with "398.00", replace "354.00" with "338.00", and replace "301.00" with "287.00"

Page 8, line 17, replace "513.00" with "490.00", replace "436.00" with "416.00", replace "369.00" with "352.00", and replace "314.00" with "300.00"

Page 8, line 18, replace "535.00" with "511.00", replace "455.00" with "434.00", replace "384.00" with "367.00", and replace "327.00" with "312.00"

Page 8, line 19, replace "557.00" with "532.00", replace "473.00" with "452.00", replace "400.00" with "382.00", and replace "340.00" with "325.00"

Page 8, line 20, replace "579.00" with "553.00", replace "492.00" with "470.00", replace "415.00" with "396.00", and replace "354.00" with "338.00"

Page 8, line 21, replace "601.00" with "574.00", replace "511.00" with "488.00", replace "431.00" with "411.00", and replace "367.00" with "350.00"

Page 8, line 22, replace "623.00" with "595.00", replace "530.00" with "506.00", replace "446.00" with "426.00", and replace "380.00" with "363.00"

Page 8, line 23, replace "645.00" with "616.00", replace "548.00" with "523.00", replace "461.00" with "440.00", and replace "393.00" with "375.00"

Page 8, line 24, replace "667.00" with "637.00", replace "567.00" with "541.00", replace "477.00" with "455.00", and replace "406.00" with "388.00"

Page 8, line 25, replace "689.00" with "658.00", replace "586.00" with "559.00", replace "492.00" with "470.00", and replace "420.00" with "401.00"

HOUSE AMENDMENTS TO HOUSE BILL NO. 1183 HTRN 2-8-99

Page 13, after line 28, insert:

"SECTION 2. AMENDMENT. Section 57-43.1-02 of the 1997 Supplement to the North Dakota Century Code is amended and reenacted as follows:

57-43.1-02. (~~Effective through December 31, 1999~~) Tax imposed on motor vehicle fuels.

1. Except as otherwise provided in this section, a tax of ~~twenty~~ twenty-two cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.
2. The dealer shall collect the tax imposed by this section from the consumer on all sales.
3. Sales of fuel in the original package may be made to a licensed dealer, and the dealer may collect the tax imposed by this chapter, but on sales in the original package to persons other than licensed dealers, the dealer is liable for the tax.

(~~Effective after December 31, 1999~~) Tax imposed on motor vehicle fuels.

- 1. ~~Except as otherwise provided in this section, a tax of seventeen cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.~~
- 2. ~~The dealer shall collect the tax imposed by this section from the consumer on all sales.~~
- 3. ~~Sales of fuel in the original package may be made to a licensed dealer, and the dealer may collect the tax imposed by this chapter, but on sales in the original package to persons other than licensed dealers, the dealer is liable for the tax.~~

SECTION 3. AMENDMENT. Section 57-43.2-02 of the 1997 Supplement to the North Dakota Century Code is amended and reenacted as follows:

57-43.2-02. ~~(Effective through December 31, 1999)~~ Tax imposed.

- 1. Except as otherwise provided in this chapter, an excise tax of ~~seventeen~~ twenty ~~cents~~ twenty-two cents per gallon [3.79 liters] is imposed on the sale or delivery of special fuel to any consumer. For the purpose of determining the tax upon compressed natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas is equal to one gallon [3.79 liters] of other special fuel.
- 2. The dealer shall remit the tax imposed by this section on all sales to consumers.
- 3. The dealer may make sales of special fuel to another dealer free of the tax imposed by this chapter.

~~(Effective after December 31, 1999)~~ Tax imposed.

- 1. ~~Except as otherwise provided in this chapter, an excise tax of seventeen cents per gallon [3.79 liters] is imposed on the sale or delivery of special fuel to any consumer. For the purpose of determining the tax upon compressed natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas is equal to one gallon [3.79 liters] of other special fuel.~~
- 2. ~~The dealer shall remit the tax imposed by this section on all sales to consumers.~~
- 3. ~~The dealer may make sales of special fuel to another dealer free of the tax imposed by this chapter."~~

Page 13, line 29, replace "This" with "Section 1 of this"

Page 13, line 30, replace "December 31, 1999" with "March 31, 1999, and sections 2 and 3 of this Act are effective for sale, use, or delivery of motor vehicle fuels and special fuels after March 31, 1999"

Page 13, after line 30, insert:

"SECTION 5. EMERGENCY. This Act is declared to be an emergency measure."

Renumber accordingly

Date: 2/5
Roll Call Vote #: 1

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1183

House Transportation Committee

- Subcommittee on _____
- or
- Conference Committee

Legislative Council Amendment Number _____

Action Taken adopt am

Motion Made By Rep Kempenich Seconded By Rep Belter

Representatives	Yes	No	Representatives	Yes	No
Representative Keiser, Chair	✓		Representative Thorpe	✓	
Representative Mickelson, V. Ch.	✓				
Representative Belter	✓				
Representative Jensen	✓				
Representative Kelsch	✓				
Representative Kempenich	✓				
Representative Price	✓				
Representative Sveen	✓				
Representative Weisz		✓			
Representative Grumbo	✓				
Representative Lemieux	✓				
Representative Mahoney	✓				
Representative Meyer					
Representative Schmidt					

Total (Yes) 12 No 1

Absent 2

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:
Attached am.

Date: 2/5
Roll Call Vote #: 2

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1183

House Transportation Committee

Subcommittee on _____
or
 Conference Committee

Legislative Council Amendment Number _____

Action Taken amend further

Motion Made By Rep Price Seconded By Rep Kelson

Representatives	Yes	No	Representatives	Yes	No
Representative Keiser, Chair			Representative Thorpe		
Representative Mickelson, V. Ch.					
Representative Belter					
Representative Jensen					
Representative Kelsch					
Representative Kempenich					
Representative Price					
Representative Sveen					
Representative Weisz					
Representative Grumbo					
Representative Lemieux					
Representative Mahoney					
Representative Meyer					
Representative Schmidt					

Total (Yes) 11 No 2

Absent 2

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:
pg 5 line 1
\$15 to \$22

Date: 2/5
Roll Call Vote #: #13

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1183

House Transportation Committee

- Subcommittee on _____
or
 Conference Committee

Legislative Council Amendment Number _____

Action Taken Do Pass as amended and

Motion Made By REP Sveen Seconded By REP Jensen *refer to App 13*

Representatives	Yes	No	Representatives	Yes	No
Representative Keiser, Chair	✓		Representative Thorpe	✓	
Representative Mickelson, V. Ch.	✓				
Representative Belter	✓				
Representative Jensen	✓				
Representative Kelsch	✓				
Representative Kempenich	✓				
Representative Price	✓				
Representative Sveen	✓				
Representative Weisz	✓				
Representative Grumbo	✓				
Representative Lemieux	✓				
Representative Mahoney	✓				
Representative Meyer					
Representative Schmidt					

Total (Yes) 13 No 0

Absent 2

Floor Assignment MR Keiser

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1183: Transportation Committee (Rep. Keiser, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** and **BE REREFERRED** to the **Appropriations Committee** (13 YEAS, 0 NAYS, 2 ABSENT AND NOT VOTING). HB 1183 was placed on the Sixth order on the calendar.

Page 1, line 1, replace "section" with "sections" and after "39-04-19" insert ", 57-43.1-02, and 57-43.2-02"

Page 1, line 2, after "fees" insert "and the rate of motor vehicle fuels and special fuels taxes", remove "and", and after "date" insert "; and to declare an emergency"

Page 2, line 6, replace "\$64.00" with "\$57.00", replace "\$56.00" with "\$49.00", replace "\$48.00" with "\$41.00", and replace "\$40.00" with "\$33.00"

Page 2, line 7, replace "84.00" with "77.00", replace "72.00" with "65.00", replace "60.00" with "53.00", and replace "48.00" with "41.00"

Page 2, line 8, replace "102.00" with "95.00", replace "85.00" with "78.00", replace "70.00" with "63.00", and replace "54.00" with "47.00"

Page 2, line 9, replace "133.00" with "126.00", replace "111.00" with "104.00", replace "89.00" with "82.00", and replace "67.00" with "60.00"

Page 2, line 10, replace "166.00" with "159.00", replace "137.00" with "130.00", replace "108.00" with "101.00", and replace "80.00" with "73.00"

Page 2, line 11, replace "199.00" with "192.00", replace "163.00" with "156.00", replace "128.00" with "121.00", and replace "93.00" with "86.00"

Page 2, line 12, replace "232.00" with "225.00", replace "190.00" with "183.00", replace "148.00" with "141.00", and replace "106.00" with "99.00"

Page 2, line 13, replace "265.00" with "258.00", replace "216.00" with "209.00", replace "168.00" with "161.00", and replace "119.00" with "112.00"

Page 3, line 6, replace "\$67.00" with "\$57.00", replace "\$54.00" with "\$44.00", replace "\$49.00" with "\$39.00", and replace "\$46.00" with "\$36.00"

Page 3, line 7, replace "72.00" with "62.00", replace "59.00" with "49.00", replace "53.00" with "43.00", and replace "47.00" with "37.00"

Page 3, line 8, replace "77.00" with "67.00", replace "64.00" with "54.00", replace "57.00" with "47.00", and replace "48.00" with "38.00"

Page 3, line 9, replace "82.00" with "72.00", replace "69.00" with "59.00", replace "61.00" with "51.00", and replace "50.00" with "40.00"

Page 3, line 10, replace "87.00" with "77.00", replace "74.00" with "64.00", replace "65.00" with "55.00", and replace "52.00" with "42.00"

Page 3, line 11, replace "92.00" with "82.00", replace "79.00" with "69.00", replace "69.00" with "59.00", and replace "55.00" with "45.00"

Page 3, line 12, replace "97.00" with "87.00", replace "84.00" with "74.00", replace "73.00" with "63.00", and replace "58.00" with "48.00"

- Page 3, line 13, replace "102.00" with "92.00", replace "89.00" with "79.00", replace "77.00" with "67.00", and replace "60.00" with "50.00"
- Page 3, line 14, replace "105.00" with "95.00", replace "92.00" with "82.00", replace "79.00" with "69.00", and replace "61.00" with "51.00"
- Page 4, line 10, replace "\$127.00" with "\$121.00", replace "\$98.00" with "\$94.00", and replace "\$84.00" with "\$80.00"
- Page 4, line 11, replace "184.00" with "176.00", replace "151.00" with "144.00", and replace "134.00" with "128.00"
- Page 4, line 12, replace "251.00" with "240.00", replace "205.00" with "196.00", and replace "181.00" with "173.00"
- Page 4, line 13, replace "324.00" with "309.00", replace "263.00" with "251.00", and replace "233.00" with "222.00"
- Page 4, line 14, replace "391.00" with "368.00", replace "317.00" with "303.00", and replace "280.00" with "267.00"
- Page 4, line 15, replace "458.00" with "437.00", replace "371.00" with "354.00", and replace "326.00" with "311.00"
- Page 4, line 16, replace "525.00" with "501.00", replace "424.00" with "405.00", and replace "373.00" with "356.00"
- Page 4, line 17, replace "592.00" with "565.00", replace "478.00" with "456.00", and replace "421.00" with "402.00"
- Page 4, line 18, replace "669.00" with "639.00", replace "542.00" with "517.00", and replace "477.00" with "455.00"
- Page 4, line 19, replace "736.00" with "703.00", replace "596.00" with "569.00", and replace "524.00" with "500.00"
- Page 4, line 20, replace "803.00" with "766.00", replace "649.00" with "620.00", and replace "571.00" with "545.00"
- Page 4, line 21, replace "871.00" with "831.00", replace "702.00" with "670.00", and replace "619.00" with "591.00"
- Page 4, line 22, replace "938.00" with "895.00", replace "756.00" with "722.00", and replace "665.00" with "635.00"
- Page 4, line 23, replace "1,005.00" with "959.00", replace "810.00" with "773.00", and replace "712.00" with "680.00"
- Page 4, line 24, replace "1,072.00" with "1,023.00", replace "864.00" with "825.00", and replace "759.00" with "725.00"
- Page 4, line 25, replace "1,139.00" with "1,087.00", replace "918.00" with "876.00", and replace "807.00" with "770.00"
- Page 4, line 26, replace "1,274.00" with "1,216.00", replace "1,033.00" with "986.00", and replace "902.00" with "861.00"

Page 4, line 27, replace "1,408.00" with "1,344.00", replace "1,148.00" with "1,096.00", and replace "998.00" with "953.00"

Page 4, line 28, replace "1,543.00" with "1,473.00", replace "1,263.00" with "1,206.00", and replace "1,094.00" with "1,044.00"

Page 4, line 29, replace "1,677.00" with "1,601.00", replace "1,379.00" with "1,316.00", and replace "1,191.00" with "1,137.00"

Page 4, line 30, replace "1,811.00" with "1,729.00", replace "1,493.00" with "1,425.00", and replace "1,286.00" with "1,228.00"

Page 4, line 31, replace "1,945.00" with "1,857.00", replace "1,609.00" with "1,536.00", and replace "1,382.00" with "1,319.00"

Page 5, line 1, overstrike "fifteen" and insert immediately thereafter "twenty-two"

Page 7, line 14, replace "\$97.00" with "\$93.00", replace "\$82.00" with "\$78.00", replace "\$66.00" with "\$63.00", and replace "\$47.00" with "\$45.00"

Page 7, line 15, replace "103.00" with "98.00", replace "86.00" with "82.00", replace "70.00" with "67.00", and replace "49.00" with "47.00"

Page 7, line 16, replace "112.00" with "107.00", replace "93.00" with "89.00", replace "74.00" with "71.00", and replace "51.00" with "49.00"

Page 7, line 17, replace "123.00" with "117.00", replace "102.00" with "97.00", replace "81.00" with "77.00", and replace "55.00" with "53.00"

Page 7, line 18, replace "134.00" with "128.00", replace "110.00" with "105.00", replace "87.00" with "83.00", and replace "60.00" with "57.00"

Page 7, line 19, replace "150.00" with "143.00", replace "125.00" with "119.00", replace "99.00" with "95.00", and replace "70.00" with "67.00"

Page 7, line 20, replace "161.00" with "154.00", replace "134.00" with "128.00", replace "106.00" with "101.00", and replace "74.00" with "71.00"

Page 7, line 21, replace "172.00" with "164.00", replace "142.00" with "136.00", replace "113.00" with "108.00", and replace "79.00" with "75.00"

Page 7, line 22, replace "183.00" with "175.00", replace "151.00" with "144.00", replace "119.00" with "114.00", and replace "83.00" with "79.00"

Page 7, line 23, replace "194.00" with "185.00", replace "160.00" with "153.00", replace "126.00" with "120.00", and replace "87.00" with "83.00"

Page 7, line 24, replace "205.00" with "196.00", replace "169.00" with "161.00", replace "132.00" with "126.00", and replace "92.00" with "88.00"

Page 7, line 25, replace "216.00" with "206.00", replace "178.00" with "170.00", replace "139.00" with "133.00", and replace "96.00" with "92.00"

Page 7, line 26, replace "227.00" with "217.00", replace "186.00" with "178.00", replace "146.00" with "139.00", and replace "101.00" with "96.00"

- Page 7, line 27, replace "238.00" with "227.00", replace "195.00" with "186.00", replace "152.00" with "145.00", and replace "105.00" with "100.00"
- Page 7, line 28, replace "249.00" with "237.00", replace "204.00" with "195.00", replace "159.00" with "152.00", and replace "109.00" with "104.00"
- Page 7, line 29, replace "271.00" with "258.00", replace "224.00" with "214.00", replace "176.00" with "168.00", and replace "125.00" with "119.00"
- Page 7, line 30, replace "282.00" with "269.00", replace "233.00" with "222.00", replace "183.00" with "175.00", and replace "129.00" with "123.00"
- Page 7, line 31, replace "293.00" with "280.00", replace "241.00" with "230.00", replace "190.00" with "181.00", and replace "134.00" with "128.00"
- Page 8, line 1, replace "304.00" with "290.00", replace "250.00" with "239.00", replace "196.00" with "187.00", and replace "138.00" with "132.00"
- Page 8, line 2, replace "315.00" with "301.00", replace "259.00" with "247.00", replace "203.00" with "194.00", and replace "142.00" with "136.00"
- Page 8, line 3, replace "326.00" with "311.00", replace "268.00" with "256.00", replace "209.00" with "200.00", and replace "147.00" with "140.00"
- Page 8, line 4, replace "337.00" with "322.00", replace "277.00" with "264.00", replace "216.00" with "206.00", and replace "151.00" with "144.00"
- Page 8, line 5, replace "348.00" with "332.00", replace "285.00" with "272.00", replace "223.00" with "212.00", and replace "156.00" with "149.00"
- Page 8, line 6, replace "359.00" with "343.00", replace "294.00" with "281.00", replace "229.00" with "219.00", and replace "160.00" with "153.00"
- Page 8, line 7, replace "370.00" with "353.00", replace "303.00" with "289.00", replace "236.00" with "225.00", and replace "164.00" with "157.00"
- Page 8, line 8, replace "381.00" with "364.00", replace "312.00" with "298.00", replace "242.00" with "231.00", and replace "169.00" with "161.00"
- Page 8, line 9, replace "392.00" with "374.00", replace "321.00" with "306.00", replace "249.00" with "238.00", and replace "173.00" with "165.00"
- Page 8, line 10, replace "403.00" with "385.00", replace "329.00" with "314.00", replace "256.00" with "244.00", and replace "178.00" with "170.00"
- Page 8, line 11, replace "414.00" with "395.00", replace "338.00" with "323.00", replace "262.00" with "250.00", and replace "182.00" with "174.00"
- Page 8, line 12, replace "425.00" with "406.00", replace "347.00" with "331.00", replace "269.00" with "257.00", and replace "186.00" with "178.00"
- Page 8, line 13, replace "436.00" with "416.00", replace "356.00" with "340.00", replace "275.00" with "263.00", and replace "191.00" with "182.00"
- Page 8, line 14, replace "447.00" with "427.00", replace "380.00" with "363.00", replace "323.00" with "308.00", and replace "274.00" with "262.00"

Page 8, line 15, replace "469.00" with "448.00", replace "399.00" with "381.00", replace "338.00" with "323.00", and replace "288.00" with "275.00"

Page 8, line 16, replace "491.00" with "469.00", replace "417.00" with "398.00", replace "354.00" with "338.00", and replace "301.00" with "287.00"

Page 8, line 17, replace "513.00" with "490.00", replace "436.00" with "416.00", replace "369.00" with "352.00", and replace "314.00" with "300.00"

Page 8, line 18, replace "535.00" with "511.00", replace "455.00" with "434.00", replace "384.00" with "367.00", and replace "327.00" with "312.00"

Page 8, line 19, replace "557.00" with "532.00", replace "473.00" with "452.00", replace "400.00" with "382.00", and replace "340.00" with "325.00"

Page 8, line 20, replace "579.00" with "553.00", replace "492.00" with "470.00", replace "415.00" with "396.00", and replace "354.00" with "338.00"

Page 8, line 21, replace "601.00" with "574.00", replace "511.00" with "488.00", replace "431.00" with "411.00", and replace "367.00" with "350.00"

Page 8, line 22, replace "623.00" with "595.00", replace "530.00" with "506.00", replace "446.00" with "426.00", and replace "380.00" with "363.00"

Page 8, line 23, replace "645.00" with "616.00", replace "548.00" with "523.00", replace "461.00" with "440.00", and replace "393.00" with "375.00"

Page 8, line 24, replace "667.00" with "637.00", replace "567.00" with "541.00", replace "477.00" with "455.00", and replace "406.00" with "388.00"

Page 8, line 25, replace "689.00" with "658.00", replace "586.00" with "559.00", replace "492.00" with "470.00", and replace "420.00" with "401.00"

Page 13, after line 28, insert:

"SECTION 2. AMENDMENT. Section 57-43.1-02 of the 1997 Supplement to the North Dakota Century Code is amended and reenacted as follows:

57-43.1-02. (~~Effective through December 31, 1999~~) Tax imposed on motor vehicle fuels.

1. Except as otherwise provided in this section, a tax of ~~twenty~~ twenty-two cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.
2. The dealer shall collect the tax imposed by this section from the consumer on all sales.
3. Sales of fuel in the original package may be made to a licensed dealer, and the dealer may collect the tax imposed by this chapter, but on sales in the original package to persons other than licensed dealers, the dealer is liable for the tax.

(~~Effective after December 31, 1999~~) Tax imposed on motor vehicle fuels:

- ~~1. Except as otherwise provided in this section, a tax of seventeen cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.~~
- ~~2. The dealer shall collect the tax imposed by this section from the consumer on all sales.~~
- ~~3. Sales of fuel in the original package may be made to a licensed dealer, and the dealer may collect the tax imposed by this chapter, but on sales in the original package to persons other than licensed dealers, the dealer is liable for the tax.~~

SECTION 3. AMENDMENT. Section 57-43.2-02 of the 1997 Supplement to the North Dakota Century Code is amended and reenacted as follows:

57-43.2-02. ~~(Effective through December 31, 1999)~~ Tax imposed.

1. Except as otherwise provided in this chapter, an excise tax of ~~twenty~~ twenty-two cents per gallon [3.79 liters] is imposed on the sale or delivery of special fuel to any consumer. For the purpose of determining the tax upon compressed natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas is equal to one gallon [3.79 liters] of other special fuel.
2. The dealer shall remit the tax imposed by this section on all sales to consumers.
3. The dealer may make sales of special fuel to another dealer free of the tax imposed by this chapter.

~~(Effective after December 31, 1999)~~ Tax imposed.

- ~~1. Except as otherwise provided in this chapter, an excise tax of seventeen cents per gallon [3.79 liters] is imposed on the sale or delivery of special fuel to any consumer. For the purpose of determining the tax upon compressed natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas is equal to one gallon [3.79 liters] of other special fuel.~~
- ~~2. The dealer shall remit the tax imposed by this section on all sales to consumers.~~
- ~~3. The dealer may make sales of special fuel to another dealer free of the tax imposed by this chapter."~~

Page 13, line 29, replace "This" with "Section 1 of this"

Page 13, line 30, replace "December 31, 1999" with "March 31, 1999, and sections 2 and 3 of this Act are effective for sale, use, or delivery of motor vehicle fuels and special fuels after March 31, 1999"

Page 13, after line 30, insert:

"SECTION 5. EMERGENCY. This Act is declared to be an emergency measure."

ReNUMBER accordingly

1999 HOUSE APPROPRIATIONS

HB 1183

General Discussion

- Committee on Committees
- Rules Committee
- Confirmation Hearings
- Delayed Bills Committee
- House Appropriations
- Senate Appropriations
- Other

Date February 16, 1999			
Tape Number	Side A	B Side	Meter #
1		x	31.0-40.0
Committee Clerk Signature <i>Casey Davis</i>			

Minutes:

HB 1183

CHAIRMAN DALRYMPLE opened the meeting and gave an explanation of amendment 0201 to HB 1183.

1B: 35.0 ALAN KNUDSON, Legislative Council, said that current rates will remain in effect until a later date when changes may be made by the legislature. He further explained the hoghouse amendment.

1B: 36.4 REP. TIMM made a motion to adopt amendment 0201 to HB 1183. The motion was seconded by Rep. Monson.

1B: 36.7 REP. CARLSON asked how much revenue is generated by a one cent gas tax raise. Alan said that \$6.3 million goes to Highways, and \$3.7 million goes to cities and counties.

1B: 39.1 A voice vote was taken and the motion carried.

1B: 39.5 REP. MONSON made a motion for a Do Pass as amended. The motion was seconded by Rep. Wentz. A roll call vote was taken and the motion carried with 16 yeas, 3 nays, and 1 absent and not voting. Chairman Dalrymple will carry the bill to the House floor.

Date: 2-16-99
 Roll Call Vote #: 1

1999 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1183

House Appropriations Committee

Subcommittee on _____
 or
 Conference Committee

Legislative Council Amendment Number 0201

Action Taken DP as amended

Motion Made By Monson Seconded By Wentz

Representatives	Yes	No	Representatives	Yes	No
Chairman Dalrymple	X		Nichols	X	
Vice-Chairman Byerly	X		Poolman	X	
Aarsvold		X	Svedjan	X	
Bernstein	X		Timm	X	
Boehm	X		Tollefson	X	
Carlson	X		Wentz	X	
Carlisle	X				
Delzer	X				
Gulleson					
Hoffner		X			
Huether	X				
Kerzman		X			
Lloyd	X				
Monson	X				

Total (Yes) 16 No 3

Absent 1

Floor Assignment Dalrymple

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1183, as engrossed: Appropriations Committee (Rep. Dalrymple, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (16 YEAS, 3 NAYS, 1 ABSENT AND NOT VOTING). Engrossed HB 1183 was placed on the Sixth order on the calendar.

Page 1, line 1, after "A BILL" replace the remainder of the bill with "for an Act to create and enact a new section to chapter 57-43.1 and a new section to chapter 57-43.2 of the North Dakota Century Code, relating to additional motor vehicle fuel taxes and special fuel taxes; to amend and reenact sections 39-04-19, 57-43.1-02, and 57-43.2-02 of the North Dakota Century Code, relating to motor vehicle registration fees, motor vehicle fuel taxes, and special fuel taxes; to provide an effective date; and to provide an expiration date.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

SECTION 1. AMENDMENT. Section 39-04-19 of the North Dakota Century Code is amended and reenacted as follows:

39-04-19. (~~Effective until June 30, 2000~~) Motor vehicle registration fees and mile tax. Motor vehicles required to pay registration fees or a mile tax shall pay the following fees:

1. Nonresidents electing to pay mile tax in lieu of registration, when authorized to do so by the department, shall pay a fee of twenty dollars for a trip permit which is valid for a period of seventy-two hours. All fees collected under the provisions of this subsection must be credited to the highway construction fund.
2. Motor vehicles required to be registered in this state must be furnished license plates upon the payment of the following annual fees; however, if a motor vehicle first becomes subject to registration other than at the beginning of the registration period, such fees must be prorated on a monthly basis. The minimum fee charged hereunder must be five dollars:

a. Passenger motor vehicles:

Gross Weights	YEARS REGISTERED			
	1st, 2nd, 3rd, 4th, 5th, and 6th Years	7th, 8th, and 9th Years	10th, 11th, and 12th Years	13th and Subsequent Years
Less than 3,200	\$49.00	\$41.00	\$33.00	\$25.00
3,200-4,499	69.00	57.00	45.00	33.00
4,500-4,999	87.00	70.00	55.00	39.00
5,000-5,999	118.00	96.00	74.00	52.00
6,000-6,999	151.00	122.00	93.00	65.00
7,000-7,999	184.00	148.00	113.00	78.00
8,000-8,999	217.00	175.00	133.00	91.00
9,000 and over	250.00	201.00	153.00	104.00

A house car is subject to registration at the rates prescribed for other vehicles under this subdivision modified by using the weight applicable to a vehicle whose weight is forty percent of that of the house car, but not using a weight of less than four thousand pounds [1814.35 kilograms].

- b. Schoolbuses, buses for hire, buses owned and operated by religious, charitable, or nonprofit organizations and used exclusively for

religious, charitable, or other public nonprofit purposes, and trucks or combination trucks and trailers, including commercial and noncommercial trucks, except those trucks or combinations of trucks and trailers which qualify for registration under subsection 5:

Gross Weights	YEARS REGISTERED				
	1st, 2nd, 3rd, 4th, 5th, and 6th Years	7th and 8th Years	9th and 10th Years	11th and Subsequent Years	
Not over 4,000	\$47.00	\$34.00	\$29.00	\$26.00	
4,001- 6,000	52.00	39.00	33.00	27.00	
6,001- 8,000	57.00	44.00	37.00	28.00	
8,001-10,000	62.00	49.00	41.00	30.00	
10,001-12,000	67.00	54.00	45.00	32.00	
12,001-14,000	72.00	59.00	49.00	35.00	
14,001-16,000	77.00	64.00	53.00	38.00	
16,001-18,000	82.00	69.00	57.00	40.00	
18,001-20,000	85.00	72.00	59.00	41.00	

Gross Weights	YEARS REGISTERED			
	1st, 2nd, 3rd, 4th, 5th, 6th, and 7th Years	8th, 9th, 10th, 11th, and 12th Years	13th and Subsequent Years	
20,001- 22,000	\$115.00	\$89.00	\$76.00	
22,001- 26,000	167.00	137.00	121.00	
26,001- 30,000	228.00	186.00	164.00	
30,001- 34,000	294.00	239.00	211.00	
34,001- 38,000	355.00	288.00	254.00	
38,001- 42,000	416.00	337.00	296.00	
42,001- 46,000	477.00	385.00	339.00	
46,001- 50,000	538.00	434.00	382.00	
50,001- 54,000	608.00	492.00	433.00	
54,001- 58,000	669.00	541.00	476.00	
58,001- 62,000	730.00	590.00	519.00	
62,001- 66,000	791.00	638.00	562.00	
66,001- 70,000	852.00	687.00	604.00	
70,001- 74,000	913.00	736.00	647.00	
74,001- 78,000	974.00	785.00	690.00	
78,001- 82,000	1,035.00	834.00	733.00	
82,001- 86,000	1,158.00	939.00	820.00	
86,001- 90,000	1,280.00	1,043.00	907.00	
90,001- 94,000	1,402.00	1,148.00	994.00	
94,001- 98,000	1,524.00	1,253.00	1,082.00	
98,001-102,000	1,646.00	1,357.00	1,169.00	
102,001-105,500	1,768.00	1,462.00	1,256.00	

c. Motorcycles, fifteen dollars.

3. Motor vehicles acquired by disabled veterans under the provisions of Public Law 79-663 [38 U.S.C. 3901] are exempt from the payment of state sales or use tax and, if paid, such veterans are entitled to a refund. This exemption also applies to any passenger motor vehicle or pickup truck not exceeding ten thousand pounds [4535.92 kilograms] gross weight but shall apply to no more than two such motor vehicles owned by a disabled veteran at any one time.
4. Every trailer, semitrailer, and farm trailer required to be registered under this chapter must be furnished registration plates upon the payment of a twenty dollar annual fee. Every trailer, semitrailer, or farm trailer not

required to be registered under this chapter must be furnished an identification plate upon the payment of a fee of five dollars.

5. Trucks or combinations of trucks and trailers weighing more than twenty thousand but not more than one hundred five thousand five hundred pounds [more than 9071.84 but not more than 47854.00 kilograms] which are used as farm vehicles only, are entitled to registration under the following fee schedule and the provisions of this subsection. Farm vehicles are considered, for the purpose of this subsection, as trucks or combinations of trucks and trailers weighing more than twenty thousand but not more than one hundred five thousand five hundred pounds [more than 9071.84 but not more than 47854.00 kilograms] owned, or leased for at least one year by a bona fide resident farmer who uses the vehicles exclusively for transporting the farmer's own property or other property on a farm work exchange basis with other farmers between farms and the usual local trading places but not in connection with any commercial retail or wholesale business being conducted from those farms, nor otherwise for hire. In addition to the penalty provided in section 39-04-41, any person violating this subsection shall license for the entire license period the farm vehicle at the higher commercial vehicle rate in accordance with the weight carried by the farm vehicle at the time of the violation.

YEARS REGISTERED

Gross Weights	1st, 2nd, 3rd, 4th, 5th, and 6th Years	7th and 8th Years	9th and 10th Years	11th and Subsequent Years
20,001- 22,000	\$88.00	\$74.00	\$60.00	\$42.00
22,001- 24,000	93.00	78.00	63.00	44.00
24,001- 26,000	101.00	84.00	67.00	46.00
26,001- 28,000	111.00	92.00	73.00	50.00
28,001- 30,000	121.00	100.00	79.00	54.00
30,001- 32,000	136.00	113.00	90.00	63.00
32,001- 34,000	146.00	121.00	96.00	67.00
34,001- 36,000	156.00	129.00	102.00	71.00
36,001- 38,000	166.00	137.00	108.00	75.00
38,001- 40,000	176.00	145.00	114.00	79.00
40,001- 42,000	186.00	153.00	120.00	83.00
42,001- 44,000	196.00	161.00	126.00	87.00
44,001- 46,000	206.00	169.00	132.00	91.00
46,001- 48,000	216.00	177.00	138.00	95.00
48,001- 50,000	226.00	185.00	144.00	99.00
50,001- 52,000	246.00	203.00	160.00	113.00
52,001- 54,000	256.00	211.00	166.00	117.00
54,001- 56,000	266.00	219.00	172.00	121.00
56,001- 58,000	276.00	227.00	178.00	125.00
58,001- 60,000	286.00	235.00	184.00	129.00
60,001- 62,000	296.00	243.00	190.00	133.00
62,001- 64,000	306.00	251.00	196.00	137.00
64,001- 66,000	316.00	259.00	202.00	141.00
66,001- 68,000	326.00	267.00	208.00	145.00
68,001- 70,000	336.00	275.00	214.00	149.00
70,001- 72,000	346.00	283.00	220.00	153.00
72,001- 74,000	356.00	291.00	226.00	157.00
74,001- 76,000	366.00	299.00	232.00	161.00
76,001- 78,000	376.00	307.00	238.00	165.00
78,001- 80,000	386.00	315.00	244.00	169.00
80,001- 82,000	396.00	323.00	250.00	173.00
82,001- 84,000	406.00	345.00	293.00	249.00

84,001- 86,000	426.00	362.00	307.00	261.00
86,001- 88,000	446.00	379.00	321.00	273.00
88,001- 90,000	466.00	396.00	335.00	285.00
90,001- 92,000	486.00	413.00	349.00	297.00
92,001- 94,000	506.00	430.00	363.00	309.00
94,001- 96,000	526.00	447.00	377.00	321.00
96,001- 98,000	546.00	464.00	391.00	333.00
98,001-100,000	566.00	481.00	405.00	345.00
100,001-102,000	586.00	498.00	419.00	357.00
102,001-104,000	606.00	515.00	433.00	369.00
104,001-105,500	626.00	532.00	447.00	381.00

6. A motor vehicle registered in subsection 5 may be used for custom combining operations by displaying identification issued by the department and upon payment of a fee of twenty-five dollars.

~~(Effective June 30, 2000) Motor vehicle registration fees and mile tax.~~

~~Motor vehicles required to pay registration fees or a mile tax shall pay the following fees:~~

- ~~1. Nonresidents electing to pay mile tax in lieu of registration, when authorized to do so by the department, shall pay a fee of twenty dollars for a trip permit which is valid for a period of seventy two hours. All fees collected under the provisions of this subsection must be credited to the highway construction fund.~~
- ~~2. Motor vehicles required to be registered in this state must be furnished license plates upon the payment of the following annual fees; however, if a motor vehicle first becomes subject to registration other than at the beginning of the registration period, such fees must be prorated on a monthly basis. The minimum fee charged hereunder must be five dollars:~~

~~a. Passenger motor vehicles:~~

~~YEARS REGISTERED~~

Gross Weights	1st, 2nd, 3rd, 4th, and 5th Years	6th, 7th, and 8th Years	9th, 10th, and 11th Years	12th and Subsequent Years
Less than 3,200	\$49.00	\$41.00	\$33.00	\$25.00
3,200-4,499	69.00	57.00	45.00	33.00
4,500-4,999	87.00	70.00	55.00	39.00
5,000-5,999	118.00	96.00	74.00	52.00
6,000-6,999	151.00	122.00	93.00	65.00
7,000-7,999	184.00	148.00	113.00	78.00
8,000-8,999	217.00	175.00	133.00	91.00
9,000 and over	250.00	201.00	153.00	104.00

~~A house car is subject to registration at the rates prescribed for other vehicles under this subdivision modified by using the weight applicable to a vehicle whose weight is forty percent of that of the house car, but not using a weight of less than four thousand pounds [1814.35 kilograms].~~

- ~~b. Schoolbuses, buses for hire, buses owned and operated by religious, charitable, or nonprofit organizations and used exclusively for religious, charitable, or other public nonprofit purposes, and trucks or combination trucks and trailers, including commercial and~~

~~noncommercial trucks, except those trucks or combinations of trucks and trailers which qualify for registration under subsection 5:~~

~~YEARS REGISTERED~~

Gross Weights	1st, 2nd, 3rd, 4th, and 5th Years	6th and 7th Years	8th and 9th Years	10th and Subsequent Years
Not over 4,000	\$47.00	\$34.00	\$29.00	\$26.00
4,001-6,000	52.00	39.00	33.00	27.00
6,001-8,000	57.00	44.00	37.00	28.00
8,001-10,000	62.00	49.00	41.00	30.00
10,001-12,000	67.00	54.00	45.00	32.00
12,001-14,000	72.00	59.00	49.00	35.00
14,001-16,000	77.00	64.00	53.00	38.00
16,001-18,000	82.00	69.00	57.00	40.00
18,001-20,000	85.00	72.00	59.00	41.00

~~YEARS REGISTERED~~

Gross Weights	1st, 2nd, 3rd, 4th, 5th, and 6th Years	7th, 8th, 9th, 10th, and 11th Years	12th and Subsequent Years
20,001-22,000	\$115.00	\$89.00	\$76.00
22,001-26,000	167.00	137.00	121.00
26,001-30,000	228.00	186.00	164.00
30,001-34,000	294.00	239.00	211.00
34,001-38,000	355.00	288.00	254.00
38,001-42,000	416.00	337.00	296.00
42,001-46,000	477.00	385.00	339.00
46,001-50,000	538.00	434.00	382.00
50,001-54,000	608.00	492.00	433.00
54,001-58,000	669.00	541.00	476.00
58,001-62,000	730.00	590.00	519.00
62,001-66,000	791.00	638.00	562.00
66,001-70,000	852.00	687.00	604.00
70,001-74,000	913.00	736.00	647.00
74,001-78,000	974.00	785.00	690.00
78,001-82,000	1,035.00	834.00	733.00
82,001-86,000	1,158.00	939.00	820.00
86,001-90,000	1,280.00	1,043.00	907.00
90,001-94,000	1,402.00	1,148.00	994.00
94,001-98,000	1,524.00	1,253.00	1,082.00
98,001-102,000	1,646.00	1,357.00	1,169.00
102,001-105,500	1,768.00	1,462.00	1,256.00

~~e. Motorcycles, fifteen dollars.~~

- ~~3. Motor vehicles acquired by disabled veterans under the provisions of Public Law 79-663 [38 U.S.C. 3901] are exempt from the payment of state sales or use tax and, if paid, such veterans are entitled to a refund. This exemption also applies to any passenger motor vehicle or pickup truck not exceeding ten thousand pounds [4535.92 kilograms] gross weight but shall apply to no more than two such motor vehicles owned by a disabled veteran at any one time.~~
- ~~4. Every trailer, semitrailer, and farm trailer required to be registered under this chapter must be furnished registration plates upon the payment of a twenty dollar annual fee. Every trailer, semitrailer, or farm trailer not~~

~~required to be registered under this chapter must be furnished an identification plate upon the payment of a fee of five dollars.~~

5. ~~Trucks or combinations of trucks and trailers weighing more than twenty thousand but not more than one hundred five thousand five hundred pounds [more than 9071.84 but not more than 47854.00 kilograms] which are used as farm vehicles only, are entitled to registration under the following fee schedule and the provisions of this subsection. Farm vehicles are considered, for the purpose of this subsection, as trucks or combinations of trucks and trailers weighing more than twenty thousand but not more than one hundred five thousand five hundred pounds [more than 9071.84 but not more than 47854.00 kilograms] owned, or leased for at least one year by a bona fide resident farmer who uses the vehicles exclusively for transporting the farmer's own property or other property on a farm work exchange basis with other farmers between farms and the usual local trading places but not in connection with any commercial retail or wholesale business being conducted from those farms, nor otherwise for hire. In addition to the penalty provided in section 39-04-41, any person violating this subsection shall license for the entire license period the farm vehicle at the higher commercial vehicle rate in accordance with the weight carried by the farm vehicle at the time of the violation.~~

YEARS REGISTERED

Gross Weights	1st, 2nd, 3rd, 4th, and 5th Years	6th and 7th Years	8th and 9th Years	10th and Subsequent Years
20,001-22,000	\$88.00	\$74.00	\$60.00	\$42.00
22,001-24,000	93.00	78.00	63.00	44.00
24,001-26,000	101.00	84.00	67.00	46.00
26,001-28,000	111.00	92.00	73.00	50.00
28,001-30,000	121.00	100.00	79.00	54.00
30,001-32,000	136.00	113.00	90.00	63.00
32,001-34,000	146.00	121.00	96.00	67.00
34,001-36,000	156.00	129.00	102.00	71.00
36,001-38,000	166.00	137.00	108.00	75.00
38,001-40,000	176.00	145.00	114.00	79.00
40,001-42,000	186.00	153.00	120.00	83.00
42,001-44,000	196.00	161.00	126.00	87.00
44,001-46,000	206.00	169.00	132.00	91.00
46,001-48,000	216.00	177.00	138.00	95.00
48,001-50,000	226.00	185.00	144.00	99.00
50,001-52,000	246.00	203.00	160.00	113.00
52,001-54,000	256.00	211.00	166.00	117.00
54,001-56,000	266.00	219.00	172.00	121.00
56,001-58,000	276.00	227.00	178.00	125.00
58,001-60,000	286.00	235.00	184.00	129.00
60,001-62,000	296.00	243.00	190.00	133.00
62,001-64,000	306.00	251.00	196.00	137.00
64,001-66,000	316.00	259.00	202.00	141.00
66,001-68,000	326.00	267.00	208.00	145.00
68,001-70,000	336.00	275.00	214.00	149.00
70,001-72,000	346.00	283.00	220.00	153.00
72,001-74,000	356.00	291.00	226.00	157.00
74,001-76,000	366.00	299.00	232.00	161.00
76,001-78,000	376.00	307.00	238.00	165.00
78,001-80,000	386.00	315.00	244.00	169.00
80,001-82,000	396.00	323.00	250.00	173.00

82,001-84,000	406.00	345.00	293.00	249.00
84,001-86,000	426.00	362.00	307.00	261.00
86,001-88,000	446.00	379.00	321.00	273.00
88,001-90,000	466.00	396.00	335.00	285.00
90,001-92,000	486.00	413.00	349.00	297.00
92,001-94,000	506.00	430.00	363.00	309.00
94,001-96,000	526.00	447.00	377.00	321.00
96,001-98,000	546.00	464.00	391.00	333.00
98,001-100,000	566.00	481.00	405.00	345.00
100,001-102,000	586.00	498.00	419.00	357.00
102,001-104,000	606.00	515.00	433.00	369.00
104,001-105,500	626.00	532.00	447.00	381.00

6. ~~A motor vehicle registered in subsection 5 may be used for custom combining operations by displaying identification issued by the department and upon payment of a fee of twenty five dollars.~~

SECTION 2. AMENDMENT. Section 57-43.1-02 of the 1997 Supplement to the North Dakota Century Code is amended and reenacted as follows:

57-43.1-02. ~~(Effective through December 31, 1999) Tax imposed on motor vehicle fuels.~~

1. Except as otherwise provided in this section, a tax of twenty cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.
2. The dealer shall collect the tax imposed by this section from the consumer on all sales.
3. Sales of fuel in the original package may be made to a licensed dealer, and the dealer may collect the tax imposed by this chapter, but on sales in the original package to persons other than licensed dealers, the dealer is liable for the tax.

~~(Effective after December 31, 1999) Tax imposed on motor vehicle fuels.~~

1. ~~Except as otherwise provided in this section, a tax of seventeen cents per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state.~~
2. ~~The dealer shall collect the tax imposed by this section from the consumer on all sales.~~
3. ~~Sales of fuel in the original package may be made to a licensed dealer, and the dealer may collect the tax imposed by this chapter, but on sales in the original package to persons other than licensed dealers, the dealer is liable for the tax.~~

SECTION 3. A new section to chapter 57-43.1 of the North Dakota Century Code is created and enacted as follows:

Separate and additional tax on motor vehicle fuels. In addition to the tax imposed under section 57-43.1-02, a tax of one cent per gallon [3.79 liters] is imposed on all motor vehicle fuel sold or used in this state. All of the provisions of this chapter relating to the tax imposed by section 57-43.1-02 apply to the tax imposed by this section.

SECTION 4. AMENDMENT. Section 57-43.2-02 of the 1997 Supplement to the North Dakota Century Code is amended and reenacted as follows:

57-43.2-02. ~~(Effective through December 31, 1999) Tax imposed.~~

1. Except as otherwise provided in this chapter, an excise tax of twenty cents per gallon [3.79 liters] is imposed on the sale or delivery of special fuel to any consumer. For the purpose of determining the tax upon compressed natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas is equal to one gallon [3.79 liters] of other special fuel.
2. The dealer shall remit the tax imposed by this section on all sales to consumers.
3. The dealer may make sales of special fuel to another dealer free of the tax imposed by this chapter.

~~(Effective after December 31, 1999) Tax imposed.~~

- ~~1. Except as otherwise provided in this chapter, an excise tax of seventeen cents per gallon [3.79 liters] is imposed on the sale or delivery of special fuel to any consumer. For the purpose of determining the tax upon compressed natural gas under this section, one hundred twenty cubic feet [3.40 cubic meters] of compressed natural gas is equal to one gallon [3.79 liters] of other special fuel.~~
- ~~2. The dealer shall remit the tax imposed by this section on all sales to consumers.~~
- ~~3. The dealer may make sales of special fuel to another dealer free of the tax imposed by this chapter.~~

SECTION 5. A new section to chapter 57-43.2 of the North Dakota Century Code is created and enacted as follows:

Separate and additional special fuel tax. In addition to the tax imposed under section 57-43.2-02, a tax of one cent per gallon [3.79 liters] is imposed on the sale or delivery of special fuel to any consumer. All of the provisions of this chapter relating to the tax imposed under section 57-43.2-02 apply to the tax imposed under this section.

SECTION 6. EFFECTIVE DATE - EXPIRATION DATE. Sections 2 through 5 of this Act are effective for sale, use, or delivery of motor vehicle fuel and special fuel after June 30, 1999. Sections 3 and 5 of this Act become ineffective for sale, use, or delivery of motor vehicle fuel and special fuel after June 30, 2001, or on the first day of the month following the month in which the state treasurer certifies to the tax commissioner that transfers from the highway tax distribution fund to the state highway fund for the 1999-2001 biennium exceed \$181,755,000, whichever is earlier."

Renumber accordingly

1999 SENATE FINANCE AND TAXATION

HB 1183

1999 SENATE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HB 1183

Senate Finance and Taxation Committee

Conference Committee

Hearing Date 3-9-99

Tape Number	Side A	Side B	Meter #
HB 1183	X		440 - 3680
3-29-99	X		0-5215
		X	0-2500
Committee Clerk Signature <i>Shula Wald</i>			

Minutes:

Sen. Urlacher opened the hearing on 1183. A BILL RELATING TO MOTOR VEHICLE REGISTRATION FEES, MOTOR VEHICLE FUEL TAXES AND SPECIAL FUEL TAXES, PROVIDE AN EFFECTIVE DATE AND AN EXPIRATION DATE.

Tom Freier Dept. of Transportation - Testimony submitted and attached. This is a funding bill, to supply additional funding. Funding from the Federal Government that is necessary for the Dept. to match. Figures out to be 15 - 17 % match. We see the need to be about 22 million dollars of additional funding. Has a fiscal note of about 2.2 million, which would be used for funding purposes and the registration fee, increases, were to bring in 18 million dollars in total.

Sen. Kinnoin - What do you figure 1 cent would bring in?

Tom Freier 10 million a year.

Sen. Stenehjem - House has put 10 million in gen. fund, if we move Highway Patrol out of the Highway fund into the gen. fund, would we not be looking at no tax increase of tax at all?

Tom Freier - Have all 23 million come out of the general fund? Probably wouldn't need much of an increase.

Sen. Stenehjem - I have always been an advocate of users fees, the money or part of it that goes into the Highway fund is generated from the revenues of gas tax and the revenues generated on license fees. The sales and excise tax generated from a new vehicle, goes into the general fund.

Tom Freier - Yes.

Sen. Christmann - Of the Highway Distribution fund, what % comes from the registration fees?

Keith Keiser - Motor Vehicle Director - 70% from fuel, and 30% from registration fees. Only 2 sources of funding that go in to that.

Sen. Stenehjem - When we buy our car license for \$8.00, where does that go?

Keith Keiser - That essentially is the operating expenses for the Drivers Commission in the Licensing division.

Rep. Doug Lemieux - We need to be concerned with the ramifications of the bill before you today also goes back to the cities and counties. We need to keep them in mind so they don't have to raise property taxes to meet their obligations, for their increased moneys that will be coming to them from the Federal Govt. We have an agreement with Eastern Canadian Prov. and it says we can drive our trucks into Canada and they can drive in ND. Some of us think this should be fair. Canadians are logging far more miles than we do. In theory the agreement will end as of Jan 1, 2000. I am suggesting to you to adopt an amendment to give notice and we will

serve that notice Aug. 1, 1999. As of Dec. 31, we will no longer be involved with reciprocal agreement. It does allow us 60 days notice, this is giving us 6 months notice. We in ND expect those people to use our services to pay their fair share. Fiscal notes run on this and they range anywhere from 300 thousand additional revenue. International registration plan, and its good plan, registration fees are pro rated by the % of miles you drive your truck in that political area. What ever State or Province. Ask for your consideration.

Sen. Stenehjem - Are you aware of this amendment being proposed on other legislation?

Rep. Lemieux - No.

Keith Keiser - Since 1981 we have participated in agreement or International Registration Plan, it is a voluntary plan, States and Provinces could join. If you are going to drive in other Prov. you can come to us and pay the fee for all the other States you will be in. We collect fee and you don't have to stop in all the States you would be operating in. Then in 1992 Congress passed the Ice Tea Legislation, mandated all States must join in by Dec. 1996. Some were forced to join. Some that did not were given trip permit. With the Governors support we did pursue reciprocity agreement with the ones not already in. Allow 2 years for them to join. That's how we got to where we are today.

Sen. Stenehjem - This amendment is basically the bill that this Senate defeated?

Keith Keiser - It is but this bill singles out only Canadian Provinces. Bill in Senate dealt with all agreements.

Sen. Stenehjem - When issue trip permits, where does that money go?

Keith Keiser - Revenue goes in to the Highway Fund.

Tom Freier - Total of 267 million goes in to the Highway Distribution Fund. 63% of that is about 168 million to DOT. The bill you have before you is a funding source for the Dept. and may have a different intent, than the amendments be for you. As a Dept. we will work with the people of that issue. It is difficult for the Dept. to recognize the amendment that should be on this particular bill.

Sen Senehjem - How much goes in to the Highway Fund?

Tom Freier - 168 million plus small collections. 63% . Trip fees, etc.

Sen Wardner - Transferring patrol salaries over to the general fund, and when you take that out it will create a problem for the political subs. The Highway Patrol paid out of the Highway Fund, the Highway Distribution is where you divide the money, how does that affect the counties and cities?

Tom Freier - The local subs would not be affected. That's the way it is done today. Less money needs to be raised, if you don't raise they might think they are getting less dollars. If you put them through the system you have to raise 37% more.

Sen. Stenehjem - Cities & Counties are concerned about losing money. They'll get more money in their pockets based on last biennium, based on the fact we have to generate new revenue to match the new dollars coming into highway construction. Is this correct?

Tom Freier - The new program is first of all send more dollars to the political subdivisions. As a result and they need money to match, so they will have more to do more work.

Sen. Stenehjem - 8 million -how is this broken up?

Tom Freier - Developed by size of cities and counties. They use a formula and it is as fair as possible. 23% to counties, and 14% to cities. Formula divides out the money to give out. It is not a cut & dried situation.

Leroy Ernst - NDMCA - Testimony and handouts attached and submitted. IRP program is a winner for all involved. This should enhance revenue to ND.

Sen. Christmann - What ever the dollar amount is does your organization prefer to have it come in the form of registration in the original form, or fuel taxes, as it now, or amend?

Leroy Ernst - I think a mix of revenues.

Sen. Stenehjem - In regards to the fuel tax part, whatever ND puts on for the fuel tax, wherever a trucker buys fuel, if the trucker goes over to MN. and buys because it is 20 cents cheaper, they are going to pay the ND fuel tax anyway. We still get our State revenue, because of the agreement.

Leroy Ernst - That is correct.

Curt Peterson - In support of bill.

Ron Ness - Support the increase on registration fees, concerned Minnesota's tax is not going to go up and that will have a negative effect on the revenues ND is going to receive, but on petroleum marketers who will sell less gas. We support the original plan. Support the Governors proposal.

Dave Froelich - Froelich Oil Co. We support the Governors decision. The taxes on a gallon of gas, just about equal the cost of the product.

Matt Bjornson - Cavalier - Opposition of this bill

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Senate Finance and Taxation Committee

Bill/Resolution Number hb 1183

Hearing Date 3-9-99

Loran Dotsroth -Grand Forks - I support the Governors decision. If we compete with MN., competition will be a loss to the State. I support the Governors proposal.

Dennis Johnson - Farmers Union - In opposition of 1183. Farmers don't need more tax on their business end. We prefer to see the funding that is necessary to meet the Federal match, come from gas tax purposes, it is more a user fee.

Sen. Urlacher - You are opposed to raising license fees?

Sen, Kinnoin - If we were to amend out farm vehicles, would you be in favor of the bill then?

Dennis Johnson - Certainly, it is directed directly to us.

Sen. Stenhjem - Have you seen the engrossed bill? It came over to the Senate from the House?

Dennis Johnson - No, I have not.

Sen. Stenhjem - All that is in here is the 1 cent gas tax. You are in support of this bill, you don't want it amended, to include registration.

Dennis Johnson - Yes.

Sen. Urlacher closed the hearing.

DISCUSSION 3-18-99, TAPE #1 A, 0 - 120. JOAN GALSTER SUBMITTED AMENDMENT TO INCLUDE AN ADDITIONAL ONE CENT PER GALLON TAX FOR THE NEWLY CREATED ALTERNATIVE FUELS TAX CHAPTER IN HB 1462. I DISCUSSED THIS ISSUE WITH JOHN WALSTAD, AND HE SUGGESTED I BRING THE MATTER TO YOUR ATTENTION. YOU MAY MAKE A REQUEST FOR AN AMENDMENT EITHER THROUGH THE LC OR ME.

DISCUSSION 3-29-99. TAPE #1 A, 0 - 5215. SEN. URLACHER OPENED THE HEARING.

ROLL TAKEN AND TOM FREIER, DOT, HANDOUT SUBMITTED AND ATTACHED..

Sen. Wardner - On scenario 4, 174.3 million, and the Fed. aid, is that where the match is made?

Tom Freier - Yes.

Sen. Stenehjem - We haven't looked at any other of the bills that may be in revenue to the Dept.

I think of the spec. roads funds, where they end up, depending what the generation of the rev.

none of those have been taken in to consideration, is that correct?

Tom Freier - They have been taken into consideration, to about what the present form is. The

1462 is confusing, and we went back and at this point doesn't have a fiscal note.

Sen. Stenehjem - If we generate gas tax, registration fees, and we come up with a matching fund,

and we get to the bottom, we will have 622.4 million dollars to use for Highway Construction?

Tom Freier - Scenarios 1 & 3, will give you 626 million. That is what the penny and all the bills

would bring in today. 622.4 million and you need another 3.6 million dollars.

Sen. Christmann - How much Federal \$ is available to us? If we get to bottom line and how much less Fed \$ does that mean?

Tom Freier - Average Fed Funding is 80 -20, and 90 - 10.

Sen. Stenehjem - What happened last biennium?

Marshall Moore - Every State is struggling with \$. With the forecast of Devils Lake now, we will have to spend more there.

Sen. Christmann - I have a proposal that would raise the funds that are needed on registration fees. I haven't gotten it in a form of an amendment, yet. But I would like to run it by the committee and get their thoughts on it. Handout submitted and attached. It shows increases in cars, pickups and mid size truck fees. It would raise about 16 million dollars. What we need if we eliminate the 1 cent gas tax.

Tom Freier - 1 cent would leave 3.7 million short and scenario # 1 , does for you. Sen.

Christmann brings in 16 million and that would cover.

Sen. Stenehjem - I would like to raise excise and stand by my proposal. I believe I can make it on the excise tax and dedicate that ½ % to the Highway Patrol. Sen. Christmanns plan that I don't like is we are exempting the old farm trucks, which I have no problem with, but we have a disparity in my opinion, between automobiles and pickups. Now pickups are like a car and are used as a family vehicle.

Sen. Urlacher - I don't think we should leave the counties out.

Sen. Stenehjem - If we move funds around, cities and counties get more \$. If we use excise and they can't make it, we can change the formula. If that's a concern. It leaves more money in the taxpayers pocket.

Sen. Wardner - Sen. Stenehjem makes a good point. We need to look at the disparity of cars and pickups. The Highway Patrol, I don't know where it belongs, if moved to the Gen. Fund it creates pressure on other areas that I feel strongly about.

Sen. Kinnoin - I am inclined to go with Sen. Stenehjem, take Patrol out of the Highway Fund.

Sen. Christmann - My objection is that raising excise is too much like sales tax.

Sen. Urlacher - Have the amendments drafted and find the direction on this bill.

Sen. Stenehjem - Have the amendments on the excise tax, or if they want a motion on this?

MOTION BY SEN. STENEHJEM PROCEED IN THE DIRECTION OF THE EXCISE TAX PROPOSAL, SECONDED BY SEN. CHRISTMANN TO 1/2% PROPOSAL. ROLL TAKEN AND 3 Y 4N 0 A. (STRAW VOTE)

DISCUSSION TAPE #1 B 0 2500. SEN URLACHER OPENED THE DISCUSSION. A MOTION TO ACCEPT REGISTRATION FEE AMENDMENT MADE BY SEN CHRISTMANN. SECONDED BY SEN. WARDNER. SEN. STENEHJEM, I WILL NOT SUPPORT THIS, I WILL SUPPORT THE EXCISE TAX ONE.

VOTE TAKEN 3-4-0, SO MOTION FAILED ON SEN. CRHRISTMANN'S. A NEW AMENDMENT FROM SEN. STENEHJEM 98252.0303 WAS EXPLAINED. MOTION TO ADOPT .0303 WAS MADE BY SEN. STENEHJEM AND SECONDED BY SEN. KROEPLIN. VOTE 4-3-0/ A MOTION MADE TO DO PASS AS AMENDED (.0400) MADE BY SEN. SCHOBINGER AND SECONDED BY SEN. STENEHJEM, VOTE IS 6-1-0. CARRIER WILL BE SEN. STENEHJEM.

PROPOSED AMENDMENTS TO REENGROSSED HOUSE BILL NO. 1183

Page 1, line 1, after the first "to" insert "provide for termination of reciprocal registration agreements with Canadian provinces; to"

Page 13, after line 4, insert:

"SECTION 6. Termination of reciprocal agreements. On August 1, 1999, the director shall notify appropriate officials in each province of Canada which has a reciprocal registration agreement for commercial vehicles with this state that this state intends to cancel the agreement on December 31, 1999. The reciprocal agreement with a province for the registration of commercial vehicles is effective through December 31, 1999, and after that date is ineffective. The director shall encourage a province that is a party to a reciprocal agreement to join the international registration plan as an alternative to the reciprocal agreement. The director may not enter any agreement that provides for reciprocal registration of commercial vehicles with any province after December 31, 1999."

Renumber accordingly

PROPOSED AMENDMENTS TO REENGROSSED HOUSE BILL NO. 1183

Page 1, line 1, after "A BILL" replace the remainder of the bill with "for an Act to create and enact a new section to chapter 57-40.3 of the North Dakota Century Code, relating to collection of motor vehicle excise taxes by licensed motor vehicle dealers; to amend and reenact sections 57-40.3-02 and 57-40.3-10 of the North Dakota Century Code, relating to the rate of the motor vehicle excise tax and allocation of a portion of motor vehicle excise tax revenues to the state highway fund; to provide an effective date; and to provide an expiration date.

BE IT ENACTED BY THE LEGISLATIVE ASSEMBLY OF NORTH DAKOTA:

SECTION 1. AMENDMENT. Section 57-40.3-02 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-02. Tax imposed. There is hereby imposed an excise tax at the rate of five and one-half percent on the purchase price of any motor vehicle purchased or acquired either in or outside of the state of North Dakota for use on the streets and highways of this state and required to be registered under the laws of this state.

SECTION 2. A new section to chapter 57-40.3 of the North Dakota Century Code is created and enacted as follows:

Tax collected by licensed motor vehicle dealer. On every motor vehicle sale by a licensed motor vehicle dealer which is taxable under this chapter, the dealer shall collect the tax due under this chapter from the purchaser at the time of purchase and remit the tax collected to the director of the department of transportation.

SECTION 3. AMENDMENT. Section 57-40.3-10 of the North Dakota Century Code is amended and reenacted as follows:

57-40.3-10. Transfer of revenue. All moneys collected and received under this chapter must be transmitted monthly by the director of the department of transportation to the state treasurer to be transferred and credited to the general fund, except that the net receipts from one-half of one percentage point of the tax imposed by section 57-40.3-02 must be transmitted monthly by the director of the department of transportation to the state treasurer to be credited to the state highway fund.

SECTION 4. EFFECTIVE DATE - EXPIRATION DATE. This Act is effective for taxable sales occurring after June 30, 1999. Sections 1 and 3 of this Act are effective for taxable sales occurring through June 30, 2001, and are thereafter ineffective."

Re-number accordingly

PROPOSED AMENDMENTS TO REENGROSSED HOUSE BILL NO. 1183

Page 1, line 1, after "A BILL" replace the remainder of the bill with "for an Act to create and enact a new section to chapter 57-40.3 of the North Dakota Century Code, relating to collection of motor vehicle excise taxes by licensed motor vehicle dealers; to amend and reenact sections 57-40.3-02 and 57-40.3-10 of the North Dakota Century Code, relating to the rate of the motor vehicle excise tax and allocation of a portion of motor vehicle excise tax revenues to the state highway fund; to provide an effective date; and to provide an expiration date.

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SECTION 4. EFFECTIVE DATE - EXPIRATION DATE. This Act is effective for taxable sales occurring after June 30, 1999. Sections 1 and 3 of this Act are effective for taxable sales occurring through June 30, 2001, and are thereafter ineffective."

Renumber accordingly

Date: 3-29-99
Roll Call Vote #: 1

1999 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1183

Senate Senate Finance and Taxation Committee

Subcommittee on _____
or
 Conference Committee

Legislative Council Amendment Number failed

Action Taken Amend - Christmann

Motion Made By _____ Seconded By _____

Senators	Yes	No	Senators	Yes	No
SENATOR URLACHER	✓				
SENATOR CHRISTMANN	✓				
SENATOR SCHOBINGER		✓			
SENATOR STENEHJEM		✓			
SENATOR WARDNER	✓				
SENATOR KINNOIN		✓			
SENATOR KROEPLIN		✓			

Total (Yes) 3 No 4

Absent _____

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

Date: 3-29-99
Roll Call Vote #: (1)

1999 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1183

Senate Senate Finance and Taxation Committee

Subcommittee on _____
or

Conference Committee

Legislative Council Amendment Number _____

Action Taken Amend

Motion Made By _____ Seconded By _____

Senators	Yes	No	Senators	Yes	No
SENATOR URLACHER		✓			
SENATOR CHRISTMANN		✓			
SENATOR SCHOBINGER	✓				
SENATOR STENEHJEM	✓				
SENATOR WARDNER		✓			
SENATOR KINNOIN	✓				
SENATOR KROEPLIN	✓				

Total (Yes) 4 No 3

Absent 0

Floor Assignment _____

If the vote is on an amendment, briefly indicate intent:

Date: MARCH 29, 1999
Roll Call Vote #: 1

**1999 SENATE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1183**

Senate FINANCE AND TAX Committee

Subcommittee on _____

or

Conference Committee

Legislative Council Amendment Number _____

Action Taken DO PASS AS AMENDED

Motion Made By _____ Seconded By SEN.. STENEHJEM
SEN. SCHOBINGER

Senators	Yes	No	Senators	Yes	No
SENATOR URLACHER	X				
SENATOR CHRISTMANN		X			
SENATOR SCHOBINGER	X				
SENATOR STENEHJEM	X				
SENATOR WARDNER	X				
SENATOR KINNOIN	X				
SENATOR KROEPLIN	X				

Total (Yes) 6 No 1

Absent 0

Floor Assignment SENATOR STENEHJEM

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1183, as reengrossed: Finance and Taxation Committee (Sen. Urlacher, Chairman) recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (6 YEAS, 1 NAY, 0 ABSENT AND NOT VOTING). Reengrossed HB 1183 was placed on the Sixth order on the calendar.

Page 1, line 1, after "A BILL" replace the remainder of the bill with "for an Act to create and enact a new section to chapter 57-40.3 of the North Dakota Century Code, relating to collection of motor vehicle excise taxes by licensed motor vehicle dealers; to amend and reenact sections 57-40.3-02 and 57-40.3-10 of the North Dakota Century Code, relating to the rate of the motor vehicle excise tax and allocation of a portion of motor vehicle excise tax revenues to the state highway fund; to provide an effective date; and to provide an expiration date.

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SECTION 4. EFFECTIVE DATE - EXPIRATION DATE. This Act is effective for taxable sales occurring after June 30, 1999. Sections 1 and 3 of this Act are effective for taxable sales occurring through June 30, 2001, and are thereafter ineffective."

Renumber accordingly

1999 HOUSE APPROPRIATIONS

HB 1183

CONFERENCE COMMITTEE

1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 1183

House Appropriations Committee

Conference Committee

Hearing Date 4/8/99

Tape Number	Side A	Side B	Meter #
1	x		0.0-53.9
Committee Clerk Signature <i>Robin L. Small</i>			

Minutes: REP. KEISER called the conference committee to order. All members were present.

SEN. CHRISTMANN explains the Senate amendment. He states that they decided not to monkey with the commercial truck division. There also was no increase on farm trucks. The increase on cars was \$20.00 for cars 1 to 6 years old, \$18.00 for 7 to 9 years old, \$13.00 for 10 to 12 years old, \$11.00 for cars 13 years old and over. The pickup categories are as follows... 1 to 6 years old is \$16.00, 7 to 9 years old is \$14.00, 10 to 12 years old is \$12.00, 13 to 19 years old is \$9.00, 20 years and older is \$0.00. Midsize trucks were categorized the same as the cars were.

REP. DALRYMPLE comments that his handout is different than what SEN. CHRISTMANN is going by.

SEN. CHRISTMANN keeps explaining the numbers of his proposal. He does not want to raise the gas tax, especially out east; Grand Forks, Fargo areas. This is why he chose to go with the increase of vehicle registrations. He is not sure what tourists generate for gas sales in the state.

REP. KEISER has some questions about what the Governor proposed. SEN. CHRISTMANN states that what he is proposing is less than what the Governor had. REP. KEISER notes that the Governor was not taking in consideration the age of the vehicles. SEN. CHRISTMANN notes that they also extended the categories.

REP. KEISER talks about the elimination of the 1% gas tax, and the generating of \$15.7 million.

SEN. KINNOIN explains to the committee that the Senate had two proposals. He states that he was in favor of the 1 1/2 % tax, that would have generated \$11 million. He still stands for this.

REP. DALRYMPLE talks about the funding for the Highway Patrol.

SEN. CHRISTMANN talks about the proposal that he is for, and it would generate \$15.8 million. 63% of that would go for the D.O.T.

REP. KEISER hands out the information from REP. DALRYMPLE that he had made up from OMB. ALLEN KNUTSON from LEGISLATIVE COUNCIL explained the HANDOUT. SEE HANDOUT.

SEN. CHRISTMANN asks about the buy right system. Dyed fuel for non-highway use, and clear fuel for highway use.

REP. HUETHER says that he has heard that there is a lot of resistance from the fuel dealers.

SEN. CHRISTMANN wants ALLEN KNUTSON to explain a line item to further extent.

REP. KEISER tells the committee that this bill has been to many different committee's. There are difference's of opinion if the Highway Patrol should be left in or out. There are certain bids that are having matches made to them. KEISER has many concerns about this.

REP. HUETHER had to leave the conference committee for another one that was scheduled at 2:45PM.

Page 3

House Appropriations Committee

Bill/Resolution Number 1183

Hearing Date 4/8/99

REP. KINNOIN comments about this coming out of the tax payers pockets. The rural areas aren't getting that much anyway.

REP. KEISER comments that maybe the formulas aren't right. REP. DALRYMPLE questions about the fiscal side of the bill. Maybe we can check the numbers that we need to get to. Let's revue it as a committee.

MARSHALL MOORE, DIRECTOR DEPT. OF TRANSPORTATION, states to the committee that he will get together with ALLEN KNUTSON. REP> DALRYMPLE would like MOORE to get some figures ready for the committee to tell them what they need to meet the matches. REP. DALRYMPLE wants to see the categories broke down to see the revenue.

SEN. URLACHER would like to see an update on HB 1462.

REP. KEISER comments to the committee that they will meet again, he then closes the meeting on HB 1183.

1999 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. 1183 CC #2

House Appropriations Committee

Conference Committee

Hearing Date 4/9/99

Tape Number	Side A	Side B	Meter #
1	x		0.0-40.0
Committee Clerk Signature <i>Robin D. Small</i>			

Minutes: REP. KEISER called the conference committee to order. All members were present.

REP. KEISER passed out the fiscal note that he received at his desk on 3/31/99. SEE FISCAL NOTE.

REP. DALRYMPLE asks about the state's share of that. The committee continues to overlook the fiscal note.

MARSHALL MOORE, OMB, passes out the handouts that he has prepared for the committee. One shows the budget end of it, and the other shows the funding. SEE HANDOUT. MOORE shows where the funds are for the highway dept. in the \$208 million. He states that there are some adjustments to these numbers.

REP. DALRYMPLE asks if MOORE is going to go through the matching needs, and what are the projected funds? MOORE replies \$363 million. REP. DALRYMPLE comments that he

would like to see more detail. MOORE talks to TOM FRYE and says that should not be a problem.

REP. HUETHER asks about the 20 cent gas tax that is in place, this also includes the registration fees increase from the Senate side, the license plate on the budget side; what would 1 cent gas tax do for the state and the county? MOORE replies that the 1 cent gas tax brings in about \$10 million for the biennium, \$5 million each year. REP. HUETHER thinks that this would short change the counties.

REP. KEISER would like the arrows to be explained on MOORE'S handouts. MOORE does so. MOORE also tells the committee that the Highway Departments bill's are paid right out of their account system. REP. KEISER comments that he is very confused.

REP. HUETHER comments about it coming out of the general fund.

REP. KEISER states that there is really two funds. One that is for the highway department, and the other is for the highway distribution for construction.

REP. HUETHER states that the Highway Patrol was put back into the fund back in the 1989 session. He also states that the cities would take a hit on this.

SEN. CHRISTMANN comments that it is misleading to say that the cities would take a hit on this. REP. KEISER replies back that's a good point, you maybe right. SEN. CHRISTMANN states that he likes it the way it is, a limit to what can be done.

REP. DALRYMPLE talks about the federal match, and living with what comes through.

REP. HUETHER states that the counties sure could use it. The people back home have voiced their opinions and they would rather have the 1 cent gas tax.

REP. KEISER states to the committee that there is four issues before them and there needs to be decision made.

SEN. URLACHER comments that the conference committee on HB 1462 is not finished, and it would be nice to see what they decide to do before we go ahead and make decision

SEN. CHRISTMANN replies that he does not want the gas tax to up.

REP. HUETHER comments that South Dakota went from 18 cents to 22 cents increase. REP. KEISER said that Minnesota went with no increase and left it alone. REP. DALRYMPLE thinks that isn't the case. He suggests that is looked into. SEN. CHRISTMANN says that is what he heard also that Minnesota stayed the same. REP. HUETHER replies that he doesn't know if that is a big deal or not.

REP DALRYMPLE asks ALLEN KNUTSON from Legislative Council, if he has an update on the figures. ALLEN replies that he will in the afternoon hours. REP. DALRYMPLE states to the committee that the leaders of the House said at the beginning of session that they would not pass any excise tax or any sales tax. They will probably not go for this.

SEN. KINNOIN comments that the fiscal note would generate \$11 million.

REP. DALRYMPLE asks if there is any agreements on these handouts from MOORE.

The committee would like to wait for some other bills to pass, then go from there.

SEN. CHRISTMANN would like to see HB 1012 and HB 1462 to pass first out of conference committee.

SEN. URLACHER would like to meet some time after lunch on Monday.

REP. KEISER then closed the conference committee.

1999 CONFERENCE COMMITTEE MINUTES

BILL/RESOLUTION NO. 1183

Appropriations Committee

Conference Committee

Hearing Date April 12, 1999

Tape Number	Side A	Side B	Meter #
1	x		0-47.1
Committee Clerk Signature <i>Casey Davis</i>			

Minutes:

Chairman Keiser opened the meeting on HB 1183.

1a: 0.6 Chairman Keiser: As you recall there would be some new figures coming in. Allen made those changes for us. Everybody has a copy?

1a: 1.3 Rep. Dalrymple: It sounds like we might just move the Highway Patrol funding bill 1011 out as is, and deal with the question of a general fund appropriation as an amendment to the OMB budget. The only reason for that I think is the actual budget adjustments in the Highway Patrol are not an issue. I see he made some adjustments in the savings on 1012 which is the Motor Vehicle Division. Those are close to the numbers we looked at before. I listened in on the discussion on the license plate and the Senate would like to fund the license plate at the tail end of the biennium. Half of that is currently \$750,000 of which the cost to this bill is about \$500,000. I think there's a serious difference of opinion there. The decision to reissue or not reissue is really what's involved here. Postponing it to the end of the biennium is not the issue. So that is definitely going to have to be worked out before we know what kind of money we can get.

1a: 3.0 Sen. Kinnoin: What kind of differences are there on the license plate issue between the House and the Senate?

1a: 3.5 Rep. Dalrymple: The only thing we were going along with was the \$25 charge on the Lewis and Clark commemorative plate if people wanted to buy one.

1a: 3.8 Sen. Kinnoin: The Senate changed that to \$10.

1a: 3.9 Rep. Dalrymple: I think they envision it as beginning as a voluntary plate and then going to a general reissue.

1a: 4.5 Rep. Keiser: As it came out of the House there was not an informed fiscal note on that bill. It could cost money or make money, depending on how many purchased it. The reality is that there is a front end cost. We needed about 2000 at \$25 to break even.

1a: 5.1 Rep. Dalrymple: That was a real minimal deal. The basic feeling on the license plate in the House is that the people don't feel we need one, they like the present plate, they feel it is in fairly good condition, they're not too crazy about a commemorative plate that lasts for eight years. It's not a very popular idea.

1a: 5.3 Rep. Keiser: The fiscal note was a major concern also.

1a: 5.5 Rep. Dalrymple: Whatever we do we're looking at raising revenue to cover it.

1a: 5.6 Rep. Keiser: Does anyone know what's happening with the rack tax bill?

1a: 5.7 Rep. Dalrymple: They are meeting as we speak. That's running pretty close.

1a: 6.0 Rep. Keiser: That too will have a major impact on this budget. Perhaps all we can do now is review this.

1a: 6.1 Sen. Christman: Before we move on from the license plates. The part about putting it off to the end of the biennium would alleviate the problem from this biennium, right? Is there still quite a bit of it this biennium?

1a: 6.6 Rep. Dalrymple: The \$574 of the Senate version includes the late startup. This Motor Vehicle Division has \$1.4 million less savings than the House version, and that's primarily due to the delayed implementation of the license plate. These numbers reflect a full issuance?

1a: 8.1 Legislative Council: Yes.

1a: 8.5 Rep. Dalrymple: Another interesting one is the ethanol payments. That was mostly a Senate discussion. As I understand it we now feel that even without changing the production subsidy we are just rejecting more gallonage?

1a: 8.9 Sen. Christman: I think part of that was due to the startup of one or two potato based ethanol based plants. At the end there was a floor amendment that distributed it differently to include all of the plants. That jacked it up another few \$100,000.

1a: 9.4 Rep. Dalrymple: The smaller plant has been in the law for a production subsidy, it was just the fact they were out of production for most of the biennium. I would assume Walhalla would still be in the formula as long as they were producing. I wonder if the real increase isn't from the doubling of the size of that. Grafton has doubled.

1a: 10.1 Sen. Christman: I'm just not sure on the whole issue. Didn't our last subsidy two years ago limit it at a certain gallonage and left the large plants out of it, and now that cap was taken off? Was anyone here on that conference committee?

1a: 11.0 Rep. Keiser: What is the difference between the House and Senate proposals?

1a: 11.3 Rep. Dalrymple: I'm not sure we know for sure. I had heard that if we fully fund all of the probable ethanol incentive needs out there for the coming biennium it would be close to \$2 million. I think maybe we should get an analysis of that so we know what's going on. It's not decided here, but we'll have to discuss it fairly soon with our colleagues. The interesting thing is that when the ethanol incentive payment was brought in there was a specific increase in the motor vehicle registration fees that covered the cost of that. That particular increase under today's revenues would produce \$2.2 million. There are people around that remember that and feel that that increase should still be made available.

1a: 12.7 Rep. Keiser: That's included currently?

1a: 12.8 Rep. Dalrymple: Yes. One of the things we might want to consider is to identify what portion of motor vehicle registration fees are associated with ethanol subsidies. It gets lost in translation. We certainly provide that any unused funds go back to the highway fund. But it's important that over time we identify what is the real source for the ethanol subsidies.

1a: 14.5 Sen. Christman: Also in the DOT budget there was a \$360,000 lawsuit that we lost. How are we funding that?

1a: 14.8 Sen. Kinnoin: To my knowledge it isn't funded anywhere now. It has to be worked into the DOT or OMB's budget. There was some question of whether it could legally be taken from the highway fund.

1a: 15.2 Rep. Dalrymple: How soon can we find out about that?

1a: 15.5 Legislative Council: The attorney general's office says that it must be a direct appropriation, and that it cannot legally be done out of the highway fund.

1a: 16.0 Rep. Keiser: Further comments or questions.

1a: 16.1 Sen. Christman: On 2267 I think they came to an agreement on that at \$500,000. We can eliminate that variable.

1a: 16.5 Rep. Keiser: The conference committee did agree to a \$500,000 limit and one legislator from each side. That has not passed the House yet. That does bring that to some closure.

1a: 17.0 Rep. Dalrymple: Another thing we talked about on 1011, this \$100,000 is actually a set of administrative expenses that would be attributable to the \$9 million general fund proportionate share of the total highway patrol budget. I think that's going to turn into a lot of confusion when we start changing general fund transfers. I'm going to talk to the Senate about just eliminating that from 1011. It's a variable figure, and it would take that out of the picture for us.

1a: 18.0 Sen. Christman: Where are we at with 1012? The DOT budget change is almost \$800,000 different. Why is it so much different?

1a: 18.4 Legislative Council: There was a difference of \$700,000 that was put back in on the Senate side.

1a: 19.3 Rep. Dalrymple: The House had more cuts to the budget than the Senate did. I don't know what the conference committee is doing on that. They're going to wind up a lot closer to the Senate version than the House version?

1a: 19.9 Legislative Council: Yes.

1a: 20.3 Rep. Dalrymple: In the end we're going to come down to the question of the gas tax versus the registration fee funding. I would just like to say that what we're hearing on the news is that gas has gone up 20 cents a gallon in the last three months. It strikes me as funny that we would sit around here and agonize over a couple pennies of gas tax. I don't think the public perceives that to be a big problem in their lives. They don't consider it a real political issue. They generally favor good roads. There's so much variability in the price of gasoline. It's about the fairest tax that I can imagine. Those who burn the fuel and drive the roads are those who pay the price. Those who use it commercially pay more. Those with bigger cars pay more. It seems like it works in the right direction no matter which way you turn. I compare that to a motor vehicle registration fee. For those who are registering more than one or two family cars, it's really quite a sensitive issue. They see it as a cost to business and they don't care for it. I'm having a hard time understanding why we would want to steer away from gas tax in favor of registration fees.

1a: 22.3 Sen. Christman: Some of our sentiments on the Senate side in doing that center around a lot of the arguments that I hear in favor of the gas tax. It hits people from out of state. We can't really get a number as to what level that works. We do know that 6% of the registrations come from out of state. That's real number. Some of that public perception that we should use gas tax to raise revenues instead, is often not weighing that in there. Also, the gas tax has gone up from 13 cents to 20 in the last decade or so. Where registration fees have remained untapped. As far as having many vehicles, businesses are an exception to this. As far as the individual families who register more than a couple vehicles either do a lot of driving or some of them are older vehicles that aren't hit hard by the registration fee.

1a: 24.4 Sen. Urlacher: Out of state registration has seemed to be a wash, as close as we could determine. I understand your analogy of correct involvement with roads and gas tax. But we haven't had an increase in the registration. I would like to see it there.

1a: 27.2 Rep. Keiser: What we've heard in testimony is that we need to be careful on the gas tax. Obviously we can't go up 5 cents. One cent would not have a noticeable effect. The other concern we've had is the trucking industry. Most truckers are going to go across our state. There are plenty of opportunities to go South and not come across I94. You have the potential that if you get too high, because it's a prorated system, that it could be a decision made by the trucking industry. I agree wholeheartedly that registration fees haven't been raised in a long time and need to be addressed. I think everybody wants to pay their fair share. The beauty of the excise tax is that it's always going up. If we go with registration fees, and you have a flat fee, we're paying the same on a car today that cost \$40,000 that 15 years ago cost \$15,000. We need to have some graduated system instead of having the legislature change it every couple years.

1a: 33.0 Continued discussion regarding the benefits of registration fees versus gas tax.

1a: 35.4 Rep. Dalrymple: I am certainly willing to compromise here. If it were left up to me personally, I would be comfortable going 1.5 cents on the gas tax and forget about registration fees. On the registration side of it, the Majority Leader in the House looked at the schedule you gave me, and he expressed concern that we're going to the same level on pickups that we do on cars. For some people they are really a necessary expenditure. He expressed concern that there would not be a difference between the two. You mentioned that you don't think any category should receive a blanket exemption. Did you have anything specific in mind?

1a: 37.0 Rep. Keiser: The Senate's proposal exempted trucks over 20 years. I think there may have been one other category. I think everybody should carry some water.

1a: 37.5 Rep. Dalrymple: That may be true. Let me just say that we do have a tremendous number of vehicles that are just kind of sitting out there and are only used rarely. We have to be careful that we don't push it to the point that people are going to consider not registering vehicles they use. Even at today's level I hear people say "I wonder why I bother registering it".

1a: 38.3 Sen. Urlacher: On the pickups, there is a number of them on the recreation side. The older pickups are often used to haul oats, drive to the field, I don't think it's proper to increase those of that age. On the other hand there is the businessperson who does his business on the road. I see the older vehicles as not generating a lot of money and it justifies not increasing them.

1a: 39.8 Rep. Keiser: What I would consider fair would be maybe \$1 increase. It might be a token increase, but cars are going to go up dramatically. We've been getting a lot of feedback on the fee increase from companies that have fleets of vehicles. You could say they're using the road a lot, but they are carrying a lot more of the water than others. In Bismarck we have a real disproportionate number as you do. A lot of rural areas have a lot of older people

who drive 2000 miles. They're getting hit with the same amount of increase as somebody who drives 60,000 miles a year.

1a: 41.4 Sen. Christman: The commercial operators with a fleet, I wonder if they have any other major business expenses that have remained lax since 1987. As far as those who drive really little, that's a very legitimate argument in favor of the gas tax method. But that is exactly why this was devised as it was. Most of those people probably don't buy a new car every year to leave in the garage and only drive 2000.

1a: 43.7 Rep. Keiser: I'd like to get a sense of whether the group supports one approach more than the other? Are you stuck on one source? We're going to have to start putting together some projection.

1a: 44.5 Sen. Kinnoin: I was kind of stuck on one thing, but I'm willing to compromise. I could go either way.

1a: 45.2 Sen. Christman: Depending on the dollar amount, I'd be hard pressed to vote for a gas tax beyond three cents.

1a: 45.9 Rep. Dalrymple: Everything can be considered.

1a: 46.1 Rep. Keiser: In a conference committee it is necessary to compromise. We've got two sources. Like all good divorces, neither side is totally happy. We probably have a good arrangement.

The meeting was adjourned.

LC 3
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lot 2

PROPOSED AMENDMENTS TO REENGROSSED HOUSE BILL NO. 1183

Page 1, line 1, remove "create and enact a new section to chapter 57-43.1 and a new section to"

Page 1, remove line 2

Page 1, line 3, remove "taxes and special fuel taxes; to", replace "sections" with "section", and remove ", 57-43.1-02, and"

Page 1, line 4, remove "57-43.2-02" and remove ", motor"

Page 1, line 5, remove "vehicle fuel taxes, and special fuel taxes", after the first semicolon insert "and", and remove "; and to provide an"

Page 1, line 6, remove "expiration date"

Page 2, replace lines 2 through 9 with:

"Less than 3,200	\$49.00 <u>67.00</u>	\$41.00 <u>54.00</u>	\$33.00 <u>44.00</u>	\$25.00 <u>33.00</u>
3,200-4,499	69.00 <u>87.00</u>	67.00 <u>70.00</u>	46.00 <u>56.00</u>	33.00 <u>41.00</u>
4,500-4,999	87.00 <u>105.00</u>	70.00 <u>83.00</u>	55.00 <u>66.00</u>	39.00 <u>47.00</u>
5,000-5,999	118.00 <u>136.00</u>	96.00 <u>109.00</u>	74.00 <u>85.00</u>	62.00 <u>60.00</u>
6,000-6,999	151.00 <u>169.00</u>	122.00 <u>135.00</u>	93.00 <u>104.00</u>	65.00 <u>73.00</u>
7,000-7,999	184.00 <u>202.00</u>	148.00 <u>161.00</u>	113.00 <u>124.00</u>	78.00 <u>86.00</u>
8,000-8,999	217.00 <u>235.00</u>	175.00 <u>188.00</u>	133.00 <u>144.00</u>	91.00 <u>99.00</u>
9,000 and over	250.00 <u>268.00</u>	201.00 <u>214.00</u>	153.00 <u>164.00</u>	104.00 <u>112.00</u>

Page 2, replace lines 21 through 30 with:

"Gross Weights	1st, 2nd, 3rd, 4th, 5th, and through 6th Years	7th and 8th through 9th Years	9th and 10th through 12th Years	11th and Subsequent 13th through 19th Years	20th and Subsequent Years
Not over 4,000	\$47.00 <u>66.00</u>	\$34.00 <u>48.00</u>	\$29.00 <u>41.00</u>	\$26.00 <u>35.00</u>	\$26.00 <u>26.00</u>
4,001- 6,000	62.00 <u>71.00</u>	39.00 <u>53.00</u>	33.00 <u>45.00</u>	27.00 <u>36.00</u>	27.00 <u>27.00</u>
6,001- 8,000	67.00 <u>76.00</u>	44.00 <u>58.00</u>	37.00 <u>49.00</u>	29.00 <u>37.00</u>	28.00 <u>28.00</u>
8,001-10,000	62.00 <u>81.00</u>	49.00 <u>63.00</u>	41.00 <u>53.00</u>	30.00 <u>39.00</u>	30.00 <u>30.00</u>
10,001-12,000	67.00 <u>85.00</u>	54.00 <u>67.00</u>	45.00 <u>56.00</u>	32.00 <u>40.00</u>	32.00 <u>32.00</u>
12,001-14,000	72.00 <u>90.00</u>	59.00 <u>72.00</u>	49.00 <u>60.00</u>	35.00 <u>43.00</u>	35.00 <u>35.00</u>
14,001-16,000	77.00 <u>95.00</u>	64.00 <u>77.00</u>	53.00 <u>64.00</u>	38.00 <u>46.00</u>	38.00 <u>38.00</u>
16,001-18,000	82.00 <u>100.00</u>	69.00 <u>82.00</u>	57.00 <u>68.00</u>	40.00 <u>48.00</u>	40.00 <u>40.00</u>
18,001-20,000	85.00 <u>103.00</u>	72.00 <u>85.00</u>	59.00 <u>70.00</u>	41.00 <u>49.00</u>	41.00 <u>41.00</u>

Page 3, remove lines 1 and 2

Page 3, replace lines 7 through 28 with:

"20,001- 22,000	\$115.00 <u>127.00</u>	\$99.00 <u>98.00</u>	\$76.00 <u>84.00</u>
22,001- 26,000	167.00 <u>184.00</u>	137.00 <u>151.00</u>	121.00 <u>134.00</u>
26,001- 30,000	228.00 <u>251.00</u>	186.00 <u>205.00</u>	164.00 <u>181.00</u>
30,001- 34,000	294.00 <u>324.00</u>	239.00 <u>263.00</u>	211.00 <u>233.00</u>
34,001- 38,000	355.00 <u>391.00</u>	299.00 <u>317.00</u>	254.00 <u>280.00</u>

2 of 2

38,001- 42,000	416.00 458.00	337.00 371.00	296.00 326.00
42,001- 46,000	477.00 525.00	386.00 424.00	339.00 373.00
46,001- 50,000	538.00 592.00	434.00 478.00	382.00 421.00
50,001- 54,000	608.00 669.00	492.00 542.00	433.00 477.00
54,001- 58,000	669.00 736.00	541.00 596.00	476.00 524.00
58,001- 62,000	730.00 803.00	590.00 649.00	510.00 571.00
62,001- 66,000	791.00 871.00	638.00 702.00	562.00 619.00
66,001- 70,000	852.00 938.00	687.00 756.00	604.00 665.00
70,001- 74,000	913.00 1,005.00	736.00 810.00	647.00 712.00
74,001- 78,000	974.00 1,072.00	785.00 864.00	690.00 759.00
78,001- 82,000	1,035.00 1,139.00	834.00 918.00	733.00 807.00
82,001- 86,000	1,158.00 1,274.00	930.00 1,033.00	820.00 902.00
86,001- 90,000	1,280.00 1,408.00	1,043.00 1,148.00	907.00 998.00
90,001- 94,000	1,402.00 1,543.00	1,148.00 1,263.00	994.00 1,094.00
94,001- 98,000	1,524.00 1,677.00	1,253.00 1,379.00	1,082.00 1,191.00
98,001-102,000	1,646.00 1,811.00	1,357.00 1,493.00	1,169.00 1,286.00
102,001-105,500	1,768.00 1,945.00	1,462.00 1,609.00	1,256.00 1,382.00

Page 11, remove lines 16 through 31

Page 12, remove lines 1 through 31

Page 13, remove lines 1 through 4

Page 13, line 5, remove "- EXPIRATION DATE" and replace "Sections 2 through 5 of this" with "This Act is effective for registrations that are due after July 31, 1999"

Page 13, remove lines 6 through 10

Page 13, line 11, remove "whichever is earlier"

Renumber accordingly

PROPOSED AMENDMENTS TO REENGROSSED HOUSE BILL NO. 1183

That the Senate recede from its amendments as printed on pages 1093-1095 of the House Journal and pages 956 and 957 of the Senate Journal and that Reengrossed House Bill No. 1183 be amended as follows:

Page 1, line 1, remove "to create and enact a new section to chapter 57-43.1 and a new section to"

Page 1, remove line 2

Page 1, line 3, remove "taxes and special fuel taxes;"

Page 1, line 5, after the first semicolon insert "to provide for a legislative council study; and" and remove "; and to provide an"

Page 1, line 6, remove "expiration date"

Page 2, replace lines 2 through 9 with:

"Less than 3,200	\$40.00 <u>50.00</u>	\$41.00 <u>42.00</u>	\$33.00 <u>34.00</u>	\$25.00 <u>26.00</u>
3,200-4,499	69.00 <u>70.00</u>	67.00 <u>58.00</u>	45.00 <u>46.00</u>	33.00 <u>34.00</u>
4,500-4,999	87.00 <u>88.00</u>	70.00 <u>71.00</u>	55.00 <u>56.00</u>	39.00 <u>40.00</u>
5,000-5,999	118.00 <u>119.00</u>	96.00 <u>97.00</u>	74.00 <u>75.00</u>	62.00 <u>53.00</u>
6,000-6,999	151.00 <u>152.00</u>	122.00 <u>123.00</u>	93.00 <u>94.00</u>	65.00 <u>66.00</u>
7,000-7,999	184.00 <u>185.00</u>	148.00 <u>149.00</u>	113.00 <u>114.00</u>	78.00 <u>79.00</u>
8,000-8,999	217.00 <u>218.00</u>	175.00 <u>176.00</u>	133.00 <u>134.00</u>	91.00 <u>92.00</u>
9,000 and over	250.00 <u>251.00</u>	201.00 <u>202.00</u>	153.00 <u>154.00</u>	104.00 <u>105.00</u>

Page 2, replace lines 21 through 30 with:

"Gross Weights	1st-2nd, 3rd, 4th, 5th, and through 6th Years	7th and 8th through 9th Years	9th and 10th through 12th Years	11th and Subsequent 13th through 19th Years	20th and Subsequent Years
Not over 4,000	\$47.00 <u>48.00</u>	\$34.00 <u>35.00</u>	\$20.00 <u>30.00</u>	\$26.00 <u>27.00</u>	\$26.00 <u>27.00</u>
4,001- 6,000	62.00 <u>53.00</u>	30.00 <u>40.00</u>	33.00 <u>34.00</u>	27.00 <u>28.00</u>	27.00 <u>27.00</u>
6,001- 8,000	67.00 <u>58.00</u>	44.00 <u>45.00</u>	37.00 <u>38.00</u>	28.00 <u>29.00</u>	28.00 <u>28.00</u>
8,001-10,000	62.00 <u>63.00</u>	40.00 <u>50.00</u>	41.00 <u>42.00</u>	30.00 <u>31.00</u>	30.00 <u>30.00</u>
10,001-12,000	67.00 <u>68.00</u>	64.00 <u>55.00</u>	45.00 <u>46.00</u>	32.00 <u>33.00</u>	32.00 <u>32.00</u>
12,001-14,000	72.00 <u>73.00</u>	60.00 <u>60.00</u>	40.00 <u>50.00</u>	35.00 <u>36.00</u>	35.00 <u>35.00</u>
14,001-16,000	77.00 <u>78.00</u>	64.00 <u>65.00</u>	63.00 <u>54.00</u>	38.00 <u>39.00</u>	38.00 <u>38.00</u>
16,001-18,000	82.00 <u>83.00</u>	60.00 <u>70.00</u>	67.00 <u>58.00</u>	40.00 <u>41.00</u>	40.00 <u>40.00</u>
18,001-20,000	85.00 <u>86.00</u>	72.00 <u>73.00</u>	60.00 <u>60.00</u>	41.00 <u>42.00</u>	41.00 <u>41.00</u>

Page 3, remove lines 1 and 2

Page 3, replace lines 7 through 28 with:

"20,001- 22,000	\$115.00 <u>116.00</u>	\$80.00 <u>90.00</u>	\$76.00 <u>77.00</u>
22,001- 26,000	167.00 <u>168.00</u>	137.00 <u>138.00</u>	121.00 <u>122.00</u>
26,001- 30,000	228.00 <u>229.00</u>	186.00 <u>187.00</u>	164.00 <u>165.00</u>
30,001- 34,000	294.00 <u>295.00</u>	230.00 <u>240.00</u>	211.00 <u>212.00</u>
34,001- 38,000	355.00 <u>356.00</u>	288.00 <u>289.00</u>	264.00 <u>255.00</u>

38,001- 42,000	416.00 417.00	337.00 338.00	296.00 297.00
42,001- 46,000	477.00 478.00	385.00 386.00	320.00 340.00
46,001- 50,000	538.00 539.00	434.00 435.00	382.00 383.00
50,001- 54,000	600.00 609.00	492.00 493.00	423.00 434.00
54,001- 58,000	660.00 670.00	541.00 542.00	476.00 477.00
58,001- 62,000	720.00 731.00	600.00 591.00	510.00 520.00
62,001- 66,000	791.00 792.00	638.00 639.00	562.00 563.00
66,001- 70,000	852.00 853.00	687.00 688.00	604.00 605.00
70,001- 74,000	913.00 914.00	736.00 737.00	647.00 648.00
74,001- 78,000	974.00 975.00	785.00 786.00	690.00 691.00
78,001- 82,000	1,035.00 1,036.00	834.00 835.00	732.00 734.00
82,001- 86,000	1,158.00 1,159.00	930.00 940.00	820.00 821.00
86,001- 90,000	1,280.00 1,281.00	1,042.00 1,044.00	907.00 908.00
90,001- 94,000	1,402.00 1,403.00	1,148.00 1,149.00	994.00 995.00
94,001- 98,000	1,524.00 1,525.00	1,253.00 1,254.00	1,082.00 1,083.00
98,001-102,000	1,646.00 1,647.00	1,357.00 1,358.00	1,160.00 1,170.00
102,001-105,500	1,768.00 1,769.00	1,462.00 1,463.00	1,256.00 1,257.00

Page 11, line 20, overstrike "twenty" and insert immediately thereafter "twenty-one"

Page 12, remove lines 4 through 9

Page 12, line 13, overstrike "twenty" and insert immediately thereafter "twenty-one"

Page 12, replace lines 30 and 31 with:

"SECTION 4. LEGISLATIVE COUNCIL STUDY. The legislative council shall consider studying during the 1999-2000 interim the various sources of revenues for highway funding and comparisons with other states' highway funding systems to develop an optimum blend of reliable funding sources for highway purposes. If the legislative council conducts this study, the council shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the fifty-seventh legislative assembly."

Page 13, remove lines 1 through 4

Page 13, line 5, remove "- **EXPIRATION DATE**", after the second period insert "Section 1 of this Act is effective for registration fees due after July 31, 1999.", and replace "through 5" with "and 3"

Page 13, line 7, remove "Sections 3 and 5 of this Act become ineffective for sale, use, or delivery of motor vehicle"

Page 13, remove lines 8 through 11

Renumber accordingly

(Bill Number) HB 1183 (, as (re)engrossed):

Your Conference Committee

Attendance	SENATORS	Vote
X	Urlacher	Y
X	Christmann	N
X	Kinnoin	Y

Attendance	REPRESENTATIVES	Vote
X	Keiser	Y
X	Dalrymple	Y
X	Huetber	Y

recommends that the (SENATE/HOUSE) (ACCEDE to) (RECEDE from)
723/724 725/726 8724/8726 8723/8725
the (Senate/House) amendments on (SJ/HJ) page(s) 1093 - 1095

and place _____ on the Seventh order.
727

. adopt (further) amendments as follows, and place
1183 on the Seventh order:

having been unable to agree, recommends that the committee be discharged
and a new committee be appointed. 690/315

((Re)Engrossed) 1183 was placed on the Seventh order of business on the
calendar.

DATE: 04 / 16 / 99

CARRIER: Keiser

LC NO. 98252 . 0313 of amendment

LC NO. 98252 . _____ of engrossment

Emergency clause added or deleted _____

Statement of purpose of amendment _____

=====

(1) LC (2) LC (3) DESK (4) COMM.

REPORT OF CONFERENCE COMMITTEE

HB 1183, as reengrossed: Your conference committee (Sens. Urlacher, Christmann, Kinnoin and Reps. Keiser, Dalrymple, Huether) recommends that the **SENATE RECEDE** from the Senate amendments on HJ pages 1093-1095, adopt amendments as follows, and place HB 1183 on the Seventh order:

That the Senate recede from its amendments as printed on pages 1093-1095 of the House Journal and pages 956 and 957 of the Senate Journal and that Reengrossed House Bill No. 1183 be amended as follows:

Page 1, line 1, remove "to create and enact a new section to chapter 57-43.1 and a new section to"

Page 1, remove line 2

Page 1, line 3, remove "taxes and special fuel taxes;"

Page 1, line 5, after the first semicolon insert "to provide for a legislative council study; and" and remove "; and to provide an"

Page 1, line 6, remove "expiration date"

Page 2, replace lines 2 through 9 with:

"Less than 3,200	\$49.00 <u>50.00</u>	\$41.00 <u>42.00</u>	\$33.00 <u>34.00</u>	\$25.00 <u>26.00</u>
3,200-4,499	69.00 <u>70.00</u>	57.00 <u>58.00</u>	45.00 <u>46.00</u>	33.00 <u>34.00</u>
4,500-4,999	87.00 <u>88.00</u>	70.00 <u>71.00</u>	55.00 <u>56.00</u>	39.00 <u>40.00</u>
5,000-5,999	118.00 <u>119.00</u>	96.00 <u>97.00</u>	74.00 <u>75.00</u>	52.00 <u>53.00</u>
6,000-6,999	151.00 <u>152.00</u>	122.00 <u>123.00</u>	93.00 <u>94.00</u>	65.00 <u>66.00</u>
7,000-7,999	184.00 <u>185.00</u>	148.00 <u>149.00</u>	113.00 <u>114.00</u>	78.00 <u>79.00</u>
8,000-8,999	217.00 <u>218.00</u>	175.00 <u>176.00</u>	133.00 <u>134.00</u>	91.00 <u>92.00</u>
9,000 and over	250.00 <u>251.00</u>	201.00 <u>202.00</u>	153.00 <u>154.00</u>	104.00 <u>105.00</u> "

Page 2, replace lines 21 through 30 with:

"Gross Weights	1st, 2nd, 3rd, 4th, 5th, and through 6th Years	7th and 8th through 9th Years	9th and 10th through 12th Years	11th and Subsequent 13th through 19th Years	20th and Subsequent Years
Not over 4,000	\$47.00 <u>48.00</u>	\$34.00 <u>35.00</u>	\$29.00 <u>30.00</u>	\$26.00 <u>27.00</u>	<u>\$26.00</u>
4,001 - 6,000	52.00 <u>53.00</u>	39.00 <u>40.00</u>	33.00 <u>34.00</u>	27.00 <u>28.00</u>	<u>27.00</u>
6,001 - 8,000	57.00 <u>58.00</u>	44.00 <u>45.00</u>	37.00 <u>38.00</u>	29.00 <u>29.00</u>	<u>28.00</u>
8,001-10,000	62.00 <u>63.00</u>	49.00 <u>50.00</u>	41.00 <u>42.00</u>	30.00 <u>31.00</u>	<u>30.00</u>
10,001-12,000	67.00 <u>68.00</u>	54.00 <u>55.00</u>	45.00 <u>46.00</u>	32.00 <u>33.00</u>	<u>32.00</u>
12,001-14,000	72.00 <u>73.00</u>	59.00 <u>60.00</u>	49.00 <u>50.00</u>	35.00 <u>36.00</u>	<u>35.00</u>
14,001-16,000	77.00 <u>78.00</u>	64.00 <u>65.00</u>	53.00 <u>54.00</u>	38.00 <u>39.00</u>	<u>38.00</u>
16,001-18,000	82.00 <u>83.00</u>	69.00 <u>70.00</u>	57.00 <u>58.00</u>	40.00 <u>41.00</u>	<u>40.00</u>
18,001-20,000	86.00 <u>86.00</u>	72.00 <u>73.00</u>	60.00 <u>60.00</u>	41.00 <u>42.00</u>	<u>41.00"</u>

Page 3, remove lines 1 and 2

Page 3, replace lines 7 through 28 with:

"20,001- 22,000	\$115.00 <u>116.00</u>	\$89.00 <u>90.00</u>	\$76.00 <u>77.00</u>
22,001- 26,000	167.00 <u>168.00</u>	137.00 <u>138.00</u>	121.00 <u>122.00</u>
26,001- 30,000	228.00 <u>229.00</u>	186.00 <u>187.00</u>	164.00 <u>165.00</u>
30,001- 34,000	294.00 <u>295.00</u>	239.00 <u>240.00</u>	211.00 <u>212.00</u>
34,001- 38,000	355.00 <u>356.00</u>	288.00 <u>289.00</u>	254.00 <u>255.00</u>

38,001- 42,000	416.00 417.00	337.00 338.00	296.00 297.00
42,001- 46,000	477.00 478.00	386.00 386.00	330.00 340.00
46,001- 50,000	538.00 539.00	434.00 435.00	382.00 383.00
50,001- 54,000	600.00 609.00	492.00 493.00	433.00 434.00
54,001- 58,000	660.00 670.00	541.00 542.00	476.00 477.00
58,001- 62,000	730.00 731.00	590.00 591.00	519.00 520.00
62,001- 66,000	791.00 792.00	639.00 639.00	562.00 563.00
66,001- 70,000	852.00 853.00	687.00 688.00	604.00 605.00
70,001- 74,000	913.00 914.00	736.00 737.00	647.00 648.00
74,001- 78,000	974.00 975.00	785.00 786.00	690.00 691.00
78,001- 82,000	1,035.00 1,036.00	834.00 835.00	733.00 734.00
82,001- 86,000	1,159.00 1,159.00	930.00 940.00	820.00 821.00
86,001- 90,000	1,280.00 1,281.00	1,043.00 1,044.00	907.00 908.00
90,001- 94,000	1,402.00 1,403.00	1,148.00 1,149.00	994.00 995.00
94,001- 98,000	1,524.00 1,525.00	1,253.00 1,254.00	1,082.00 1,083.00
98,001-102,000	1,646.00 1,647.00	1,357.00 1,358.00	1,169.00 1,170.00
102,001-105,500	1,768.00 1,769.00	1,462.00 1,463.00	1,256.00 1,257.00

Page 11, line 20, overstrike "twenty" and insert immediately thereafter "twenty-one"

Page 12, remove lines 4 through 9

Page 12, line 13, overstrike "twenty" and insert immediately thereafter "twenty-one"

Page 12, replace lines 30 and 31 with:

"SECTION 4. LEGISLATIVE COUNCIL STUDY. The legislative council shall consider studying during the 1999-2000 interim the various sources of revenues for highway funding and comparisons with other states' highway funding systems to develop an optimum blend of reliable funding sources for highway purposes. If the legislative council conducts this study, the council shall report its findings and recommendations, together with any legislation necessary to implement the recommendations, to the fifty-seventh legislative assembly."

Page 13, remove lines 1 through 4

Page 13, line 5, remove "- **EXPIRATION DATE**", after the second period insert "Section 1 of this Act is effective for registration fees due after July 31, 1999.", and replace "through 5" with "and 3"

Page 13, line 7, remove "Sections 3 and 5 of this Act become ineffective for sale, use, or delivery of motor vehicle"

Page 13, remove lines 8 through 11

Renumber accordingly

Reengrossed HB 1183 was placed on the Seventh order of business on the calendar.

1999 TESTIMONY
HB 1183

HOUSE BILL 1183

Governor's Proposal - Increase registration fees - generates \$11.5 million
(Assume \$9.8 million transfer from Highway District for Highway Patrol.)

Amendments -

Reg. fee - 5.7	State's portion for biennium
Gas tax - 13.0	
18.7	

This allows for \$11.5 million in original budget. 7.2 Highway Patrol Transfer back to Department of Transportation.

This leaves \$1.6 million Highway Patrol in General Fund

Gas Tax: \$.01 generates 6.5 million per biennium for Highway District Fund.
Registration fees vary in amendments and original bill

Alternatives -

1. Consider other registration fees (motorcycles, trailers, etc.)

Sources of Revenue

1. Fuel Tax
2. Registration Fees
3. Additional registration fees - motorcycles, etc.

Spending level

1. Original Proposal
2. Original plus Highway Patrol transfer

Testimony on HB 1183

A-Full
0-4.8-B

ND Motor Carriers Association, Inc.

January 22, 1999

Before the House Transportation Committee

Chairman Keiser and members of the committee, thank you for the opportunity to express the trucking industry's input regarding HB 1183.

The North Dakota Motor Carriers Association is the state trade association of the trucking industry representing every type of motor carrier in the state. Combined with NDMCA's allied members, we are an association of several hundred members--most of which are small businesses.

The trucking industry plays a central role in our state's economy -- employing one out of every 11 workers and paying more than \$563.9 million in salaries a year.

Trucks move 85.8% or 89,281 tons of essential manufactured freight each business day and projections are that we will transport 9.1% more goods by the year 2000 -- serving every community in North Dakota.

We support the principle of highway user taxes and the highway trust fund, because truck operators believe it is an equitable method of allowing those who benefit from the use of the highway system to pay for it. North Dakota truckers are big customers of that system, contributing over \$105.8 million in 1996 in state and federal taxes and fees -- this equates to a weekly tax bill of \$2.3 million.

Nationally, commercial trucks make up just 10.5% of all registered vehicles in the United States, yet they pay 43% of all taxes collected annually in the Highway Trust Fund.

The following is a breakdown of federal and state taxes paid per year by a typical 80,000 pound North Dakota tractor semitrailer with annual mileage of 100,000 miles:

**FEDERAL AND STATE TAXES PAID PER YEAR
BY A TYPICAL 80,000 POUND TRACTOR
SEMITRAILER WITH ANNUAL MILEAGE OF 100,000 MILES**

NOTE: In computing fuel tax (Federal and State), an average of 6 miles per gallon is used. Example: 100,000 annual miles traveled divided by 6 miles per gallon = 16,667 gallons consumption per year.

Federal User Taxes

Fuel Tax - (24.3 cents per gallon x 16,667 gallons)	\$4,050
Heavy Vehicle Use Tax	550
Excise Tax - (Tractor) (12% based on Retail Price of \$80,000) 1 year of 6 year life	1,600
Excise Tax - (Trailer) (12% based on Retail Price of \$20,000) 1 year of 6 year life	400
Tire Tax - 50 cents a pound for tires over 90 pounds	84
	<hr/> \$6,684

State User Taxes

Registration Fee - (80,000 Gross Weight)	\$1,035
Fuel Tax - (20 cents per gallon x 16,667 gallons)	3,333
Tractor & Trailer Sales Tax (5%)	
Tractor - 1 year of 6 year life	667
Trailer - 1 year of 6 year life	167
Single State Registration System (SSRS)	259
Tolls	811
	<hr/> \$6,272

Total Average Federal & State Taxes **\$12,956**

NOTES:

1. The federal excise and tire taxes have been amortized over the 6 year life of the equipment. The tire tax shown represents the tax on three tires.
2. 5% represents a typical sales tax, but most of the states actually exempt interstate equipment or, like North Dakota, allow for apportionment.
3. The toll figure represents the likely tolls paid if the truck operates major truck routes and bridges throughout the country.

In addition to the Federal and State Taxes listed, there are also costs of government regulatory mandated compliance costs of \$8,907 per year for a typical tractor-semitrailer combination.

A good transportation system is essential for the state to attract new industry and sustain economic growth. North Dakota truckers rely on safe and efficient highways to make their living. Unfortunately, past years of harsh weather and flooding have created problems with our highways and bridges. These factors, combined with an aging system, have resulted in a highway system in need of repair and restoration.

We support investing in the improvement of our state's highway system and stand ready to work with the Legislature in developing equitable methods of funding needs as outlined in HB 1183.

STATE FUEL TAXES*

As of January 1, 1999

Source: State Laws Department, American Trucking Associations, (703) 838-1797

	<i>gas</i> ¢/gal	<i>diesel</i> ¢/gal	<i>Remarks</i>
Alabama	18	19	base(16G/17D) + 2I
Alaska	8	8	
Arizona	18	27	(D: 2 credit available by report)
Arkansas	18.5	18.5	
California	24.26	25.1	G: 18base + 7.25%S(6.26) D: 18base + 7.25%S(6.32) (7.1 credit by report or due as SCH on report)
Colorado	22	20.5	
Connecticut	32	18	
Delaware	23	22	
Dist. of Columbia	20	20	
Florida	15.17	27.17	G: 4base + 6%S(9.1) + 2.07C D: 4base + 6%S(9.1) + 2.07C + 12V
Georgia	10.77	10.81	7.5base + 3%S(2.49) + 1%S(.78G/.82D)
Hawaii	16	16	base shown; 4% gross receipts tax added at pump
Idaho	25	25	
Illinois	24.2	27	G: 19base + 6.25%S(5.2); may vary annually D: 21.5base + 6.25%S(5.5); may vary annually D: 16base + 11SCH (carriers not subject to 5%S)
Indiana	15	27	
Iowa	20	22.5	
Kansas	18	20	
Kentucky	17.2	17.2	G: 15base + 2.2SCH; D: 12base + 5.2SCH
Louisiana	20	20	
Maine	19	20	
Maryland	23.5	24.25	
Massachusetts	21	21	
Michigan	23.01	25.82	G: 19base + 6%S(4.01); D: 9base + 12SCH + 6%S(4.82) (6 credit available by report); D purchasers w/o decals pay 15base + 6%S(4.82)
Minnesota	20	20	
Mississippi	18	18	
Missouri	17	17	
Montana	27	27.75	
Nebraska	22.8	22.8	may vary semiannually
Nevada	23	27	
New Hampshire	18	18	
New Jersey	14.5	17.5	base (10.5G/13.5D) + 4P
New Mexico	17	18	
New York	28.5	28.45	G: 8base + 7%S(6.5) + 14P; may vary quarterly D: 8base + 7%S(7.2) + 13.25P; may vary quarterly
North Carolina	21.45	21.45	21.2base + 0.25i; base may vary semiannually
North Dakota	20	20	
Ohio	22	25	D: 22base + 3SCH
Oklahoma	16	13	plus 1C as needed
Oregon	24	0	D taxed through weight-distance tax
Pennsylvania	25.9	30.8	G: 12base + 15.35%P(13.9); D: 12base + 20.85%P(18.8) may vary annually
Rhode Island	28	28	
South Carolina	16	16	
South Dakota	18	18	
Tennessee	21	18	base(20G/17D) + 1i
Texas	20	20	
Utah	24.5	24.5	
Vermont	20	26	G: 19base + 1C; D: 16base + 1C + 9SCH
Virginia	19.5	19.5	G: 17.5base + 2SCH; D: 16base + 3.5SCH
Washington	23	23	
West Virginia	25.35	25.35	20.5base + 5%S(4.85)
Wisconsin	28.4	28.4	25.4base + 3C; may vary annually
Wyoming	14	14	13base + 1C
Federal	18.4	24.4	base(18.3G/24.3D) + 0.1C

total state tax on fuel purchased in each state - includes tax at pump and surcharges paid by report; does not include any local taxes

base = base fuel tax rate in cents per gallon

C = tank/environmental cleanup fee (FL, OK, VT, WI, WY, federal)

D = diesel tax rate in cents per gallon

G = gasoline tax rate in cents per gallon

i = inspection fee (AL, NC, TN)

P = petroleum tax rate (NJ, NY, PA) in cents per gallon

S = sales tax percentage rate (CA, FL, GA, IL, MI, NY, WV) in cents per gallon

SCH = rate of fuel use tax surcharge imposed by report (IN, KY, MI, OH, VT, VA) in cents per gallon

V = various taxes (FL)

HOUSE TRANSPORTATION COMMITTEE

January 22, 1999

North Dakota Department of Transportation
Marshall W. Moore, Director

HB 1183

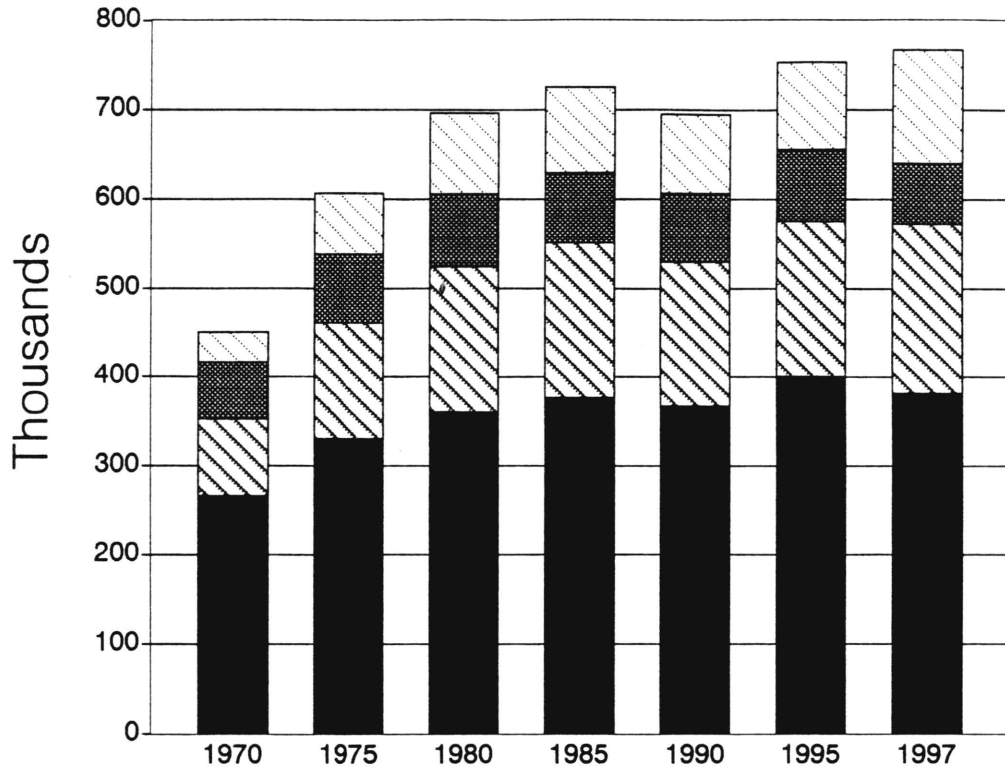
HB 1183 increases vehicle registration fees in order to provide some of the additional revenue NDDOT will need to match the increased federal highway funding now available to North Dakota. The proposed fee increases are \$15 on all passenger cars, \$20 on pickups and light trucks, and 10 percent of the current fee on all other trucks and farm trucks. The average increase for farm trucks will be about \$8, and the average increase for non-farm trucks will be about \$34. The proposal is to increase pickup fees more than passenger fees in order bring the fees for cars and pickups closer together.

The following table details the last several registration fee increases enacted by the legislature. As you can see, the last increase was passed in 1987.

Vehicle registration fee increase history

Year	Session law reference	Comments
1977	Chapters 328 and 336	Passenger vehicle fees were increased \$5 Pickups and small trucks were increased \$4 to \$7 Farm trucks were increased \$10 Large non-farm trucks were increased \$14 to \$20
1981	Chapter 383	Passenger vehicles and pickups were increased \$5 Small trucks were increased \$10 Farm and non-farm trucks were increased \$10 to \$25
1983	Chapter 422	Passenger vehicles were increased \$1 to \$20 Pickups were increased \$1 to \$11 Small trucks were increased \$2 to \$5 Farm truck fees were not changed Large truck fees were REDUCED by \$17 to \$258
1987	Chapters 18 and 453	Most vehicle registrations were increased by \$6. \$1 of the increase went to repay the cost of issuing new license plates. This fee became ineffective after two years. \$1.75 of the remaining \$5 increase went to the Centennial Celebration Fee Fund during 1988 only. Since then, all of the \$5 increase has been going into the Highway Tax Distribution Fund.

Vehicle Registrations - 1970 to 1997



- Cars
- ▨ Pickups
- ▩ Trucks
- ▧ Others (Motorcycles, Buses, Motorhomes, Snowmobiles, and Trailers)

SOURCE: 1971, 1976, 1981, 1986, 1991, 1994, 1996, and 1997 ND Highway Statistics Reports

Motor Vehicle Registration Fees Total Annual Costs - 1998

State	Tax/Fee ¹	Passenger Fee ²	Pickup ³	Truck Tractor ⁴	Farm Truck ⁵
Minnesota	Flat Fee	223.00	223.00	1,760.00	322.00
	Other Fee	-	-	-	-
	Total	\$223.00	\$223.00	\$1,760.00	\$322.00
Montana ⁶	Flat Fee	18.25	25.25	18.25	18.25
	Other Fee	360.00	409.50	1,646.00	673.00
	Total	\$378.25	\$434.75	\$1,664.25	\$691.25
Nebraska ⁷	Flat Fee	20.00	30.00	935.00	100.00
	Other Fee	1,056.00	1,058.00	4,456.50	2,838.00
	Total	\$1,076.00	\$1,088.00	\$5,391.50	\$2,938.00
North Dakota	Flat Fee	70.00	58.00	1,036.00	207.00
	Other Fee	-	-	-	-
	Total	\$70.00	\$58.00	\$1,036.00	\$207.00
South Dakota	Flat Fee	30.00	48.00	1,457.00	126.00
	Other Fee	-	-	-	-
	Total	\$30.00	\$48.00	\$1,457.00	\$126.00
Wyoming	Flat Fee	15.00	20.00	825.00	400.00
	Other Fee	270.00	270.00	1,125.00	675.00
	Total	\$285.00	\$290.00	\$1,950.00	\$1,075.00

¹ Other Fees can include vehicle valuation, property, or other taxes or fees.

² A 1997 car with a purchase price of \$18,000 and weight of 3,400 pounds was used to determine fees and taxes.

³ A 1997 pickup with a purchase price of \$18,000 and an unladen weight of 4,000 pounds, 8,000 pounds gross vehicle weight, was used to determine fees and taxes.

⁴ A 1997 large commercial truck with a purchase price of \$75,000 and a combined gross weight of 80,000 pounds was used to determine fees and taxes.

⁵ A 1997 twin-drive tandem-axle 4.5 ton truck with box and hoist, \$45,000 purchase price and registered gross weight of 46,000 pounds, was used to determine fees and taxes.

⁶ Montana registration fees are computed on vehicles registered in Helena.

⁷ Nebraska registration fees are computed on vehicles registered in Lincoln.

All vehicles are 1997 models being registered in 1998 for the second year.

SOURCE: Motor Vehicle Division, October 21, 1998

223
225
200
20
13

excellent category should also grow. (The information on system condition is based on highway distress scores that are included in the department's pavement management system.)

FUNDING SOURCES

TRANSPORTATION EQUITY ACT

The "Transportation Equity Act for the 21st Century," or "TEA-21" was signed into law June 9, 1998. Our five-state coalition (which also includes South Dakota, Wyoming, Idaho, and Montana) worked diligently with our Congressional delegation to ensure that a bill was passed that addressed rural needs. Governor Schafer also promoted TEA-21 actively through the National Governor's Association.

We believe that TEA-21 is good for North Dakota and other rural states. North Dakota will receive about \$1.83 in federal aid for every dollar the state sends to Washington in fuel taxes.

Table 2
Federal Aid Apportionments (1996-2003)
(Millions of \$)

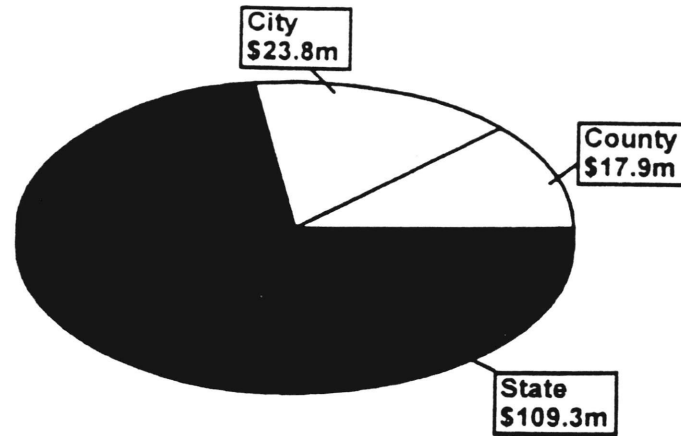
Year	NDDOT	Urban Areas	Counties	*Others	Total
ISTEA					
1996	\$74.3	\$16.1	\$19.9	\$1.8	\$112.1
1997	\$76.7	\$19.7	\$12.4	\$1.1	\$109.9
TEA-21					
1998	\$104.1	\$16.8	\$12.9	\$1.0	\$134.8
1999	\$109.9	\$24.6	\$21.6	\$2.0	\$158.1
2000	\$112.3	\$26.2	\$18.6	\$2.0	\$159.1
2001	\$124.5	\$26.8	\$19.6	\$2.1	\$173.0
2002	\$115.8	\$28.6	\$20.2	\$2.2	\$166.8
2003	\$125.3	\$26.6	\$20.7	\$2.2	\$174.8

**Others includes tourism, recreation trails, metropolitan planning, etc.*
Source: NDDOT Planning & Programming Division, September 1998

Table 2 shows that the total federal aid apportionment that North Dakota will receive increases gradually, from about \$110 million in 1997, under the old legislation, to almost \$175 million in the year 2003 under TEA-21. This table also provides a breakdown of the apportionments that NDDOT, the counties, and the urban areas can anticipate receiving under TEA-21. NDDOT's annual apportionments increases from about \$75 million under the old legislation to just over \$125 million in 2003. The counties and urban areas will also receive additional funding.

Figure 5

Typical Distribution of Obligational Authority
Based on \$151.0 Million

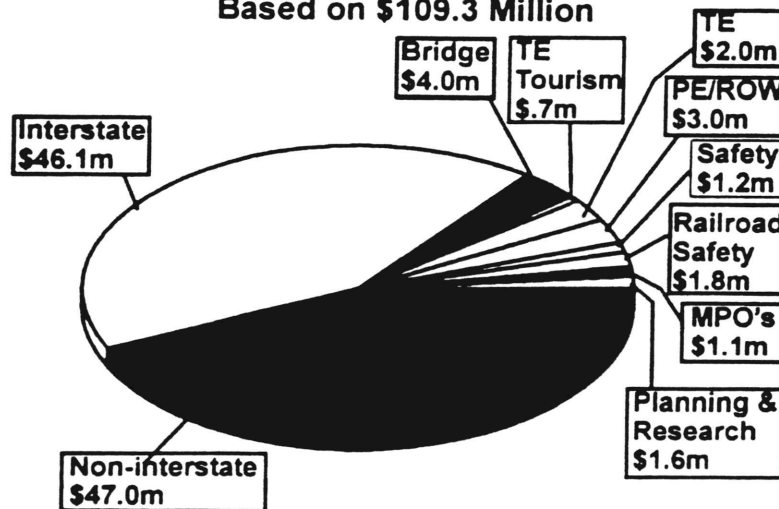


ROADWAY JURISDICTION

Figure 5 shows the federal funding split for NDDOT, the counties, and the urban areas. The illustration is based on a federal funding level of \$151 million. Typically, NDDOT would receive \$109 million, or 72 percent of the total; the urban areas would get almost \$24 million, or 16 percent; and the counties would receive about \$18 million, or 12 percent.

Figure 6

Typical Distribution of Obligational Authority
Based on \$109.3 Million



STATE

Figure 6 shows the categorical funding NDDOT would receive under the synopsis provided above. Of the \$109 million in federal aid NDDOT would receive, just over \$97 million, or about 89 percent of the funding, would go for road and bridge improvements. The remaining \$12 million is split among safety, transportation enhancement, planning and research, preliminary engineering and right-of-way, and metropolitan planning.

Although TEA-21 was passed in 1998, NDDOT won't feel the impact of the increased funding until the 1999 construction season. Because the legislation wasn't signed into law until June 1998, several construction projects that would normally have been let to contract in the spring of 1998 were pushed back to the fall bid lettings. Some of the contracts were let in late summer or early fall of 1998, but the actual construction and expenditure of funds will not occur until the 1999 construction season. We estimate a carryover of almost \$36 million in construction projects, including about \$6 million in state matching funds.

The increase in federal funding will help us accelerate our preservation and enhancement programs, but will by no means enable us to do all the projects the public requests. However, by accelerating existing programs, we'll start to catch up on the projects delayed in the past.

We are prepared to proceed with all the projects that TEA-21 funding will allow. We plan to handle the expanded program with our existing staff, and are not asking for additional FTEs. We will look to the private sector for help as needed. We have a project selection process in place, which we use to identify projects we plan to do in the next three years. This process will allow us to efficiently program the additional projects that will be funded through TEA-21.

STATE MATCHING FUNDS

State and local jurisdictions will have to provide some additional matching funds to access the additional federal dollars. The matching ratio is 90/10 for the Interstate program ; other programs generally require an 80/20 match. As a result of the increased funding provided by TEA-21, the NDDOT will need an additional \$22 million in state matching funds during the next biennium.

NDDOT BUDGET REQUEST

BUDGET REQUEST

Governor Schafer proposes the following for obtaining the necessary additional matching funds.

1. Three cents of the current motor fuel tax is scheduled to sunset December 31, 1999. The recommendation is that the 3 ¢ be reinstated as a permanent tax.
2. Fund 40 percent of the Highway Patrol budget from the General Fund. Currently, most Highway Patrol funding comes from NDDOT's share of the State Highway Distribution Fund. This change would provide about \$10 million for NDDOT during the biennium.
3. Increase motor vehicle registration fees, which will generate almost \$10 million for NDDOT during the biennium. Under the proposal, annual fees for cars will increase \$15, pickups \$20, and farm and commercial trucks will go up 10 percent. The average increase for farm trucks will be about \$7, and for commercial trucks about \$33.
4. Change the point of taxation for motor fuels from the retailer to the rack. The estimate is that this would generate about \$1.4 million NDDOT during the biennium.

The Legislature will review these proposals and determine the methods for generating adequate matching funds.

In 1999, NDDOT will have a cash flow problem because the proposed fee increases will not start generating additional revenue until the fall of 1999. The need for additional revenue will exist throughout the 1999 construction season. Shifting to the General Fund some responsibility for funding the Highway Patrol could provide immediate relief to NDDOT's cash flow.

DETAILS OF NDDOT BUDGET REQUEST

Revenue sources. During the upcoming biennium, NDDOT is asking the Legislature for the budget authority to spend about \$635 million on transportation-related activities. **Figure 7 (see page 16)** outlines the budget request and shows where the revenue to support the budget is anticipated to come from.

- ▶ \$368 million, or almost 58 percent, is projected to come from federal aid.
- ▶ \$187 million will come from state motor fuel taxes and vehicle registration fees.
- ▶ \$42 million will be generated through the highway fund
- ▶ \$29 million will be generated by licensing fees and permits.
- ▶ \$18 million will come as reimbursements from the counties and cities for their share of highway construction costs.

(NDDOT anticipates transferring about \$13 million to the Highway Patrol.)

Expenditures. **Figure 8 (see page 17)** shows how NDDOT plans to spend the \$635 million it is asking for.

- ▶ \$553 million, almost 87 percent, will be spent on the highway program.
- ▶ \$27 million will be spent on Administration
- ▶ \$10.6 million will be spent on the motor vehicle program
- ▶ \$9.4 million will be spent on the driver's license program
- ▶ \$35 million will be spent to support fleet services.

There are several areas where there were significant changes in the 1999-01 budget request.

- ▶ **Administration:** This program increased by about \$4.5 million. The increase is due to a \$5 million request to deal with the asbestos abatement lawsuit NDDOT is involved in. Without that increase, the administration program would have actually decreased by \$481,700.
- ▶ **Motor Vehicle:** The major increase in this program is \$2.8 million to issue new license plates.
- ▶ **Highways:** The increase in this program is the result of the \$77 million increase in federal aid provided by TEA-21. Without the increase in funding provided by TEA-21, this program would have decreased by about \$14 million.
- ▶ **Drivers License:** The increase in this program is about \$400,000, attributable to salary increases, health benefits and temporary salaries.
- ▶ **Fleet Services:** This increase is \$4,046,370. About half the increase is the result of inflation. The rest is due to a one-time adjustment for equipment purchases.

CONCLUSION

NDDOT is committed to carrying out its mission: "To provide a surface transportation system to safely move people and commerce." We're strategically organized, flexible, able to respond quickly to change, and focused on providing the best customer service possible. TEA-21 will help us do that. NDDOT has a project selection process in place which will let us move ahead quickly with many additional projects, but we need Legislative support for the additional state matching funds necessary to take advantage of all TEA-21 funding.

Figure 7

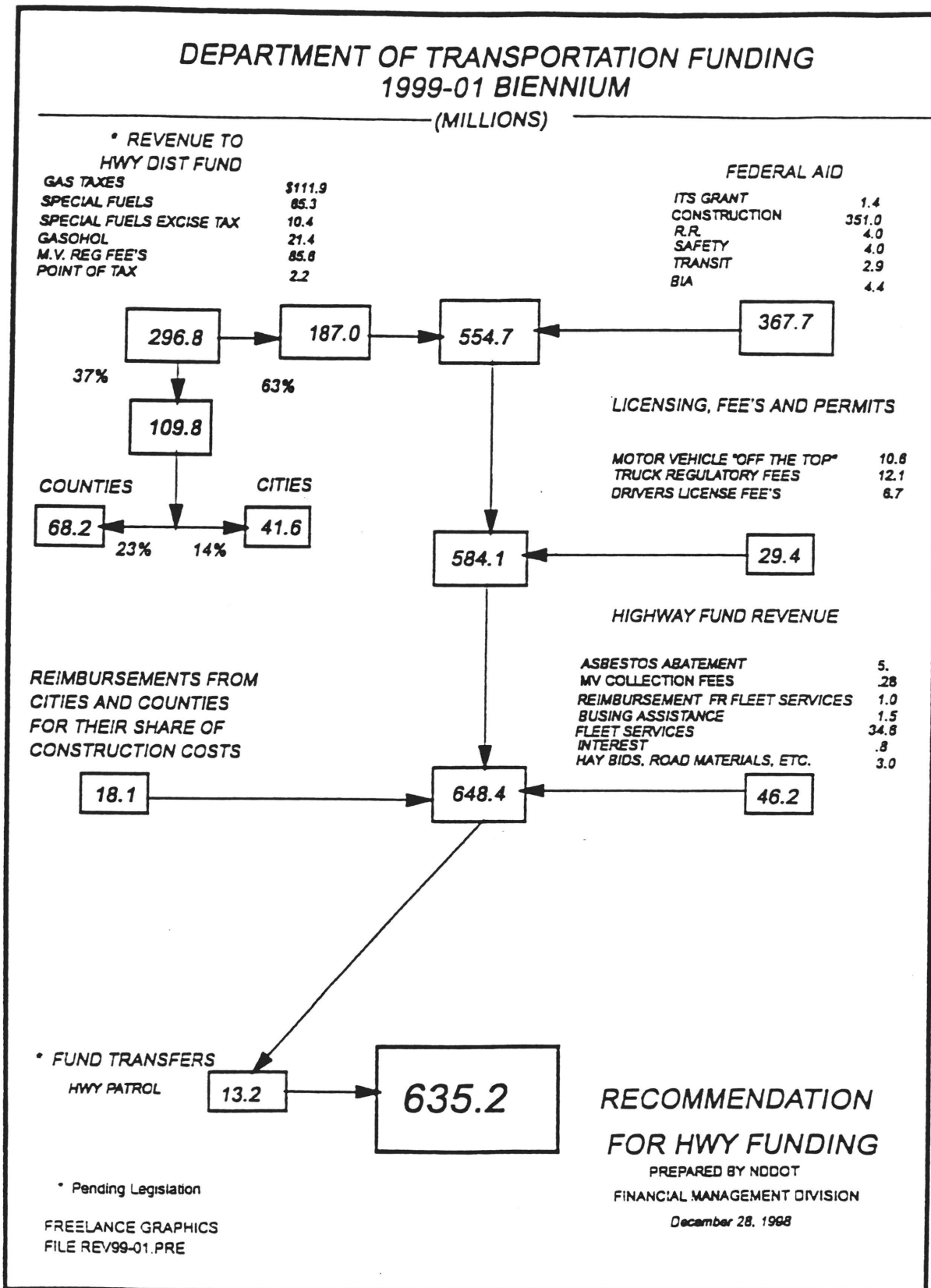
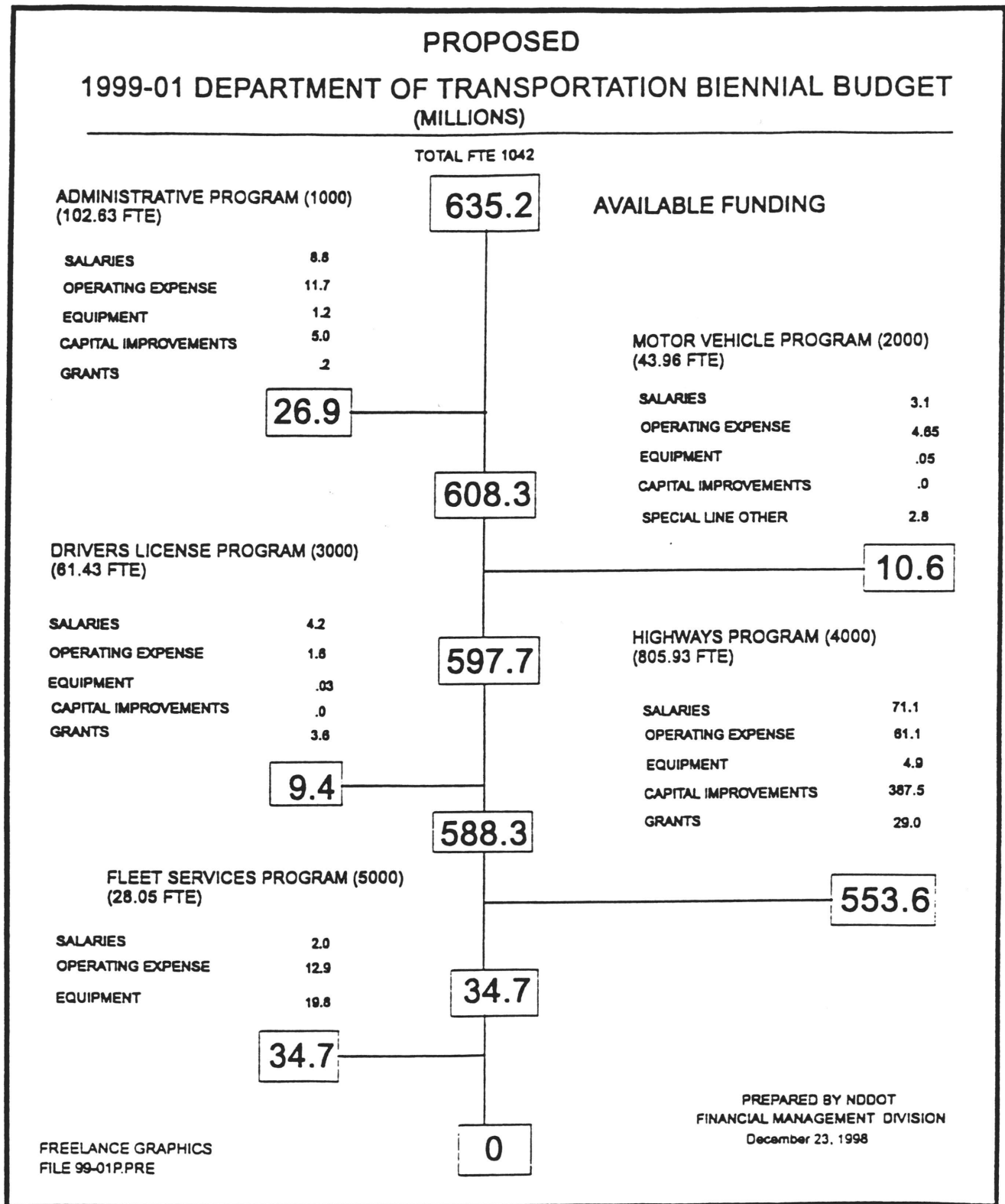


Figure 8



PASSENGER VEHICLES

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1 THRU 6 YEARS

WEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
00-19	\$49.00	3,249	\$159,201.00	\$64.00	\$15.00	30.61%	\$207,936.00
20-24	\$49.00	6,915	\$338,835.00	\$64.00	\$15.00	30.61%	\$442,560.00
24-28	\$49.00	20,991	\$1,028,559.00	\$64.00	\$15.00	30.61%	\$1,343,424.00
28-32	\$49.00	26,894	\$1,317,806.00	\$64.00	\$15.00	30.61%	\$1,721,216.00
32-36	\$69.00	41,652	\$2,873,988.00	\$84.00	\$15.00	21.74%	\$3,498,768.00
36-40	\$69.00	21,365	\$1,474,185.00	\$84.00	\$15.00	21.74%	\$1,794,660.00
40-45	\$69.00	9,447	\$651,843.00	\$84.00	\$15.00	21.74%	\$793,548.00
45-50	\$87.00	2,126	\$184,962.00	\$102.00	\$15.00	17.24%	\$216,852.00
50-60	\$118.00	5,172	\$610,296.00	\$133.00	\$15.00	12.71%	\$687,876.00
60-70	\$151.00	162	\$24,462.00	\$166.00	\$15.00	9.93%	\$26,892.00
70-80	\$184.00	6	\$1,104.00	\$199.00	\$15.00	8.15%	\$1,194.00
80-90	\$217.00	11	\$2,387.00	\$232.00	\$15.00	6.91%	\$2,552.00
90 & UP	\$250.00	1	\$250.00	\$265.00	\$15.00	6.00%	\$265.00
TOTAL		137,991	\$8,667,878.00				\$10,737,743.00

PASSENGER VEHICLES

=====

7 THRU 9 YEARS

WEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
00-19	\$41.00	2,032	\$83,312.00	\$56.00	\$15.00	36.59%	\$113,792.00
20-24	\$41.00	5,643	\$231,363.00	\$56.00	\$15.00	36.59%	\$316,008.00
24-28	\$41.00	18,369	\$753,129.00	\$56.00	\$15.00	36.59%	\$1,028,664.00
28-32	\$41.00	19,641	\$805,281.00	\$56.00	\$15.00	36.59%	\$1,099,896.00
32-36	\$57.00	19,461	\$1,109,277.00	\$72.00	\$15.00	26.32%	\$1,401,192.00
36-40	\$57.00	7,031	\$400,767.00	\$72.00	\$15.00	26.32%	\$506,232.00
40-45	\$57.00	2,218	\$126,426.00	\$72.00	\$15.00	26.32%	\$159,696.00
45-50	\$70.00	775	\$54,250.00	\$85.00	\$15.00	21.43%	\$65,875.00
50-60	\$96.00	892	\$85,632.00	\$111.00	\$15.00	15.63%	\$99,012.00
60-70	\$122.00	13	\$1,586.00	\$137.00	\$15.00	12.30%	\$1,781.00
70-80	\$148.00	0	\$0.00	\$163.00	\$15.00	10.14%	\$0.00
80-90	\$175.00	2	\$350.00	\$190.00	\$15.00	8.57%	\$380.00
90 & UP	\$201.00	2	\$402.00	\$216.00	\$15.00	7.46%	\$432.00
TOTAL		76,079	\$3,651,775.00				\$4,792,960.00

PASSENGER VEHICLES

=====

10 THRU 12 YEARS

WEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
00-19	\$33.00	2,067	\$68,211.00	\$48.00	\$15.00	45.45%	\$99,216.00
20-24	\$33.00	6,488	\$214,104.00	\$48.00	\$15.00	45.45%	\$311,424.00
24-28	\$33.00	18,729	\$618,057.00	\$48.00	\$15.00	45.45%	\$898,992.00
28-32	\$33.00	18,275	\$603,075.00	\$48.00	\$15.00	45.45%	\$877,200.00
32-36	\$45.00	12,169	\$547,605.00	\$60.00	\$15.00	33.33%	\$730,140.00
36-40	\$45.00	4,396	\$197,820.00	\$60.00	\$15.00	33.33%	\$263,760.00
40-45	\$45.00	2,349	\$105,705.00	\$60.00	\$15.00	33.33%	\$140,940.00
45-50	\$55.00	881	\$48,455.00	\$70.00	\$15.00	27.27%	\$61,670.00
50-60	\$74.00	815	\$60,310.00	\$89.00	\$15.00	20.27%	\$72,535.00
60-70	\$93.00	4	\$372.00	\$108.00	\$15.00	16.13%	\$432.00
70-80	\$113.00	0	\$0.00	\$128.00	\$15.00	13.27%	\$0.00
80-90	\$133.00	0	\$0.00	\$148.00	\$15.00	11.28%	\$0.00
90 & UP	\$153.00	0	\$0.00	\$168.00	\$15.00	9.80%	\$0.00
TOTAL		66,173	\$2,463,714.00				\$3,456,309.00

PASSENGER VEHICLES

=====

13TH & SUB YEARS

WEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
00-19	\$25.00	8,973	\$224,325.00	\$40.00	\$15.00	60.00%	\$358,920.00
20-24	\$25.00	9,686	\$242,150.00	\$40.00	\$15.00	60.00%	\$387,440.00
24-28	\$25.00	17,144	\$428,600.00	\$40.00	\$15.00	60.00%	\$685,760.00
28-32	\$25.00	17,132	\$428,300.00	\$40.00	\$15.00	60.00%	\$685,280.00
32-36	\$33.00	20,918	\$690,294.00	\$48.00	\$15.00	45.45%	\$1,004,064.00
36-40	\$33.00	22,650	\$747,450.00	\$48.00	\$15.00	45.45%	\$1,087,200.00
40-45	\$33.00	13,637	\$450,021.00	\$48.00	\$15.00	45.45%	\$654,576.00
45-50	\$39.00	5,258	\$205,062.00	\$54.00	\$15.00	38.46%	\$283,932.00
50-60	\$52.00	1,674	\$87,048.00	\$67.00	\$15.00	28.85%	\$112,158.00
60-70	\$65.00	27	\$1,755.00	\$80.00	\$15.00	23.08%	\$2,160.00
70-80	\$78.00	1	\$78.00	\$93.00	\$15.00	19.23%	\$93.00
80-90	\$91.00	3	\$273.00	\$106.00	\$15.00	16.48%	\$318.00
90 & UP	\$104.00	6	\$624.00	\$119.00	\$15.00	14.42%	\$714.00
TOTAL		117,109	\$3,505,980.00				\$5,262,615.00

TOTAL VEHICLES 397,352

TOTAL REVENUE \$18,289,347.00

ADDITIONAL REVENUE \$5,960,280.00

AVERAGE INCREASE \$15.00

SMALL TRUCKS
 =====
 1 THRU 6 YEARS

WEIGHT	CURRENT FEE	CURRENT VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
4,000	\$47.00	9	\$423.00	\$67.00	\$20.00	42.55%	\$603.00
6,000	\$52.00	3,131	\$162,812.00	\$72.00	\$20.00	38.46%	\$225,432.00
8,000	\$57.00	11,136	\$634,752.00	\$77.00	\$20.00	35.09%	\$857,472.00
10,000	\$62.00	33,072	\$2,050,464.00	\$82.00	\$20.00	32.26%	\$2,711,904.00
TOTAL		47,348	\$2,848,451.00				\$3,795,411.00

SMALL TRUCKS
 =====
 7 THRU 9 YEARS

WEIGHT	CURRENT FEE	CURRENT VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
4,000	\$34.00	1	\$34.00	\$54.00	\$20.00	58.82%	\$54.00
6,000	\$39.00	1,948	\$75,972.00	\$59.00	\$20.00	51.28%	\$114,932.00
8,000	\$44.00	4,773	\$210,012.00	\$64.00	\$20.00	45.45%	\$305,472.00
10,000	\$49.00	7,409	\$363,041.00	\$69.00	\$20.00	40.82%	\$511,221.00
TOTAL		14,131	\$649,059.00				\$931,679.00

SMALL TRUCKS

=====

9 THRU 10 YEARS

WEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
4,000	\$29.00	4	\$116.00	\$49.00	\$20.00	68.97%	\$196.00
6,000	\$33.00	2,344	\$77,352.00	\$53.00	\$20.00	60.61%	\$124,232.00
8,000	\$37.00	5,772	\$213,564.00	\$57.00	\$20.00	54.05%	\$329,004.00
10,000	\$41.00	7,174	\$294,134.00	\$61.00	\$20.00	48.78%	\$437,614.00
TOTAL		15,294	\$585,166.00				\$891,046.00

SMALL TRUCKS

=====

11TH & SUB YEARS

WEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
4,000	\$26.00	73	\$1,898.00	\$46.00	\$20.00	76.92%	\$3,358.00
6,000	\$27.00	10,872	\$293,544.00	\$47.00	\$20.00	74.07%	\$510,984.00
8,000	\$28.00	45,721	\$1,280,188.00	\$48.00	\$20.00	71.43%	\$2,194,608.00
10,000	\$30.00	42,486	\$1,274,580.00	\$50.00	\$20.00	66.67%	\$2,124,300.00
TOTAL		99,152	\$2,850,210.00				\$4,833,250.00

TOTAL VEHICLES 175,925

TOTAL REVENUE \$6,932,886.00

 ADDITIONAL REVENUE \$3,518,500.00

 AVERAGE INCREASE \$20.00

MID-SIZE TRUCKS
 =====
 1 THRU 6 YEARS

WEIGHT	CURRENT FEE	VEHICLE	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
12,000	\$67.00	8,140	\$545,380.00	\$87.00	\$20.00	29.85%	\$708,180.00
14,000	\$72.00	1,385	\$99,720.00	\$92.00	\$20.00	27.78%	\$127,420.00
16,000	\$77.00	268	\$20,636.00	\$97.00	\$20.00	25.97%	\$25,996.00
18,000	\$82.00	115	\$9,430.00	\$102.00	\$20.00	24.39%	\$11,730.00
20,000	\$85.00	292	\$24,820.00	\$105.00	\$20.00	23.53%	\$30,660.00
TOTAL		10,200	\$699,986.00				\$903,986.00

MID-SIZE TRUCKS
 =====
 7 THRU 8 YEARS

WEIGHT	CURRENT FEE	VEHICLE	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
12,000	\$54.00	1,244	\$67,176.00	\$74.00	\$20.00	37.04%	\$92,056.00
14,000	\$59.00	108	\$6,372.00	\$79.00	\$20.00	33.90%	\$8,532.00
16,000	\$64.00	87	\$5,568.00	\$84.00	\$20.00	31.25%	\$7,308.00
18,000	\$69.00	48	\$3,312.00	\$89.00	\$20.00	28.99%	\$4,272.00
20,000	\$72.00	65	\$4,680.00	\$92.00	\$20.00	27.78%	\$5,980.00
TOTAL		1,552	\$87,108.00				\$118,148.00

MID-SIZE TRUCKS
 =====
 9 THRU 10 YEARS

WEIGHT	CURRENT FEE	VEHICLE	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
12,000	\$45.00	990	\$44,550.00	\$65.00	\$20.00	44.44%	\$64,350.00
14,000	\$49.00	127	\$6,223.00	\$69.00	\$20.00	40.82%	\$8,763.00
16,000	\$53.00	84	\$4,452.00	\$73.00	\$20.00	37.74%	\$6,132.00
18,000	\$57.00	56	\$3,192.00	\$77.00	\$20.00	35.09%	\$4,312.00
20,000	\$59.00	80	\$4,720.00	\$79.00	\$20.00	33.90%	\$6,320.00
TOTAL		1,337	\$63,137.00				\$89,877.00

MID-SIZE TRUCKS

=====

11TH & SUB YEARS

WEIGHT	CURRENT FEE	VEHICLE	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
12,000	\$32.00	4,378	\$140,096.00	\$52.00	\$20.00	62.50%	\$227,656.00
14,000	\$35.00	1,456	\$50,960.00	\$55.00	\$20.00	57.14%	\$80,080.00
16,000	\$38.00	1,864	\$70,832.00	\$58.00	\$20.00	52.63%	\$108,112.00
18,000	\$40.00	1,547	\$61,880.00	\$60.00	\$20.00	50.00%	\$92,820.00
20,000	\$41.00	2,644	\$108,404.00	\$61.00	\$20.00	48.78%	\$161,284.00
TOTAL		11,889	\$432,172.00				\$669,952.00

TOTAL VEHICLES 24,978

TOTAL REVENUE \$1,282,403.00

\$1,781,963.00

ADDITIONAL REVENUE

\$499,560.00

AVERAGE INCREASE

\$20.00

COMM TRUCKS

1 THRU 7 YEARS

WEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
22,000	\$115.00	158	\$18,170.00	\$127.00	\$12.00	10.43%	\$20,066.00
24,000	\$167.00	35	\$5,845.00	\$184.00	\$17.00	10.18%	\$6,440.00
26,000	\$167.00	503	\$84,001.00	\$184.00	\$17.00	10.18%	\$92,552.00
28,000	\$228.00	12	\$2,736.00	\$251.00	\$23.00	10.09%	\$3,012.00
30,000	\$228.00	308	\$70,224.00	\$251.00	\$23.00	10.09%	\$77,308.00
32,000	\$294.00	47	\$13,818.00	\$324.00	\$30.00	10.20%	\$15,228.00
34,000	\$294.00	166	\$48,804.00	\$324.00	\$30.00	10.20%	\$53,784.00
36,000	\$355.00	18	\$6,390.00	\$391.00	\$36.00	10.14%	\$7,038.00
38,000	\$355.00	29	\$10,295.00	\$391.00	\$36.00	10.14%	\$11,339.00
40,000	\$416.00	8	\$3,328.00	\$458.00	\$42.00	10.10%	\$3,664.00
42,000	\$416.00	26	\$10,816.00	\$458.00	\$42.00	10.10%	\$11,908.00
44,000	\$477.00	2	\$954.00	\$525.00	\$48.00	10.06%	\$1,050.00
46,000	\$477.00	74	\$35,298.00	\$525.00	\$48.00	10.06%	\$38,850.00
48,000	\$538.00	0	\$0.00	\$592.00	\$54.00	10.04%	\$0.00
50,000	\$538.00	64	\$34,432.00	\$592.00	\$54.00	10.04%	\$37,888.00
52,000	\$608.00	4	\$2,432.00	\$669.00	\$61.00	10.03%	\$2,676.00
54,000	\$608.00	77	\$46,816.00	\$669.00	\$61.00	10.03%	\$51,513.00
56,000	\$669.00	4	\$2,676.00	\$736.00	\$67.00	10.01%	\$2,944.00
58,000	\$669.00	14	\$9,366.00	\$736.00	\$67.00	10.01%	\$10,304.00
60,000	\$730.00	3	\$2,190.00	\$803.00	\$73.00	10.00%	\$2,409.00
62,000	\$730.00	14	\$10,220.00	\$803.00	\$73.00	10.00%	\$11,242.00
64,000	\$791.00	27	\$21,357.00	\$871.00	\$80.00	10.11%	\$23,517.00
66,000	\$791.00	33	\$26,103.00	\$871.00	\$80.00	10.11%	\$28,743.00
68,000	\$852.00	0	\$0.00	\$938.00	\$86.00	10.09%	\$0.00
70,000	\$852.00	3	\$2,556.00	\$938.00	\$86.00	10.09%	\$2,814.00
72,000	\$913.00	0	\$0.00	\$1,005.00	\$92.00	10.08%	\$0.00
74,000	\$913.00	5	\$4,565.00	\$1,005.00	\$92.00	10.08%	\$5,025.00
76,000	\$974.00	2	\$1,948.00	\$1,072.00	\$98.00	10.06%	\$2,144.00
78,000	\$974.00	8	\$7,792.00	\$1,072.00	\$98.00	10.06%	\$8,576.00
80,000	\$1,035.00	28	\$28,980.00	\$1,139.00	\$104.00	10.05%	\$31,892.00
82,000	\$1,035.00	37	\$38,295.00	\$1,139.00	\$104.00	10.05%	\$42,143.00
84,000	\$1,158.00	0	\$0.00	\$1,274.00	\$116.00	10.02%	\$0.00
86,000	\$1,158.00	3	\$3,474.00	\$1,274.00	\$116.00	10.02%	\$3,822.00
88,000	\$1,280.00	3	\$3,840.00	\$1,408.00	\$128.00	10.00%	\$4,224.00
90,000	\$1,280.00	14	\$17,920.00	\$1,408.00	\$128.00	10.00%	\$19,712.00
92,000	\$1,402.00	1	\$1,402.00	\$1,543.00	\$141.00	10.06%	\$1,543.00
94,000	\$1,402.00	10	\$14,020.00	\$1,543.00	\$141.00	10.06%	\$15,430.00
96,000	\$1,524.00	0	\$0.00	\$1,677.00	\$153.00	10.04%	\$0.00
98,000	\$1,524.00	15	\$22,860.00	\$1,677.00	\$153.00	10.04%	\$25,155.00
100,000	\$1,646.00	1	\$1,646.00	\$1,811.00	\$165.00	10.02%	\$1,811.00
102,000	\$1,646.00	1	\$1,646.00	\$1,811.00	\$165.00	10.02%	\$1,811.00
104,000	\$1,768.00	0	\$0.00	\$1,945.00	\$177.00	10.01%	\$0.00
105,500	\$1,768.00	40	\$70,720.00	\$1,945.00	\$177.00	10.01%	\$77,800.00

TOTAL

1,797 \$687,935.00

\$757,377.00

COMM TRUCKS
 =====
 8 THRU 12 YEARS

HEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
22,000	\$89.00	93	\$8,277.00	\$98.00	\$9.00	10.11%	\$9,114.00
24,000	\$137.00	30	\$4,110.00	\$151.00	\$14.00	10.22%	\$4,530.00
26,000	\$137.00	387	\$53,019.00	\$151.00	\$14.00	10.22%	\$58,437.00
28,000	\$186.00	33	\$6,138.00	\$205.00	\$19.00	10.22%	\$6,765.00
30,000	\$186.00	169	\$31,434.00	\$205.00	\$19.00	10.22%	\$34,645.00
32,000	\$239.00	34	\$8,126.00	\$263.00	\$24.00	10.04%	\$8,942.00
34,000	\$239.00	83	\$19,837.00	\$263.00	\$24.00	10.04%	\$21,829.00
36,000	\$288.00	11	\$3,168.00	\$317.00	\$29.00	10.07%	\$3,487.00
38,000	\$288.00	23	\$6,624.00	\$317.00	\$29.00	10.07%	\$7,291.00
40,000	\$337.00	4	\$1,348.00	\$371.00	\$34.00	10.09%	\$1,484.00
42,000	\$337.00	29	\$9,773.00	\$371.00	\$34.00	10.09%	\$10,759.00
44,000	\$385.00	3	\$1,155.00	\$424.00	\$39.00	10.13%	\$1,272.00
46,000	\$385.00	108	\$41,580.00	\$424.00	\$39.00	10.13%	\$45,792.00
48,000	\$434.00	9	\$3,906.00	\$478.00	\$44.00	10.14%	\$4,302.00
50,000	\$434.00	61	\$26,474.00	\$478.00	\$44.00	10.14%	\$29,158.00
52,000	\$492.00	14	\$6,888.00	\$542.00	\$50.00	10.16%	\$7,588.00
54,000	\$492.00	64	\$31,488.00	\$542.00	\$50.00	10.16%	\$34,688.00
56,000	\$541.00	0	\$0.00	\$596.00	\$55.00	10.17%	\$0.00
58,000	\$541.00	23	\$12,443.00	\$596.00	\$55.00	10.17%	\$13,708.00
60,000	\$590.00	4	\$2,360.00	\$649.00	\$59.00	10.00%	\$2,596.00
62,000	\$590.00	26	\$15,340.00	\$649.00	\$59.00	10.00%	\$16,874.00
64,000	\$638.00	6	\$3,828.00	\$702.00	\$64.00	10.03%	\$4,212.00
66,000	\$638.00	25	\$15,950.00	\$702.00	\$64.00	10.03%	\$17,550.00
68,000	\$687.00	0	\$0.00	\$756.00	\$69.00	10.04%	\$0.00
70,000	\$687.00	5	\$3,435.00	\$756.00	\$69.00	10.04%	\$3,780.00
72,000	\$736.00	4	\$2,944.00	\$810.00	\$74.00	10.05%	\$3,240.00
74,000	\$736.00	2	\$1,472.00	\$810.00	\$74.00	10.05%	\$1,620.00
76,000	\$785.00	0	\$0.00	\$864.00	\$79.00	10.06%	\$0.00
78,000	\$785.00	17	\$13,345.00	\$864.00	\$79.00	10.06%	\$14,688.00
80,000	\$834.00	114	\$95,076.00	\$918.00	\$84.00	10.07%	\$104,652.00
82,000	\$834.00	127	\$105,918.00	\$918.00	\$84.00	10.07%	\$116,586.00
84,000	\$939.00	3	\$2,817.00	\$1,033.00	\$94.00	10.01%	\$3,099.00
86,000	\$939.00	36	\$33,804.00	\$1,033.00	\$94.00	10.01%	\$37,188.00
88,000	\$1,043.00	6	\$6,258.00	\$1,148.00	\$105.00	10.07%	\$6,888.00
90,000	\$1,043.00	44	\$45,892.00	\$1,148.00	\$105.00	10.07%	\$50,512.00
92,000	\$1,148.00	7	\$8,036.00	\$1,263.00	\$115.00	10.02%	\$8,841.00
94,000	\$1,148.00	24	\$27,552.00	\$1,263.00	\$115.00	10.02%	\$30,312.00
96,000	\$1,253.00	4	\$5,012.00	\$1,379.00	\$126.00	10.06%	\$5,516.00
98,000	\$1,253.00	19	\$23,807.00	\$1,379.00	\$126.00	10.06%	\$26,201.00
100,000	\$1,357.00	0	\$0.00	\$1,493.00	\$136.00	10.02%	\$0.00
102,000	\$1,357.00	4	\$5,428.00	\$1,493.00	\$136.00	10.02%	\$5,972.00
104,000	\$1,462.00	0	\$0.00	\$1,609.00	\$147.00	10.05%	\$0.00
105,500	\$1,462.00	51	\$74,562.00	\$1,609.00	\$147.00	10.05%	\$82,059.00
TOTAL		1,706	\$768,624.00				\$846,177.00

COMM TRUCKS
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13TH & SUB YEARS

WEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
22,000	\$76.00	562	\$42,712.00	\$84.00	\$8.00	10.53%	\$47,208.00
24,000	\$121.00	592	\$71,632.00	\$134.00	\$13.00	10.74%	\$79,328.00
26,000	\$121.00	1,648	\$199,408.00	\$134.00	\$13.00	10.74%	\$220,832.00
28,000	\$164.00	198	\$32,472.00	\$181.00	\$17.00	10.37%	\$35,838.00
30,000	\$164.00	474	\$77,736.00	\$181.00	\$17.00	10.37%	\$85,794.00
32,000	\$211.00	72	\$15,192.00	\$233.00	\$22.00	10.43%	\$16,776.00
34,000	\$211.00	162	\$34,182.00	\$233.00	\$22.00	10.43%	\$37,746.00
36,000	\$254.00	47	\$11,938.00	\$280.00	\$26.00	10.24%	\$13,160.00
38,000	\$254.00	109	\$27,686.00	\$280.00	\$26.00	10.24%	\$30,520.00
40,000	\$296.00	50	\$14,800.00	\$326.00	\$30.00	10.14%	\$16,300.00
42,000	\$296.00	192	\$56,832.00	\$326.00	\$30.00	10.14%	\$62,592.00
44,000	\$339.00	78	\$26,442.00	\$373.00	\$34.00	10.03%	\$29,094.00
46,000	\$339.00	593	\$201,027.00	\$373.00	\$34.00	10.03%	\$221,189.00
48,000	\$382.00	58	\$22,156.00	\$421.00	\$39.00	10.21%	\$24,418.00
50,000	\$382.00	342	\$130,644.00	\$421.00	\$39.00	10.21%	\$143,982.00
52,000	\$433.00	43	\$18,619.00	\$477.00	\$44.00	10.16%	\$20,511.00
54,000	\$433.00	217	\$93,961.00	\$477.00	\$44.00	10.16%	\$103,509.00
56,000	\$476.00	6	\$2,856.00	\$524.00	\$48.00	10.08%	\$3,144.00
58,000	\$476.00	30	\$14,280.00	\$524.00	\$48.00	10.08%	\$15,720.00
60,000	\$519.00	12	\$6,228.00	\$571.00	\$52.00	10.02%	\$6,852.00
62,000	\$519.00	59	\$30,621.00	\$571.00	\$52.00	10.02%	\$33,689.00
64,000	\$562.00	71	\$39,902.00	\$619.00	\$57.00	10.14%	\$43,949.00
66,000	\$562.00	96	\$53,952.00	\$619.00	\$57.00	10.14%	\$59,424.00
68,000	\$604.00	0	\$0.00	\$665.00	\$61.00	10.10%	\$0.00
70,000	\$604.00	20	\$12,080.00	\$665.00	\$61.00	10.10%	\$13,300.00
72,000	\$647.00	2	\$1,294.00	\$712.00	\$65.00	10.05%	\$1,424.00
74,000	\$647.00	15	\$9,705.00	\$712.00	\$65.00	10.05%	\$10,680.00
76,000	\$690.00	4	\$2,760.00	\$759.00	\$69.00	10.00%	\$3,036.00
78,000	\$690.00	49	\$33,810.00	\$759.00	\$69.00	10.00%	\$37,191.00
80,000	\$733.00	177	\$129,741.00	\$807.00	\$74.00	10.10%	\$142,839.00
82,000	\$733.00	237	\$173,721.00	\$807.00	\$74.00	10.10%	\$191,259.00
84,000	\$820.00	7	\$5,740.00	\$902.00	\$82.00	10.00%	\$6,314.00
86,000	\$820.00	30	\$24,600.00	\$902.00	\$82.00	10.00%	\$27,060.00
88,000	\$907.00	13	\$11,791.00	\$998.00	\$91.00	10.03%	\$12,974.00
90,000	\$907.00	59	\$53,513.00	\$998.00	\$91.00	10.03%	\$58,882.00
92,000	\$994.00	7	\$6,958.00	\$1,094.00	\$100.00	10.06%	\$7,658.00
94,000	\$994.00	23	\$22,862.00	\$1,094.00	\$100.00	10.06%	\$25,162.00
96,000	\$1,082.00	8	\$8,656.00	\$1,191.00	\$109.00	10.07%	\$9,528.00
98,000	\$1,082.00	33	\$35,706.00	\$1,191.00	\$109.00	10.07%	\$39,303.00
100,000	\$1,169.00	1	\$1,169.00	\$1,286.00	\$117.00	10.01%	\$1,286.00
102,000	\$1,169.00	5	\$5,845.00	\$1,286.00	\$117.00	10.01%	\$6,430.00
104,000	\$1,256.00	0	\$0.00	\$1,382.00	\$126.00	10.03%	\$0.00
105,500	\$1,256.00	71	\$89,176.00	\$1,382.00	\$126.00	10.03%	\$98,122.00

TOTAL	6,472	\$1,854,405.00			\$2,044,023.00
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TOTAL VEHICLES	9,975				
TOTAL REVENUE	\$3,310,964.00				\$3,647,577.00

NOTE: DOES NOT INCLUDE PRORATE TRUCKS

ADDITIONAL REVENUE AVERAGE INCREASE					\$336,613.00
					\$33.75

FARM TRUCKS
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 1 THRU 6 YEARS

WEIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
22,000	\$88.00	12	\$1,056.00	\$97.00	\$9.00	10.23%	\$1,164.00
24,000	\$93.00	14	\$1,302.00	\$103.00	\$10.00	10.75%	\$1,442.00
26,000	\$101.00	20	\$2,020.00	\$112.00	\$11.00	10.89%	\$2,240.00
28,000	\$111.00	3	\$333.00	\$123.00	\$12.00	10.81%	\$369.00
30,000	\$121.00	8	\$968.00	\$134.00	\$13.00	10.74%	\$1,072.00
32,000	\$136.00	7	\$952.00	\$150.00	\$14.00	10.29%	\$1,050.00
34,000	\$146.00	4	\$584.00	\$161.00	\$15.00	10.27%	\$644.00
36,000	\$156.00	7	\$1,092.00	\$172.00	\$16.00	10.26%	\$1,204.00
38,000	\$166.00	2	\$332.00	\$183.00	\$17.00	10.24%	\$366.00
40,000	\$176.00	1	\$176.00	\$194.00	\$18.00	10.23%	\$194.00
42,000	\$186.00	2	\$372.00	\$205.00	\$19.00	10.22%	\$410.00
44,000	\$196.00	1	\$196.00	\$216.00	\$20.00	10.20%	\$216.00
46,000	\$206.00	13	\$2,678.00	\$227.00	\$21.00	10.19%	\$2,951.00
48,000	\$216.00	15	\$3,240.00	\$238.00	\$22.00	10.19%	\$3,570.00
50,000	\$226.00	10	\$2,260.00	\$249.00	\$23.00	10.18%	\$2,490.00
52,000	\$246.00	3	\$738.00	\$271.00	\$25.00	10.16%	\$813.00
54,000	\$256.00	3	\$768.00	\$282.00	\$26.00	10.16%	\$846.00
56,000	\$266.00	0	\$0.00	\$293.00	\$27.00	10.15%	\$0.00
58,000	\$276.00	5	\$1,380.00	\$304.00	\$28.00	10.14%	\$1,520.00
60,000	\$286.00	2	\$572.00	\$315.00	\$29.00	10.14%	\$630.00
62,000	\$296.00	7	\$2,072.00	\$326.00	\$30.00	10.14%	\$2,282.00
64,000	\$306.00	54	\$16,524.00	\$337.00	\$31.00	10.13%	\$18,198.00
66,000	\$316.00	3	\$948.00	\$348.00	\$32.00	10.13%	\$1,044.00
68,000	\$326.00	0	\$0.00	\$359.00	\$33.00	10.12%	\$0.00
70,000	\$336.00	0	\$0.00	\$370.00	\$34.00	10.12%	\$0.00
72,000	\$346.00	1	\$346.00	\$381.00	\$35.00	10.12%	\$381.00
74,000	\$356.00	0	\$0.00	\$392.00	\$36.00	10.11%	\$0.00
76,000	\$366.00	1	\$366.00	\$403.00	\$37.00	10.11%	\$403.00
78,000	\$376.00	2	\$752.00	\$414.00	\$38.00	10.11%	\$828.00
80,000	\$386.00	45	\$17,370.00	\$425.00	\$39.00	10.10%	\$19,125.00
82,000	\$396.00	7	\$2,772.00	\$436.00	\$40.00	10.10%	\$3,052.00
84,000	\$406.00	2	\$812.00	\$447.00	\$41.00	10.10%	\$894.00
86,000	\$426.00	2	\$852.00	\$469.00	\$43.00	10.09%	\$938.00
88,000	\$446.00	5	\$2,230.00	\$491.00	\$45.00	10.09%	\$2,455.00
90,000	\$466.00	5	\$2,330.00	\$513.00	\$47.00	10.09%	\$2,565.00
92,000	\$486.00	3	\$1,458.00	\$535.00	\$49.00	10.08%	\$1,605.00
94,000	\$506.00	2	\$1,012.00	\$557.00	\$51.00	10.08%	\$1,114.00
96,000	\$526.00	0	\$0.00	\$579.00	\$53.00	10.08%	\$0.00
98,000	\$546.00	0	\$0.00	\$601.00	\$55.00	10.07%	\$0.00
100,000	\$566.00	0	\$0.00	\$623.00	\$57.00	10.07%	\$0.00
102,000	\$586.00	0	\$0.00	\$645.00	\$59.00	10.07%	\$0.00
104,000	\$606.00	0	\$0.00	\$667.00	\$61.00	10.07%	\$0.00
105,500	\$626.00	0	\$0.00	\$689.00	\$63.00	10.06%	\$0.00

TOTAL

271 \$70,863.00

\$78,075.00

FARM TRUCKS

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7 THRU 8 YEARS

RIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
22,000	\$74.00	7	\$518.00	\$82.00	\$8.00	10.81%	\$574.00
24,000	\$78.00	9	\$702.00	\$86.00	\$8.00	10.26%	\$774.00
26,000	\$84.00	15	\$1,260.00	\$93.00	\$9.00	10.71%	\$1,395.00
28,000	\$92.00	4	\$368.00	\$102.00	\$10.00	10.87%	\$408.00
30,000	\$100.00	4	\$400.00	\$110.00	\$10.00	10.00%	\$440.00
32,000	\$113.00	8	\$904.00	\$125.00	\$12.00	10.62%	\$1,000.00
34,000	\$121.00	2	\$242.00	\$134.00	\$13.00	10.74%	\$268.00
36,000	\$129.00	1	\$129.00	\$142.00	\$13.00	10.08%	\$142.00
38,000	\$137.00	2	\$274.00	\$151.00	\$14.00	10.22%	\$302.00
40,000	\$145.00	3	\$435.00	\$160.00	\$15.00	10.34%	\$480.00
42,000	\$153.00	0	\$0.00	\$169.00	\$16.00	10.46%	\$0.00
44,000	\$161.00	2	\$322.00	\$178.00	\$17.00	10.56%	\$356.00
46,000	\$169.00	17	\$2,873.00	\$186.00	\$17.00	10.06%	\$3,162.00
48,000	\$177.00	13	\$2,301.00	\$195.00	\$18.00	10.17%	\$2,535.00
50,000	\$185.00	5	\$925.00	\$204.00	\$19.00	10.27%	\$1,020.00
52,000	\$203.00	2	\$406.00	\$224.00	\$21.00	10.34%	\$448.00
54,000	\$211.00	6	\$1,266.00	\$233.00	\$22.00	10.43%	\$1,398.00
56,000	\$219.00	8	\$1,752.00	\$241.00	\$22.00	10.05%	\$1,928.00
58,000	\$227.00	3	\$681.00	\$250.00	\$23.00	10.13%	\$750.00
60,000	\$235.00	10	\$2,350.00	\$259.00	\$24.00	10.21%	\$2,590.00
62,000	\$243.00	4	\$972.00	\$268.00	\$25.00	10.29%	\$1,072.00
64,000	\$251.00	41	\$10,291.00	\$277.00	\$26.00	10.36%	\$11,357.00
66,000	\$259.00	4	\$1,036.00	\$285.00	\$26.00	10.04%	\$1,140.00
68,000	\$267.00	0	\$0.00	\$294.00	\$27.00	10.11%	\$0.00
70,000	\$275.00	1	\$275.00	\$303.00	\$28.00	10.18%	\$303.00
72,000	\$283.00	0	\$0.00	\$312.00	\$29.00	10.25%	\$0.00
74,000	\$291.00	7	\$2,037.00	\$321.00	\$30.00	10.31%	\$2,247.00
76,000	\$299.00	2	\$598.00	\$329.00	\$30.00	10.03%	\$658.00
78,000	\$307.00	3	\$921.00	\$338.00	\$31.00	10.10%	\$1,014.00
80,000	\$315.00	105	\$33,075.00	\$347.00	\$32.00	10.16%	\$36,435.00
82,000	\$323.00	12	\$3,876.00	\$356.00	\$33.00	10.22%	\$4,272.00
84,000	\$345.00	2	\$690.00	\$380.00	\$35.00	10.14%	\$760.00
86,000	\$362.00	6	\$2,172.00	\$399.00	\$37.00	10.22%	\$2,394.00
88,000	\$379.00	6	\$2,274.00	\$417.00	\$38.00	10.03%	\$2,502.00
90,000	\$396.00	6	\$2,376.00	\$436.00	\$40.00	10.10%	\$2,616.00
92,000	\$413.00	1	\$413.00	\$455.00	\$42.00	10.17%	\$455.00
94,000	\$430.00	0	\$0.00	\$473.00	\$43.00	10.00%	\$0.00
96,000	\$447.00	1	\$447.00	\$492.00	\$45.00	10.07%	\$492.00
98,000	\$464.00	0	\$0.00	\$511.00	\$47.00	10.13%	\$0.00
100,000	\$481.00	0	\$0.00	\$530.00	\$49.00	10.19%	\$0.00
102,000	\$498.00	0	\$0.00	\$548.00	\$50.00	10.04%	\$0.00
104,000	\$515.00	1	\$515.00	\$567.00	\$52.00	10.10%	\$567.00
105,500	\$532.00	6	\$3,192.00	\$586.00	\$54.00	10.15%	\$3,516.00

TOTAL

329 \$83,268.00

\$91,770.00

FARM TRUCKS

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9 THRU 10 YEARS

EIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
22,000	\$60.00	3	\$180.00	\$66.00	\$6.00	10.00%	\$198.00
24,000	\$63.00	3	\$189.00	\$70.00	\$7.00	11.11%	\$210.00
26,000	\$67.00	12	\$804.00	\$74.00	\$7.00	10.45%	\$888.00
28,000	\$73.00	9	\$657.00	\$81.00	\$8.00	10.96%	\$729.00
30,000	\$79.00	12	\$948.00	\$87.00	\$8.00	10.13%	\$1,044.00
32,000	\$90.00	10	\$900.00	\$99.00	\$9.00	10.00%	\$990.00
34,000	\$96.00	2	\$192.00	\$106.00	\$10.00	10.42%	\$212.00
36,000	\$102.00	4	\$408.00	\$113.00	\$11.00	10.78%	\$452.00
38,000	\$108.00	0	\$0.00	\$119.00	\$11.00	10.19%	\$0.00
40,000	\$114.00	2	\$228.00	\$126.00	\$12.00	10.53%	\$252.00
42,000	\$120.00	0	\$0.00	\$132.00	\$12.00	10.00%	\$0.00
44,000	\$126.00	2	\$252.00	\$139.00	\$13.00	10.32%	\$278.00
46,000	\$132.00	34	\$4,488.00	\$146.00	\$14.00	10.61%	\$4,964.00
48,000	\$138.00	32	\$4,416.00	\$152.00	\$14.00	10.14%	\$4,864.00
50,000	\$144.00	15	\$2,160.00	\$159.00	\$15.00	10.42%	\$2,385.00
52,000	\$160.00	4	\$640.00	\$176.00	\$16.00	10.00%	\$704.00
54,000	\$166.00	14	\$2,324.00	\$183.00	\$17.00	10.24%	\$2,562.00
56,000	\$172.00	6	\$1,032.00	\$190.00	\$18.00	10.47%	\$1,140.00
58,000	\$178.00	23	\$4,094.00	\$196.00	\$18.00	10.11%	\$4,508.00
60,000	\$184.00	11	\$2,024.00	\$203.00	\$19.00	10.33%	\$2,233.00
62,000	\$190.00	3	\$570.00	\$209.00	\$19.00	10.00%	\$627.00
64,000	\$196.00	107	\$20,972.00	\$216.00	\$20.00	10.20%	\$23,112.00
66,000	\$202.00	7	\$1,414.00	\$223.00	\$21.00	10.40%	\$1,561.00
68,000	\$208.00	4	\$832.00	\$229.00	\$21.00	10.10%	\$916.00
70,000	\$214.00	3	\$642.00	\$236.00	\$22.00	10.28%	\$708.00
72,000	\$220.00	2	\$440.00	\$242.00	\$22.00	10.00%	\$484.00
74,000	\$226.00	7	\$1,582.00	\$249.00	\$23.00	10.18%	\$1,743.00
76,000	\$232.00	3	\$696.00	\$256.00	\$24.00	10.34%	\$768.00
78,000	\$238.00	1	\$238.00	\$262.00	\$24.00	10.08%	\$262.00
80,000	\$244.00	215	\$52,460.00	\$269.00	\$25.00	10.25%	\$57,835.00
82,000	\$250.00	38	\$9,500.00	\$275.00	\$25.00	10.00%	\$10,450.00
84,000	\$293.00	2	\$586.00	\$323.00	\$30.00	10.24%	\$646.00
86,000	\$307.00	6	\$1,842.00	\$338.00	\$31.00	10.10%	\$2,028.00
88,000	\$321.00	7	\$2,247.00	\$354.00	\$33.00	10.28%	\$2,478.00
90,000	\$335.00	6	\$2,010.00	\$369.00	\$34.00	10.15%	\$2,214.00
92,000	\$349.00	4	\$1,396.00	\$384.00	\$35.00	10.03%	\$1,536.00
94,000	\$363.00	7	\$2,541.00	\$400.00	\$37.00	10.19%	\$2,800.00
96,000	\$377.00	1	\$377.00	\$415.00	\$38.00	10.08%	\$415.00
98,000	\$391.00	0	\$0.00	\$431.00	\$40.00	10.23%	\$0.00
100,000	\$405.00	0	\$0.00	\$446.00	\$41.00	10.12%	\$0.00
102,000	\$419.00	2	\$838.00	\$461.00	\$42.00	10.02%	\$922.00
104,000	\$433.00	2	\$866.00	\$477.00	\$44.00	10.16%	\$954.00
105,500	\$447.00	5	\$2,235.00	\$492.00	\$45.00	10.07%	\$2,460.00

TOTAL

630 \$130,220.00

\$143,532.00

FARM

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11TH & SUB

RIGHT	CURRENT FEE	VEHICLES	CURRENT REVENUE	PROPOSED FEE	INCREASE AMOUNT	INCREASE PERCENTAGE	PROJECTED REVENUE
22,000	\$42.00	1,799	\$75,558.00	\$47.00	\$5.00	11.90%	\$84,553.00
24,000	\$44.00	10,375	\$456,500.00	\$49.00	\$5.00	11.36%	\$508,375.00
26,000	\$46.00	5,189	\$238,694.00	\$51.00	\$5.00	10.87%	\$264,639.00
28,000	\$50.00	3,987	\$199,350.00	\$55.00	\$5.00	10.00%	\$219,285.00
30,000	\$54.00	3,013	\$162,702.00	\$60.00	\$6.00	11.11%	\$180,780.00
32,000	\$63.00	661	\$41,643.00	\$70.00	\$7.00	11.11%	\$46,270.00
34,000	\$67.00	204	\$13,668.00	\$74.00	\$7.00	10.45%	\$15,096.00
36,000	\$71.00	234	\$16,614.00	\$79.00	\$8.00	11.27%	\$18,486.00
38,000	\$75.00	165	\$12,375.00	\$83.00	\$8.00	10.67%	\$13,695.00
40,000	\$79.00	439	\$34,681.00	\$87.00	\$8.00	10.13%	\$38,193.00
42,000	\$83.00	761	\$63,163.00	\$92.00	\$9.00	10.84%	\$70,012.00
44,000	\$87.00	2,388	\$207,756.00	\$96.00	\$9.00	10.34%	\$229,248.00
46,000	\$91.00	4,054	\$368,914.00	\$101.00	\$10.00	10.99%	\$409,454.00
48,000	\$95.00	1,162	\$110,390.00	\$105.00	\$10.00	10.53%	\$122,010.00
50,000	\$99.00	611	\$60,489.00	\$109.00	\$10.00	10.10%	\$66,599.00
52,000	\$113.00	179	\$20,227.00	\$125.00	\$12.00	10.62%	\$22,375.00
54,000	\$117.00	312	\$36,504.00	\$129.00	\$12.00	10.26%	\$40,248.00
56,000	\$121.00	79	\$9,559.00	\$134.00	\$13.00	10.74%	\$10,586.00
58,000	\$125.00	158	\$19,750.00	\$138.00	\$13.00	10.40%	\$21,804.00
60,000	\$129.00	136	\$17,544.00	\$142.00	\$13.00	10.08%	\$19,312.00
62,000	\$133.00	74	\$9,842.00	\$147.00	\$14.00	10.53%	\$10,878.00
64,000	\$137.00	627	\$85,899.00	\$151.00	\$14.00	10.22%	\$94,677.00
66,000	\$141.00	57	\$8,037.00	\$156.00	\$15.00	10.64%	\$8,892.00
68,000	\$145.00	12	\$1,740.00	\$160.00	\$15.00	10.34%	\$1,920.00
70,000	\$149.00	28	\$4,172.00	\$164.00	\$15.00	10.07%	\$4,592.00
72,000	\$153.00	15	\$2,295.00	\$169.00	\$16.00	10.46%	\$2,535.00
74,000	\$157.00	29	\$4,553.00	\$173.00	\$16.00	10.19%	\$5,017.00
76,000	\$161.00	34	\$5,474.00	\$178.00	\$17.00	10.56%	\$6,052.00
78,000	\$165.00	82	\$13,530.00	\$182.00	\$17.00	10.30%	\$14,924.00
80,000	\$169.00	1,485	\$250,965.00	\$186.00	\$17.00	10.06%	\$276,210.00
82,000	\$173.00	368	\$63,664.00	\$191.00	\$18.00	10.40%	\$70,288.00
84,000	\$249.00	13	\$3,237.00	\$274.00	\$25.00	10.04%	\$3,562.00
86,000	\$261.00	53	\$13,833.00	\$288.00	\$27.00	10.34%	\$15,264.00
88,000	\$273.00	27	\$7,371.00	\$301.00	\$28.00	10.26%	\$8,127.00
90,000	\$285.00	31	\$8,835.00	\$314.00	\$29.00	10.18%	\$9,734.00
92,000	\$297.00	5	\$1,485.00	\$327.00	\$30.00	10.10%	\$1,635.00
94,000	\$309.00	12	\$3,708.00	\$340.00	\$31.00	10.03%	\$4,080.00
96,000	\$321.00	9	\$2,889.00	\$354.00	\$33.00	10.28%	\$3,186.00
98,000	\$333.00	6	\$1,998.00	\$367.00	\$34.00	10.21%	\$2,202.00
100,000	\$345.00	4	\$1,380.00	\$380.00	\$35.00	10.14%	\$1,520.00
102,000	\$357.00	1	\$357.00	\$393.00	\$36.00	10.08%	\$393.00
104,000	\$369.00	3	\$1,107.00	\$406.00	\$37.00	10.03%	\$1,218.00
105,500	\$381.00	26	\$9,906.00	\$420.00	\$39.00	10.24%	\$10,920.00

TOTAL		38,907	\$2,672,358.00				\$2,958,846.00
TOTAL		VEHICLES	40,137				\$3,272,223.00
TOTAL		REVENUE	\$2,956,709.00				

ADDITIONAL REVENUE AVERAGE INCREASE \$7.86

MEMORANDUM



TO: Herb Urlacher, Chairman
Senate Finance & Tax Committee

FROM: Joan Y. Galster, Motor Fuel Supervisor
Office of State Tax Commissioner
328-3139

RE: HB1183

DATE: March 18, 1999

The 2nd Engrossment of HB1183 needs an amendment to include an additional one cent per gallon tax for the newly created alternative fuels tax chapter in HB1462. A new section should be added as follows:

A new section to chapter 57-43.4 of the North Dakota Century Code as created by HB1462 is created and enacted as follows:

Separate and additional tax on alternative fuel. In addition to the tax imposed under section 57-43.4-02, a tax of one cent per gallon [3.79 liters] is imposed on the sale or delivery of alternative fuel to any consumer. All of the provisions of this chapter relating to the tax imposed under section 57-43.4-02 apply to the tax imposed under this section.

I discussed this issue with John Walstad, Legislative Council. He suggested that I bring the matter to your attention and that you may make a request for such an amendment either through me or through John.

CARS (32-36 weight)

2

1- 6	\$18	\$69 to \$87
7- 9	\$13	\$57 to \$70
10-12	\$11	\$45 to \$56
13-	\$ 8	\$33 to \$41

PICKUPS * (10,000 weight)

1- 6	\$21	\$62 to \$83
7- 9	\$16	\$49 to \$65
10-12	\$14	\$41 to \$55
13-19	\$11	\$30 to \$41
20-	NO INCREASE	

MID-SIZE TRUCKS * (12,000 weight)

1- 6	\$18	\$67 to \$85
7- 9	\$13	\$54 to \$67
10-12	\$11	\$45 to \$56
13-19	\$ 8	\$32 to \$40
20-	NO INCREASE	

FARM TRUCKS

NO INCREASE

COMMERCIAL TRUCKS

VARIABLE

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PROPOSED REVENUE SCENARIOS
 9.9 MILLION GENERAL FUNDING FOR H/P
 1999 - 2001 BIENNIUM
 (millions)

Do + handout

	HW Dist Fund Rev	General Fund Rev	HP Funding (Gen Fund)	HP Funding (HW Fund)	MV Excise Fr Gen Fund
Proposed Scenario #1					
One cent fuel tax		10			
\$5.7 million motor vehicle registration fee increase		<u>5.7</u>			
Total Revenue Generated		<u><u>15.7</u></u>	9.9	13.2	
Proposed Scenario #2					
This scenario is not relevant in these circumstances					
Proposed Scenario #3					
No fuel tax increase			9.9	13.2	
\$15.7 million motor vehicle registration fee increase		<u>15.7</u>			
Total Revenue Generated		<u><u>15.7</u></u>			
Proposed Scenario #4					
\$11 million motor vehicle excise tax for HP funding		<u>0</u>	9.9	2.2	11
Total Revenue Generated		<u><u>0</u></u>			

SCENARIOS 1-3 (9.9 MIL H/P. GEN FUND)

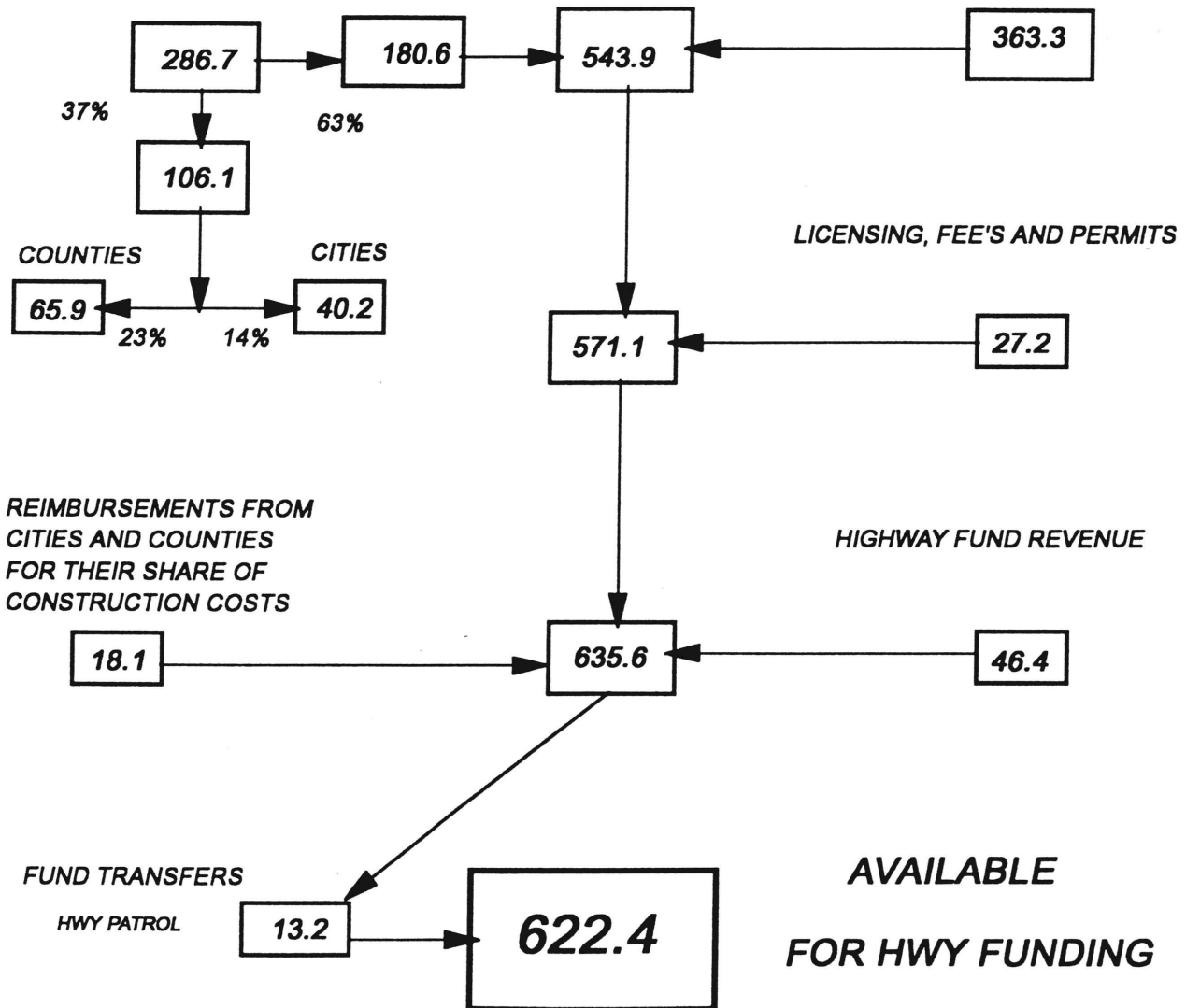
DEPARTMENT OF TRANSPORTATION FUNDING 1999-01 BIENNIUM

(MILLIONS)

REVENUE TO HWY DIST FUND

FUEL TAXES & MV REGISTRATIONS	\$288.0
ETHANOL	-2.2
RESERVATION FUEL	-0.4
HB 1482 RATE CHANGE	1.3

FEDERAL AID



REIMBURSEMENTS FROM
CITIES AND COUNTIES
FOR THEIR SHARE OF
CONSTRUCTION COSTS

HIGHWAY FUND REVENUE

FUND TRANSFERS

HWY PATROL

**AVAILABLE
FOR HWY FUNDING**

ASSUMES 9.9 MILLION OF THE FUNDING FOR THE HIGHWAY PATROL COMES FROM THE GENERAL FUND. THIS STILL LEAVES THE HIGHWAY FUND SHORT BY 3.8 MILLION WHICH IS EQUIVALENT TO 5.7 MILLION FOR THE HIGHWAY DISTRIBUTION FUND.

PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION

March 28, 1999

SCENARIO 4

(11 MIL MOTOR VEHICLE EXCISE TAX & 9.9 MIL GEN FUND FOR H/P)

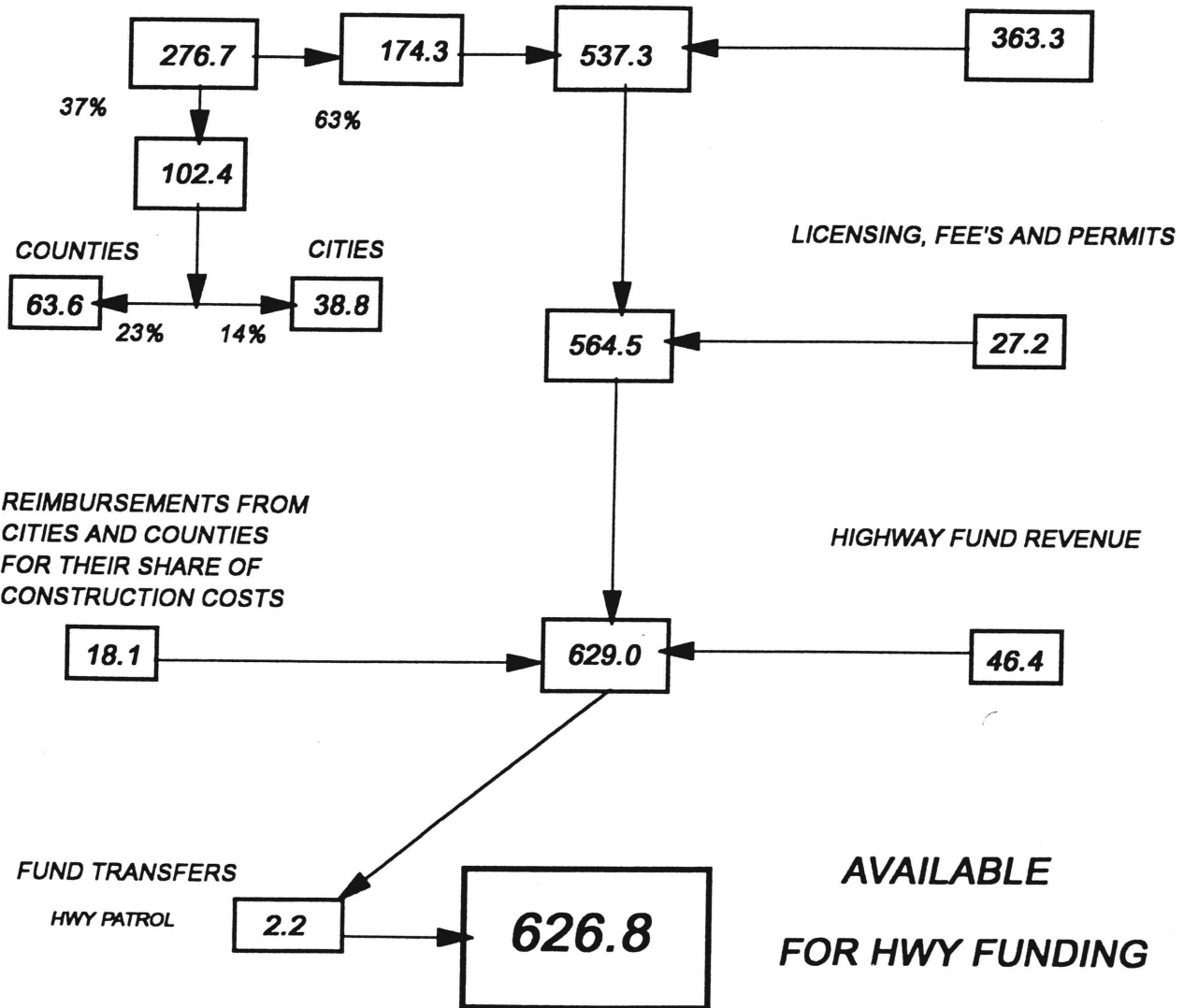
DEPARTMENT OF TRANSPORTATION FUNDING 1999-01 BIENNIUM

(MILLIONS)

REVENUE TO HWY DIST FUND

FUEL TAXES & MV REGISTRATIONS	\$278.0
ETHANOL	-2.2
RESERVATION FUEL	-0.4
HB 1482 RATE CHANGE	1.3

FEDERAL AID



REIMBURSEMENTS FROM
CITIES AND COUNTIES
FOR THEIR SHARE OF
CONSTRUCTION COSTS

HIGHWAY FUND REVENUE

FUND TRANSFERS
HWY PATROL

AVAILABLE
FOR HWY FUNDING

ASSUMES THE HIGHWAY PATROL IS FUNDED 9.9 MILLION FROM
THE GENERAL FUND AND 11 MILLION FROM MOTOR VEHICLE
EXCISE TAXES.

PREPARED BY NDDOT
FINANCIAL MANAGEMENT DIVISION

March 28, 1999

FREELANCE GRAPHICS
FILE REV99-YY.PRE

Testimony on HB 1183

ND Motor Carriers Association, Inc.

March 9, 1999

Before the Senate Finance and Taxation Committee

Chairman Urlacher and members of the committee, thank you for the opportunity to express the trucking industry's input regarding HB 1183.

The North Dakota Motor Carriers Association is the state trade association of the trucking industry representing every type of motor carrier in the state. Combined with NDMCA's allied members, we are an association of several hundred members--most of which are small businesses.

The trucking industry plays a central role in our state's economy -- employing one out of every 11 workers and paying more than \$563.9 million in salaries a year.

Trucks move 85.8% or 89,281 tons of essential manufactured freight each business day and projections are that we will transport 9.1% more goods by the year 2000 -- serving every community in North Dakota.

We support the principle of highway user taxes and the highway trust fund, because truck operators believe it is an equitable method of allowing those who benefit from the use of the highway system to pay for it. North Dakota truckers are big customers of that system, contributing over \$105.8 million in 1996 in state and federal taxes and fees -- this equates to a weekly tax bill of \$2.3 million.

Nationally, commercial trucks make up just 10.5% of all registered vehicles in the United States, yet they pay 43% of all taxes collected annually in the Highway Trust Fund.

The following is a breakdown of federal and state taxes paid per year by a typical 80,000 pound North Dakota tractor semitrailer with annual mileage of 100,000 miles:

**FEDERAL AND STATE TAXES PAID PER YEAR
BY A TYPICAL 80,000 POUND TRACTOR
SEMITRAILER WITH ANNUAL MILEAGE OF 100,000 MILES**

NOTE: In computing fuel tax (Federal and State), an average of 6 miles per gallon is used.
Example: 100,000 annual miles traveled divided by 6 miles per gallon = 16,667 gallons consumption per year.

Federal User Taxes

Fuel Tax - (24.3 cents per gallon x 16,667 gallons)	\$4,050
Heavy Vehicle Use Tax	550
Excise Tax - (Tractor) (12% based on Retail Price of \$80,000) 1 year of 6 year life	1,600
Excise Tax - (Trailer) (12% based on Retail Price of \$20,000) 1 year of 6 year life	400
Tire Tax - 50 cents a pound for tires over 90 pounds	84
	<u>\$6,684</u>

State User Taxes

Registration Fee - (80,000 Gross Weight)	\$1,035
Fuel Tax - (20 cents per gallon x 16,667 gallons)	3,333
Tractor & Trailer Sales Tax (5%)	
Tractor - 1 year of 6 year life	667
Trailer - 1 year of 6 year life	167
Single State Registration System (SSRS)	259
Tolls	811
	<u>\$6,272</u>

Total Average Federal & State Taxes **\$12,956**

NOTES:

1. The federal excise and tire taxes have been amortized over the 6 year life of the equipment. The tire tax shown represents the tax on three tires.
2. 5% represents a typical sales tax, but most of the states actually exempt interstate equipment or, like North Dakota, allow for apportionment.
3. The toll figure represents the likely tolls paid if the truck operates major truck routes and bridges throughout the country.

In addition to the Federal and State Taxes listed, there are also costs of government regulatory mandated compliance costs of \$8,907 per year for a typical tractor-semitrailer combination.

A good transportation system is essential for the state to attract new industry and sustain economic growth. North Dakota truckers rely on safe and efficient highways to make their living. Unfortunately, past years of harsh weather and flooding have created problems with our highways and bridges. These factors, combined with an aging system, have resulted in a highway system in need of repair and restoration.

We support investing in the improvement of our state's highway system and stand ready to work with the Legislature in developing equitable methods of funding needs as outlined in amended HB 1183.

SENATE FINANCE AND TAXATION COMMITTEE

March 9, 1999

North Dakota Department of Transportation
Tom Freier, Deputy Director

1

HB 1183

HB 1183 as introduced increased vehicle registration fees in order to provide additional revenue NDDOT will need to match the increased federal highway funding now available to North Dakota. The proposed fee increases were \$15 on all passenger cars, \$20 on pickups and light trucks, and 10 percent of the current fee on all other trucks and farm trucks. The average increase for farm trucks was about \$8, and the average increase for non-farm trucks was about \$34. The proposal was to increase pickup fees more than passenger fees in order bring the fees for cars and pickups closer together.

The following table details the last several registration fee increases enacted by the legislature. As you can see, the last increase was passed in 1987.

Year	Session law reference	Comments
1977	Chapters 328 and 336	Passenger vehicle fees were increased \$5 Pickups and small trucks were increased \$4 to \$7 Farm trucks were increased \$10 Large non-farm trucks were increased \$14 to \$20
1981	Chapter 383	Passenger vehicles and pickups were increased \$5 Small trucks were increased \$10 Farm and non-farm trucks were increased \$10 to \$25
1983	Chapter 422	Passenger vehicles were increased \$1 to \$20 Pickups were increased \$1 to \$11 Small trucks were increased \$2 to \$5 Farm truck fees were not changed Large truck fees were REDUCED by \$17 to \$258
1987	Chapters 18 and 453	Most vehicle registrations were increased by \$6. \$1 of the increase went to repay the cost of issuing new license plates. This fee became ineffective after two years. \$1.75 of the remaining \$5 increase went to the Centennial Celebration Fee Fund during 1988 only. Since then, all of the \$5 increase has been going into the Highway Tax Distribution Fund.

891 The House amended HB 1183 to eliminate the increase in motor vehicle license fees, and added a 1¢ increase in the motor fuel tax beginning July 1, 1999. This 1¢ had a sunset of June 30, 2001, and would also trigger off based on a given amount of revenue received by NDDOT.

930 HB 1130, which you have already heard, makes the motor fuel tax permanent at 20¢. HB 1183 would add an extra 1¢ from July 1, 1999 to June 30, 2001.

3/5/99 Senate Transportation Committee

My name is Rep. Doug Lemieux from dist 9 Rolette County.

As a concerned citizen of North Dakota I think all of the people that use our roads should pay their fair share. I would like this committee to amend HB1183 to add the following:

On August 1 1999, the director shall notify all of the proper officials in the Canadian Provinces that the state of North Dakota shall terminate the Reciprocal Agreements with all the provinces as of December 31,1999. The director shall encourage the provinces to enter into the International Registration Plan beginning Jan 1,2000.



North Dakota Department of Transportation

Motor Vehicle Division

608 East Boulevard Avenue • Bismarck, ND 58505-0780

Edward T. Schafer, Governor
Marshall W. Moore, Director

Information: (701) 328-2725

FAX Mail: (701) 328-1487

TTY: (701) 328-4156

Website: <http://www.state.nd.us/dot/>

Pursuant to your request earlier this week, we have checked our records regarding the number of miles that Canadian carriers are operating in North Dakota. Specifically, I checked to see how many North Dakota miles that carriers from Manitoba, Ontario, and Quebec reported on their IFTA returns for 1997. We also checked to see how many miles that North Dakota carriers operated in these provinces in 1997.

Our records show the following 1997 operational miles.

Manitoba carrier miles in North Dakota - 31,935,230²³⁰⁰
Ontario carrier miles in North Dakota - 5,296,779
Quebec carrier miles in North Dakota - 770,565

North Dakota carrier miles in Manitoba - 3,864,599
North Dakota carrier miles in Ontario - 362,624
North Dakota carrier miles in Quebec - 74,794

I hope this information is useful to you. If you have further questions, please do not hesitate to contact me.

Sincerely,

Keith Kiser
Motor Vehicle Director

10/kk

More recently, a system has been established called the International Registration Plan (IRP). All of the states and three Canadian provinces (Alberta, Saskatchewan, and British Columbia) are members of this plan. Under the plan, motor carriers pay motor carrier fees imposed by states and provinces on a pro rata basis determined by the number of miles a motor carrier travels in each state or province. Representatives of the Department of Transportation indicated that by the year 2001 all Canadian provinces will be members of IRP, and therefore, will pay their proportionate share of North Dakota fees based on the number of miles they travel within North Dakota and North Dakota motor carriers will pay their proportionate share of fees for the amount of miles they travel in Canadian provinces.

*Stenehjem**1183***HIGHWAY TAX DISTRIBUTION FUND PAYMENTS TO CITIES**

The schedule below provides the estimated 1999 highway tax distribution fund payments to select cities and, in general, how this funding is used by each city.

City	Estimated Annual Highway Tax Distribution Fund Revenues¹	Use of Funding From Highway Tax Distribution Fund
Bismarck	\$2,034,000	For expenses of the Roads and Streets Department, including street maintenance and repair.
Devils Lake	\$200,000	For street maintenance and repair.
Dickinson	\$630,000	For expenses of the Street Department, including street maintenance and repair.
Fargo	\$2,940,000	\$1,500,000 is transferred to the city's highway construction fund which is used for local road projects that are not eligible for federal funding. \$1,440,000 for expenses of the Streets Department, including street maintenance and repair.
Grand Forks	\$1,900,000	\$250,000 is for expenses of the Public Works Department, including snow removal, etc. \$450,000 for street maintenance and repair. \$1,200,000 for matching federal funds on urban projects.
Jamestown	\$623,105	For expenses of the Street Department, including street maintenance and repair.
Mandan	\$597,450	For expenses of the Street Department, including street maintenance and repair. A portion of these funds are sometimes used to match federal funds on urban projects.
Minot	\$1,360,000	For expenses of the Street Department, including street maintenance and repair.
West Fargo	\$491,700	For expenses of the Street Department, including street maintenance and repair.
Williston	\$525,000	\$400,000 for expenses of the Street Department, including street maintenance and repair. \$125,000 for matching federal funds on urban projects.

¹ Estimate for 1999.

See Christmas

CARS (32-36 weight)

1- 6	\$18	\$69 to \$87
7- 9	\$13	\$57 to \$70
10-12	\$11	\$45 to \$56
13-	\$ 8	\$33 to \$41

PICKUPS * (10,000 weight)

1- 6	\$18	\$62 to \$80
7- 9	\$13	\$49 to \$62
10-12	\$11	\$41 to \$52
13-19	\$ 8	\$30 to \$38
20-	NO INCREASE	

MID-SIZE TRUCKS * (12,000 weight)

1- 6	\$18	\$67 to \$85
7- 9	\$13	\$54 to \$67
10-12	\$11	\$45 to \$56
13-	NO INCREASE	

FARM TRUCKS

NO INCREASE

COMMERCIAL TRUCKS

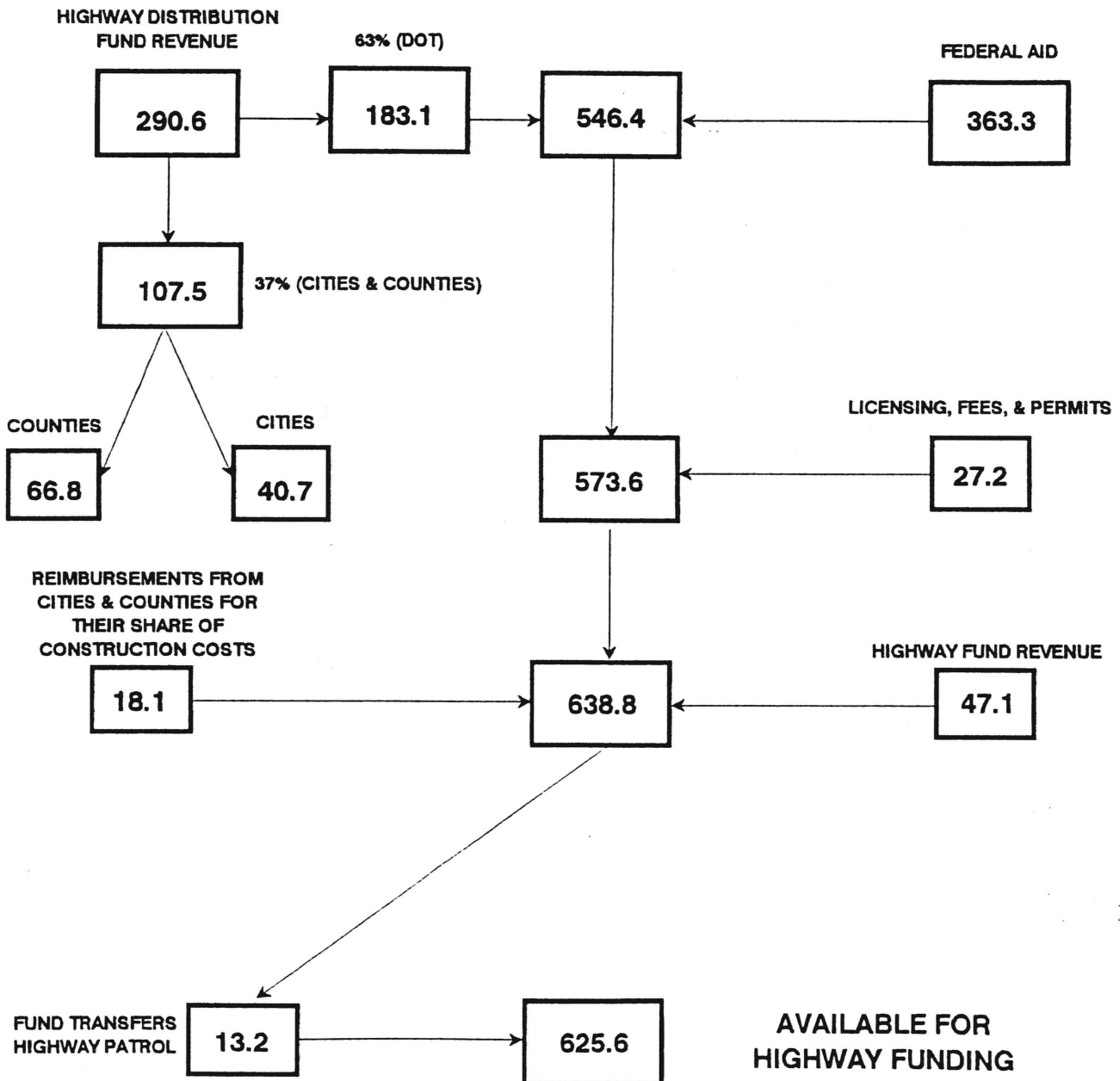
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DEPARTMENT OF TRANSPORTATION FUNDING 1999-01 BIENNIUM

(MILLIONS)



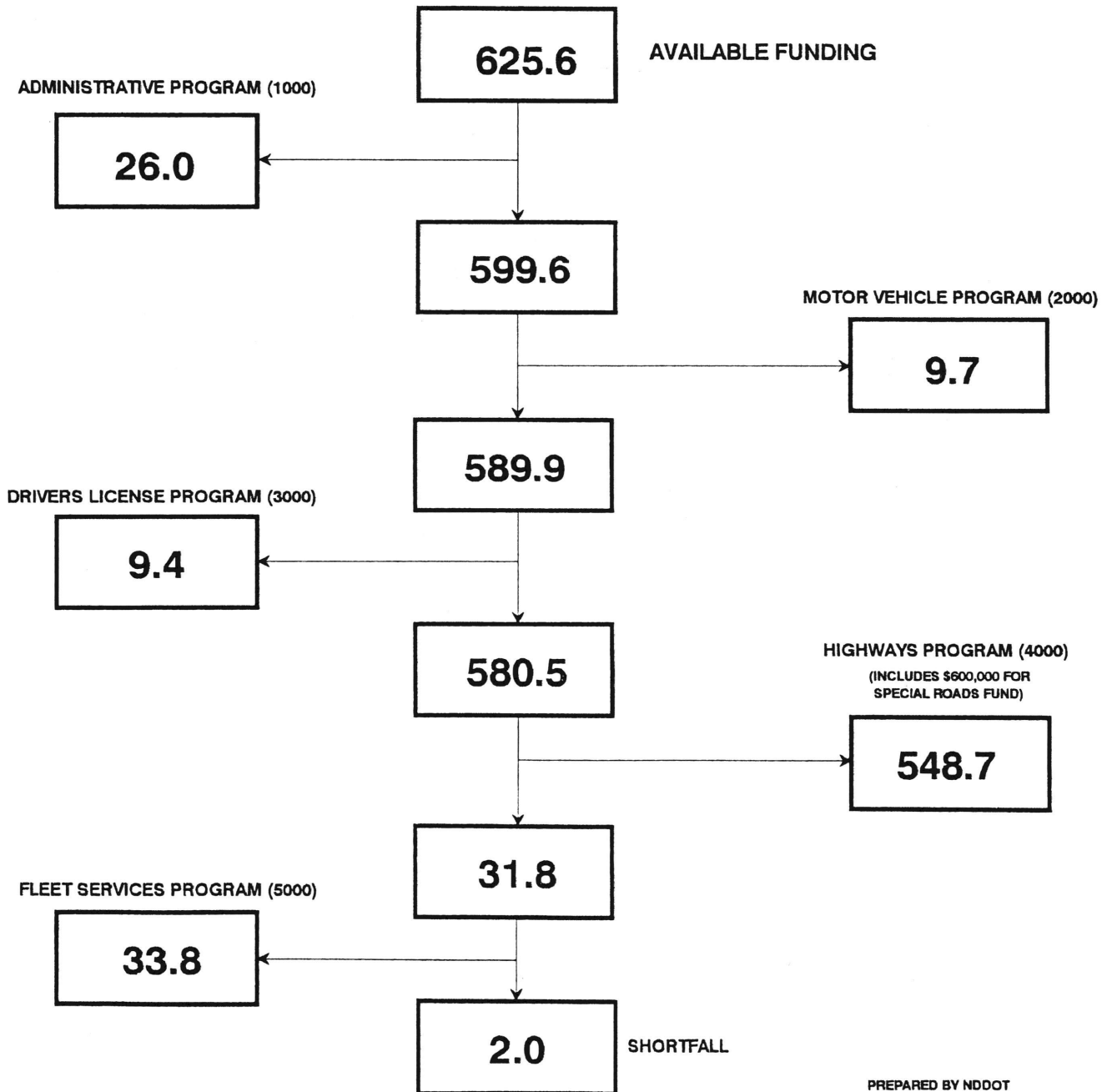
ASSUMES 9.9 MILLION OF THE FUNDING FOR THE HIGHWAY PATROL COMES FROM THE GENERAL FUND

PREPARED BY NDOOT
 FINANCIAL MANAGEMENT DIVISION
 April 9, 1999

04/09/99

**PROPOSED
1999-01 DEPARTMENT OF TRANSPORTATION
BIENNIAL BUDGET**

(MILLIONS)



April 7, 1999

**1999-2001 ESTIMATED HIGHWAY FUND REVENUE -
COMPARISON OF EXECUTIVE BUDGET, HOUSE VERSION, AND SENATE VERSION**

	Executive Budget	House Version	Senate Version
Major highway fund revenue:			
Highway tax distribution fund			
Current law and House Bill Nos. 1130 and 1183: Total gas tax and motor vehicle registration fees			
Executive budget - Fuel tax at \$.20 per gallon and \$18.3 million of registration fee increases	\$185,600,000		
House version - Fuel tax at \$.21 per gallon and no increase in registration fees		\$180,400,000	
Senate version - Fuel tax at \$.20 per gallon and \$15.8 million of registration fee increases			\$184,050,000
Motor vehicle division changes - HB 1012		2,000,000	600,000
Additional fee for specific number plate - HB 1012			63,000
Ethanol incentive payments - HB 1019		(700,000)	(1,350,000)
Motorcycles and trailer registrations - HB 1312 (passed)		(50,000)	(50,000)
Point of taxation - HB 1462	1,400,000	1,400,000	0 ¹
Reservation fuel agreement		<u>(189,000)</u>	<u>(189,000)</u>
Total highway tax distribution fund revenue	<u>\$187,000,000</u>	<u>\$182,861,000</u>	<u>\$183,124,000</u>
Other major revenues not deposited in the distribution fund but directly in the highway fund, including licensing, fees, permits, interest, and miscellaneous	34,200,000	34,200,000	34,200,000
Related legislation affecting highway-related revenues:			
Highway Patrol funding - HB 1011	(13,200,000)	(13,200,000)	(13,200,000)
Highway fund transfer to general fund - HB 1011		(100,000)	(100,000)
Department of Transportation budget changes - HB 1012		4,000,000	3,223,000
Additional fee for Lewis and Clark plate - HB 1012			100,000
Graduated driver's license - HB 1291			40,000
Special road fund - SB 2267		(240,000)	(480,000)
Suspended driver's license fees - SB 2406 (passed)		<u>810,000</u>	<u>810,000</u>
Adjusted highway fund revenues available to Department of Transportation	<u>\$208,000,000</u>	<u>\$208,331,000</u>	<u>\$207,717,000</u>

¹ Although the fiscal note does not identify a specific fiscal impact relating to this bill, the narrative on the fiscal note indicates that provisions of the bill may result in additional highway tax distribution fund revenues of up to \$2 million per biennium.

NOTE: The schedule below presents estimated highway tax distribution fund payments to cities and counties under the various versions:

	1997-99 Biennium*	Executive Budget*	House Version*	Senate Version*
Payments to cities and counties	\$96.4	\$109.8	\$107.3	\$107.5

* Amounts shown in millions

April 9, 1999

1999-2001 ESTIMATED HIGHWAY FUND REVENUE -
COMPARISON OF VERSIONS

	Executive Budget	House Version	Senate Version	Final Action to Date*
Major highway fund revenue:				
Highway tax distribution fund				
Gas tax and motor vehicle registration fees - Current law and HB 1130 (passed)	\$174,100,000	\$174,100,000	\$174,100,000	\$174,100,000
Gas tax/motor vehicle registration fees - HB 1183				
Executive budget - Fuel tax at 20 cents per gallon and \$18.3 million of registration fee increases	11,500,000			
House version - Fuel tax at 21 cents per gallon and no increase in registration fees		6,300,000		
Senate version - Fuel tax at 20 cents per gallon and \$15.8 million of registration fee increases			9,950,000	
Motor vehicle division changes - HB 1012		2,023,191	574,191	
Additional fee for specific number plate - HB 1012			63,000	
Ethanol incentive payments - HB 1019		(713,160)	(1,343,160)	
Motorcycles and trailer registrations - HB 1312 (passed)		(50,400)	(50,400)	(50,400)
Point of taxation - HB 1462	1,386,000 ¹	(806,400) ²	0 ³	
Reservation fuel agreement		(189,000)	(189,000)	(189,000)
Total highway tax distribution fund revenue	\$186,986,000	\$180,664,231	\$183,104,631	\$173,860,600
Other major revenues not deposited in the distribution fund but directly in the highway fund, including licensing, fees, permits, interest, and miscellaneous	34,200,000	34,900,000 ⁴	34,900,000 ⁴	34,900,000 ⁴
Related legislation affecting highway-related revenues:				
Highway Patrol funding - HB 1011	(13,185,610)	(13,185,610)	(13,185,610)	
Highway fund transfer to general fund - HB 1011		(100,000)	(100,000)	
Department of Transportation budget changes - HB 1012		3,983,471	3,206,371	
Additional fee for Lewis and Clark plate - HB 1012			100,000	
Graduated driver's license - HB 1291 (passed)		44,000	44,000	44,000
Special road fund - SB 2267		(450,000) ⁴	(900,000) ⁴	
Suspended driver's license fees - SB 2406 (passed)		810,000	810,000	810,000
Adjusted highway fund revenues available to Department of Transportation	\$208,000,390	\$206,666,092	\$207,979,392	\$209,614,600

* The amounts shown in this column are only those that have been passed by both houses.

¹ The 1999-2001 executive budget highway fund revenue estimate included an additional \$1.4 million resulting from the point of taxation change recommended by the Governor. Although the fiscal note on the bill (HB 1462) as introduced did not specify any additional highway tax distribution fund revenue as a result of this change, the fiscal note narrative indicated that the bill may result in additional highway tax distribution fund revenues of up to \$2.5 million for the 1999-2001 biennium.

² Although the fiscal note specifies a reduction of 1999-2001 biennium highway tax distribution fund revenues of \$1,280,000 as a result of the provisions of this bill, the Tax Department indicates that the bill may result in additional highway tax distribution fund revenues of up to \$4.5 million for the 1999-2001 biennium.

¹ Although the fiscal note does not identify a specific fiscal impact relating to this bill, the narrative on the fiscal note indicates that provisions of the bill may result in additional highway tax distribution fund revenues of up to \$2 million per biennium.

Reflects the department's revised interest income estimate of \$1.5 million, \$700,000 more than the original estimate of \$800,000.

NOTE: The schedule below presents estimated highway tax distribution fund payments to cities and counties under the various versions:

	1997-99 Biennium**	Executive Budget**	House Version**	Senate Version**	Final Action to Date**
Payments to cities and counties	\$96.4	\$109.8	\$106.1	\$107.5	\$102.2

** Amounts shown in millions