

## FISCAL NOTE

May 31, 2017

<b>Bill No:</b>	SB 589	<b>Printer's No:</b>	887	<b>Sponsor:</b>	Langerholc (R)
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### COST / (SAVINGS)

Fund (s)	2016-17	2017-18
Motor License Fund	\$0	\$800,000

**SUMMARY:** This bill would amend Title 75 (Vehicles) to increase the maximum allowable weight limit for commercial vehicles and incorporate mandatory changes of vehicle requirements based on the Federal Fixing America's Surface Transportation (FAST) Act.

**ANALYSIS:** Senate Bill 589 would allow emergency vehicles, as defined under the Federal FAST Act to operate up to the weight limitations as established under Title 23 U.S.C. § 127(R)(1) (relating to Vehicle Weight Limitations – Interstate System). Automobile transporters would be permitted to transport cargo or general freight on a backhaul so long as the automobile transporter complies with the weight limitations for a motor vehicle. The allowable length of a stinger-steered would be increased, not to exceed 80 feet, exclusive of the overhang, which would be prohibited from exceeding four feet on the front and six feet on the rear of the combination.

Additionally, the terms “Towaway Trailer Transporter Combination” and “Trailer Transporter Towing Unit” would be defined consistent with Federal law and the allowable length of a towaway trailer transporter combination would be increased, not to exceed 82 feet. The maximum allowable weight limit for natural gas vehicles would also be increased to a permissible weight of up to 2,000 pounds.

The weight exemption provided for natural vehicles would apply to all state highways and interstate highways as provided by Title 23 U.S.C. § 127 (relating to Vehicle Weight Limitations – Interstate System).

This act would be effective 60 days upon passage.

**FISCAL IMPACT:** The Department of Transportation (DOT) would incur a cost of \$4 million over a period of five years. DOT would be required to analyze bridges greater than 20 feet for the increase in allowable weight for emergency vehicles. Approximately 2,000 bridges would require advanced analysis at a cost of \$2,000 per bridge, for a total cost of \$800,000 per year. This cost would be distributed over a period of five years.

**OB POSITION:** DOT would incur an annual cost of \$800,000 for a period of five years, totaling \$4 million.