

39:3-8

LEGISLATIVE HISTORY CHECKLIST

(MV registration fees -- passenger cars -- increase)

WJSA 39:3-8

LAWS OF 1979

CHAPTER 3

Bill No. A1808

Sponsor(s) Jackman and Burstein

Date Introduced November 13, 1978

Committee: Assembly Transportation & Communications

Senate Revenue, Finance & Appropriations

Amended during passage

Yes

XX

Assembly Committee Substitute (OCR) enacted. Amendments during passage denoted by asterisks.

Date of Passage: Assembly December 11, 1978

Senate January 11, 1979

Date of approval January 16, 1979

Following statements are attached if available:

Sponsor statement	Yes	XX
Committee Statement:	Assembly	XX
	Senate	XX
Fiscal Note	XXX	No
Veto message	XXX	No
Message on signing	XXX	No

Following were printed:

Reports	XXX	No
Hearings	XXX	No

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ASSEMBLY COMMITTEE SUBSTITUTE FOR
ASSEMBLY, No. 1808

STATE OF NEW JERSEY

ADOPTED NOVEMBER 30, 1978

AN ACT concerning motor vehicle registrations in certain cases
and amending R. S. 39:3-8.

1 BE IT ENACTED *by the Senate and General Assembly of the State*
2 *of New Jersey:*

1 1. R. S. 39:3-8 is amended to read as follows:

2 39:3-8. The applicant for registration for *any* passenger auto-
3 mobile[s] *manufactured in any model year prior to the* ***[1970]***
4 **1971* model year shall pay to the director for each registration a*
5 *fee of \$14.00 for each such vehicle having a manufacturer's shipping*
6 *weight of less than 2,700 pounds, a fee of \$23.00 for each such*
7 *vehicle having a manufacturer's shipping weight of 2,700 pounds*
8 *or more, but not greater than 3,800 pounds, and a fee of \$44.00 for*
9 *each vehicle having a manufacturer's shipping weight in excess of*
10 *3,800 pounds. The applicant for registration for any passenger*
11 *automobile manufactured in model year* ***[1970]*** **1971* and there-*
12 *after, except as determined hereinafter, shall pay to the director for*
13 *each registration a fee of \$17.00 for each such vehicle having a*
14 *manufacturer's shipping weight of less than 2,700 pounds, a fee of*
15 *\$28.00 for each such vehicle having a manufacturer's shipping*
16 *weight of 2,700 pounds or more, but not greater than 3,800 pounds,*
17 *and a fee of \$51.00 for each such vehicle having a manufacturer's*
18 *shipping weight in excess of 3,800 pounds. The applicant for*
19 *registration for any* ***[new 1979]*** **1980* or thereafter model year*
20 *passenger automobile registered on or after March 1, 1979 shall*
21 *pay to the director for each registration a fee of* ***[\$32.50]*** **\$25.00**
22 *for each such vehicle having a manufacturer's shipping weight not*
23 *greater than 3,500 pounds and a fee of* ***[\$67.50]*** **\$50.00**
24 *for each*
25 *vehicle having a manufacturer's shipping weight in excess of 3,500*
26 *pounds. The director shall determine manufacturer's shipping*
27 *weight and model year for each passenger automobile on the basis*
28 *of the information contained in the certificate of origin, the applica-*
tion for registration or for renewal of registration, or the records

EXPLANATION—Matter enclosed in bold-faced brackets [thus] in the above bill
is not enacted and is intended to be omitted in the law.

29 of the division, or any or all of these; and any case in which the
30 manufacturer's shipping weight of any particular passenger auto-
31 mobile is unavailable, or in doubt or dispute, the director may re-
32 quire that such automobile be weighed on a scale designated by him,
33 and such actual weight shall be considered the manufacturer's
34 shipping weight for the purposes of this section; but in all cases
35 the director's determination of the manufacturer's shipping weight
36 of any such automobile shall be final. *The applicant for registration*
37 *for passenger automobile shall also pay to the director the inspec-*
38 *tion fee fixed in R. S. 39:8-2 in addition to the fees described*
39 *hereinabove.*

40 The director may also license private utility and house type
41 semitrailers and trailers with a gross load not in excess of 2,000
42 pounds at a fee of \$4.00 per annum and all other such utility and
43 house-type semitrailers and trailers at \$9.00 per annum. Applica-
44 tion for such registration shall be made on a blank to be furnished
45 by the division and the application shall contain a statement to
46 the effect that the vehicle so registered will not be used for the
47 commercial transportation of goods, wares and merchandise, or
48 for hire.

49 No private utility or house type semitrailer or trailer with an
50 outside width of more than 96 inches, a maximum height of 13
51 feet 6 inches, a maximum length for a single vehicle of more than
52 35 feet, a maximum length for a semitrailer and its towing vehicle
53 of more than 45 feet, and a maximum length for a trailer and its
54 towing vehicle of more than 50 feet, shall be operated on any
55 highway in this State, except that a vehicle exceeding the above
56 limitations may be operated when a special permit so to operate
57 is secured in advance from the director. The application for such
58 permit shall be accompanied by a fee fixed by the director. A
59 special permit issued by the director shall be in the possession of
60 the operator of the vehicle for which such permit was issued. In
61 computing any dimensions of a vehicle, for the purposes of this
62 section, there shall not be included in the dimensional limitations
63 safety equipment such as mirrors or lights, provided such ap-
64 pliances do not exceed the overall limitations established by the
65 director by rule or regulation.

1 2. This act shall take effect on March 1, 1979.

ASSEMBLY, No. 1808

STATE OF NEW JERSEY

INTRODUCED NOVEMBER 13, 1978

By Assemblymen JACKMAN and BURSTEIN

Referred to Committee on Transportation and Communications

AN ACT concerning motor vehicle registrations in certain cases and
amending R. S. 39:3-8.

1 BE IT ENACTED *by the Senate and General Assembly of the State*
2 *of New Jersey:*

1 1. R. S. 39:3-8 is amended to read as follows:

2 39:3-8. The applicant for registration for passenger automobiles
3 shall pay to the director for each registration a fee of **[\$14.00]**
4 ~~\$12.50~~ for each such vehicle having a manufacturer's shipping
5 weight of less than 2,700 pounds, a fee of **[\$23.00]** ~~\$27.50~~ for each
6 such vehicle having a manufacturer's shipping weight of 2,700
7 pounds or more, but not greater than 3,800 pounds, **[and]** a fee of
8 **[\$44.00]** ~~\$52.50~~ for each vehicle having a manufacturer's shipping
9 weight **[in]** *of 3,800 pounds or more, but not greater than 4,500*
10 *pounds and a fee of \$67.50 for each vehicle having a manufacturer's*
11 *shipping weight in excess of* **[3,800]** ~~4,500~~ pounds. The director
12 shall determine the manufacturer's shipping weight for each pas-
13 senger automobile on the basis of the information contained in the
14 certificate of origin, the application for registration or for renewal
15 of registration, or the records of the division, or any or all of
16 these; and any case in which the manufacturer's shipping weight
17 of any particular passenger automobile is unavailable, or in doubt
18 or dispute, the director may require that such automobile be
19 weighed on a scale designated by him, and such actual weight shall
20 be considered the manufacturer's shipping weight for the purposes
21 of this section; but in all cases the director's determination of the
22 manufacturer's shipping weight of any such automobile shall be
23 final.

24 The director may also license private utility and house type
25 semitrailers and trailers with a gross load not in excess of 2,000
26 pounds at a fee of \$4.00 per annum and all other such utility and
27 house type semitrailers and trailers at \$9.00 per annum. Applica-
28 tion for such registration shall be made on a blank to be furnished
29 by the division and the application shall contain a statement to the

**EXPLANATION—Matter enclosed in bold-faced brackets [thus] in the above bill
is not enacted and is intended to be omitted in the law.**

30 effect that the vehicle so registered will not be used for the com-
 31 mercial transportation of goods, wares and merchandise, or for
 32 hire.

33 No private utility or house type semitrailer or trailer with an
 34 outside width of more than 96 inches, a maximum height of 13 feet
 35 6 inches, a maximum length for a single vehicle of more than 35 feet,
 36 a maximum length for a semitrailer and its towing vehicle of more
 36A than 45 feet, and a maximum length for a trailer and its towing
 37 vehicle of more than 50 feet, shall be operated on any highway in
 38 this State, except that a vehicle exceeding the above limitations may
 39 be operated when a special permit so to operate is secured in
 40 advance from the director. The application for such permit shall be
 41 accompanied by a fee fixed by the director. A special permit issued
 42 by the director shall be in the possession of the operator of the
 43 vehicle for which such permit was issued. In computing any dimen-
 44 sions of a vehicle, for the purposes of this section, there shall not
 45 be included in the dimensional limitations safety equipment such
 46 as mirrors or lights, provided such appliances do not exceed the
 47 overall limitations established by the director by rule or regulation.

1 2. This act shall take effect January 1, 1979.

STATEMENT

In 1974, the transportation sector consumed 31.0% of all energy in New Jersey. Of this total, petroleum products provided virtually all the transportation energy consumed, with gasoline comprising 76.5% of this total. It therefore follows that energy savings can be most readily achieved through actions that reduce fuel consumption in the transportation sector.

One method to reduce fuel consumption is to improve the average fuel economy of the State's automotive fleet. As a major determinant of fuel economy is vehicle weight, this bill, which would penalize heavier cars by increasing their annual registration fee in accordance with a graduated vehicle weight classification registration system, will have a positive impact on the average fuel efficiency of the State's automotive fleet.

This bill changes the registration fees for passenger vehicles to create a four-class weight system and to decrease the fees for Class I vehicles, increase them slightly for Class II vehicles and Class III vehicles and to add a fourth weight class with a separate fee. The proposed schedule is as follows:

Class I	less than 2,700 lbs.	\$12.50
Class II	2,701-3,800 lbs.	\$27.50
Class III	3,801-4,500 lbs.	\$52.50
Class IV	over 4,500 lbs.	\$67.50

ASSEMBLY TRANSPORTATION AND COMMUNICATIONS
COMMITTEE

STATEMENT TO
ASSEMBLY COMMITTEE SUBSTITUTE FOR
ASSEMBLY, No. 1808

STATE OF NEW JERSEY

DATED: NOVEMBER 30, 1978

The Federal Government has mandated that automobiles manufactured for sale in the United States in 1985 must achieve an average fuel efficiency standard of 27.5 miles per gallon. Between now and 1985, staged fuel efficiency standards are scaled upward for each model year's production from the 19 miles per gallon average set for 1979. If the mpg standards are not met each year, each manufacturer will be subject to a penalty of at least \$10.00 per car produced for sale in the United States.

These Federal actions are causing significant changes in the manufacture and marketing of automobiles in the United States. Heretofore, domestic manufacturers, particularly, produced volumes of heavy vehicles priced competitively with little regard to fuel use. Now and in the future, a company must produce and sell several light-weight, fuel efficient cars before it can schedule production of one large sized vehicle. Formerly, the so-called standard model was produced and priced for mass sale. Now this model must be priced for a limited market.

The effect of the Federal fuel efficiency mandates on New Jersey will be dramatic. It is expected that passenger car registration fees will drop from a peak of \$111.8 million this year to a level of \$75 million by the latter 1980's under the present registration fee schedule due to the fact that few, if any, vehicles will be registered as Class III units in the future, and only a small percentage will be classified in the existing second level class. Currently, Class III cars now constitute nearly 38% of all cars but pay 57% of the fees. In the future the bulk of the revenue will come from Class I units.

The purpose of this bill is to revise and restructure the fee schedule for motor vehicle registrations in New Jersey in response to the aforementioned changes in Federal Law regarding the manufacture and marketing of automobiles. This Assembly Committee Substitute is designed to produce a long-term solution to the fiscal crisis caused by the downward shift to the lower weight fee class without causing undue hardship on citizens who own older model cars.

The bill provides that automobiles manufactured before model year 1970 are exempt from any fee increase whatsoever. DMV already maintains in its computer files the year of manufacture of each registered automobile. Thus, it will be possible to determine these vehicles readily. Model year 1970 automobiles and those produced thereafter will be subject to increased fees as shown in the table below. Starting on March 1, 1979 and thereafter any new automobile registered in New Jersey will be subject to a new two-class registration fee schedule, under and over 3,500 pounds. The rationale for exempting pre-1970 automobiles from any increase in fees, and for providing minimal increases for automobiles produced between 1970 and March 1, 1979, is that these vehicles were produced before the Federal mandates were imposed, or, at least, before the effects of these mandates began to be felt. Moreover, the State already has derived reasonable revenues from these vehicles. It would be inappropriate to significantly increase the registration burdens upon the owners of these vehicles, particularly since their numbers will diminish as replacement of their vehicles becomes a necessity.

Based on the information now available, it is expected in the future that the vast majority of all automobiles will weigh less than 2,700 pounds, the weight level for the present Class I registration. Manufacturer's 1979 data show now, unlike the past, that the only automobiles with shipping weights over 3,500 pounds are the most expensive, top of the line, least fuel efficient vehicles. Motorists choosing to operate these new cars registered after March 1, 1979 will be charged a significantly higher fee for the privilege. All other motorists will pay the same fee, but only after purchasing a new car.

	Present fees and Proposed for Models made before 1970	Proposed Schedule Models 1970 to March 1, 1979
Class I Under 2,700 lbs.	\$14.00	\$17.00
Class II 2,701-3,800 lbs.	23.00	28.00
Class III Over 3,800 lbs.	44.00	51.00

New Fee Schedule
For New Cars Registered
After March 1, 1979

Class I Under 3,500 lbs.	\$32.50
Class II Over 3,500 lbs.	67.50

This bill deals with the fiscal problem by recognizing the reality of automobile manufacturing practices, and by establishing reasonable fees for the registration of the overwhelming majority of motor cars to be produced in the 1980's and beyond. It provides a new fee schedule

for new cars registered after March 1, 1979 that is virtually a single class car registration fee system, to replace the present three class system which is already, and which will become more so in the future, irrelevant to the types of cars actually being manufactured and sold. Another result of this bill should be a gradual simplification of the registration process for motorists and the Division of Motor Vehicles.

SENATE REVENUE, FINANCE AND
APPROPRIATIONS COMMITTEE

STATEMENT TO
ASSEMBLY COMMITTEE SUBSTITUTE FOR
ASSEMBLY, No. 1808

STATE OF NEW JERSEY

DATED: JANUARY 9, 1979

The Federal Government has mandated that automobiles manufactured for sale in the United States in 1985 must achieve an average fuel efficiency standard of 27.5 miles per gallon. Between now and 1985, staged fuel efficiency standards are scaled upward for each model year's production from the 19 miles per gallon average set for 1979. If the mpg standards are not met each year, each manufacturer will be subject to a penalty of at least \$10.00 per car produced for sale in the United States.

These Federal actions are causing significant changes in the manufacture and marketing of automobiles in the United States. Heretofore, domestic manufacturers, particularly, produced volumes of heavy vehicles priced competitively with little regard to fuel use. Now and in the future, a company must produce and sell several light-weight, fuel efficient cars before it can schedule production of one large sized vehicle. Formerly, the so-called standard model was produced and priced for mass sale. Now this model must be priced for a limited market.

The effect of the Federal fuel efficiency mandates on New Jersey will be dramatic. It is expected that passenger car registration fees will drop from a peak of \$112.5 million this year to a level of \$75 million by the latter 1980's under the present registration fee schedule due to the fact that few, if any, vehicles will be registered as Class III units in the future, and only a small percentage will be classified in the existing second level class. Currently, Class III cars constitute nearly 38% of all cars but pay 57% of the fees. In the future the bulk of the revenue will come from Class I units.

The purpose of this bill is to revise and restructure the fee schedule for motor vehicle registrations in New Jersey in response to the aforementioned changes in Federal law regarding the manufacture and marketing of automobiles. This Assembly Committee Substitute with Senate committee amendments is designed to produce a long-term solution to the fiscal crisis caused by the downward shift to the lower weight

fee class without causing undue hardship on citizens who own older model cars.

The bill provides that automobiles manufactured before model year 1971 are exempt from any fee increase whatsoever. DMV already maintains in its computer files the year of manufacture of each registered automobile. Thus, it will be possible to determine these vehicles readily. Model year 1971 automobiles and those produced thereafter will be subject to increased fees as shown in the table below. Starting with model year 1980 and thereafter, any new automobile registered in New Jersey will be subject to a new two-class registration fee schedule, under and over 3,500 pounds. The rationale for exempting pre-1971 automobiles from any increase in fees, and for providing minimal increases for model year 1971 through 1979 automobiles, is that many of these vehicles were produced before the Federal mandates were imposed, or, at least, before the effects of these mandates began to be felt significantly. Moreover, the State already has derived reasonable revenues from these vehicles. It would be inappropriate to significantly increase the registration burdens upon the owners of these vehicles, particularly since their numbers will diminish as replacement of their vehicles becomes a necessity.

Based on the information now available, it is expected in the future that the vast majority of all automobiles will weigh less than 2,700 pounds, the weight level for the present Class I registration. Manufacturer's 1979 data show now, unlike the past, that the only automobiles with shipping weights over 3,500 pounds are the most expensive, top of the line, least fuel efficient vehicles. These vehicles will be charged a significantly higher fee for the privilege. All other motorists will pay the same fee, but only after purchasing a new car.

	Present fees and Proposed for Models made before 1971	Proposed Schedule Models 1971 through 1979
Class I Under 2,700 lbs.	\$14.00	\$17.00
Class II 2,701-3,800 lbs.	23.00	28.00
Class III Over 3,800 lbs.	44.00	51.00

New Fee Schedule

For 1980 and thereafter Model Year Cars Registered

Class I Under 3,500 lbs.	\$25.00
Class II Over 3,500 lbs.	\$50.00

FISCAL IMPACT

This bill deals with the fiscal problem by recognizing the reality of automobile manufacturing practices, and by establishing reasonable

fees for the registration of the overwhelming majority of motor cars to be produced in the 1980's and beyond. It provides a new fee schedule for new cars manufactured in model year 1980 and thereafter that is virtually a single class car registration fee system, to replace the present three class system which is already, and which will become more so in the future, irrelevant to the types of cars actually being manufactured and sold.

This bill will produce additional revenue for the General State Fund. Were the rate changes not made the down-sizing of vehicles would have resulted in a loss of revenue to the General State Fund. The following table identifies the anticipated revenue from motor vehicle registration fees were the fees not changed, as anticipated under the Assembly passed version of the bill, and as anticipated with Senate committee amendments.

	<i>Fiscal Year</i>	
	<i>1979</i> (\$millions)	<i>1980</i> (\$millions)
Current Fee Structure	\$112.5	\$111.7
Assembly Version	120.1	135.3
After Senate Amendments	117.8	130.9

COMMITTEE AMENDMENTS

The committee amendments change from \$32.50 and \$67.50 to \$25.00 and \$50.00 the registration fee to be imposed upon registration of a 1980 and thereafter model year car. This more moderate fee schedule satisfies the General State Fund revenue requirements and is a less severe increase than originally imposed.
