

Revised on 2/25/08 based on amendments adopted through 2/22/08.

FISCAL NOTE
LEGISLATIVE FISCAL ANALYST ESTIMATE

ESTIMATE OF FISCAL IMPACT – STATE AGENCIES *				
	FY 2008-09		FY 2009-10	
	EXPENDITURES	REVENUE	EXPENDITURES	REVENUE
GENERAL FUNDS				
CASH FUNDS		See Below		See Below
FEDERAL FUNDS				
OTHER FUNDS				
TOTAL FUNDS				

*Does not include any impact on political subdivisions. See narrative for political subdivision estimates.

LB 756 has been amended to include several other bills. The original bill pertaining to changes in federal references in motor vehicle statutes has no fiscal impact.

The amendments include the provisions of LB 712 allowing an exemption for vehicles designed by a manufacturer to operate with daytime lights. These provisions have no fiscal impact.

The amendments include the provisions of LB 827 which change the requirement for the Department of Motor Vehicles and counties to retain motor vehicle and trailer registrations from six years to three years. It is possible the bill could result in a minimal savings for the state or counties in instances where storage costs are paid for records retention.

The amendments include the provisions of LB 834 regarding lien notations. The provisions have no fiscal impact.

The amendments include the provisions of LB 841 regarding attachments of dealer assignment forms to a manufacturer's statement of origin. The provisions have no fiscal impact.

The amendments include the provisions of LB 874. Current law allows rubber-tired cranes to be operated on highways and streets if certain weight limits are adhered to and applicable permits are obtained. The bill strikes the words "rubber-tired crane" or "crane", as the case may be, and inserts "self-propelled specialized mobile equipment". This change appears to expand the type of vehicles that would be eligible for operation on highways and streets beyond just rubber-tired cranes, but does not change the applicable weight limits currently specified in statute. The change has no fiscal impact.

The amendments include the provisions of LB 917 allowing vehicle weight limits to be exceeded by up to 400 pounds for the installation of idle reduction technology devices on trucks. These provisions have no fiscal impact.

The amendments include the provisions of LB 919 pertaining to fees paid for fleets of apportionable vehicles. The bill provides that applications for refunds of fees or credits from Nebraska-based fleet owners who take an apportionable vehicle out of service must be made within the registration period. The bill also changes the date upon which a registration fee is to be charged when a fleet vehicle is placed into service. The Department of Motor Vehicles indicates there may be a minimal unknown increase in cash fund revenue pursuant to these changes.

The amendments include the provisions of LB 1087 allowing a certificate showing a date of transfer or a certificate of title to serve as proof of the right of possession of a motor vehicle. The provisions have no fiscal impact.