Revised to better articulate
VDOT's potential costs

Department of Planning and Budget
2018 Fiscal Impact Statement

1. **Bill Number:** HB 214

House of Origin	☒	Introduced	☐	Substitute	☐	Engrossed
Second House	☐	In Committee	☐	Substitute	☐	Enrolled

2. **Patron:** Knight

3. **Committee:** Transportation

4. **Title:** Overweight permits; vehicles for hauling Virginia-grown farm produce over bridges and culverts.

5. **Summary:** This bill provides that no vehicle issued an overweight permit for hauling Virginia-grown farm produce, regardless of the vehicle's axle weights or axle spacing, shall cross any bridge or culvert in the Commonwealth if the gross weight of such vehicle is greater than the amount posted for the bridge or culvert as its carrying capacity. Current law requires specific weight limitations based upon axle weights or axle spacing.

6. **Budget Amendment Necessary**: No.

7. **Fiscal Impact Estimates:** Preliminary. See #8.

8. **Fiscal Implications:** This bill would allow vehicles with Virginia Grown Farm Produce permits to cross un-posted bridges. Under current law, vehicles with such permits must comply with applicable axle weight and spacing limits in §§ 46.2-1122 through 1127. The Department of Motor Vehicles (DMV) has been informed by the industry that current law makes it difficult to use the permit because it is difficult to plan a trip without crossing a bridge or culvert.

   Vehicles carrying Virginia-grown farm produce may also purchase permits pursuant to §§ 46.2-1128 and 1129. The permit issued pursuant to § 46.2-1128 allows a vehicle to carry any load up to 5 percent over the relevant weight limit; the permit issued pursuant to § 46.2-1129 allows an additional 5 percent extension for Virginia-grown farm products, but the maximum gross weight of the vehicle cannot exceed 84,000 lbs.

   This bill may affect revenue for the Highway Maintenance and Operating Fund (HMOF). Currently, vehicles purchasing permits pursuant to §§ 46.2-1128 pay $250, with $245 going to the HMOF and $5 going to DMV. Permits issued pursuant to § 46.2-1129 are free. Permits issued pursuant to § 46.2-1148 under this legislation cost $45, with $40 going to the HMOF and $5 going to DMV. For each vehicle that purchases the $45 permit instead of the $250 permit, the HMOF would lose $205. Nevertheless, a vehicle owner may decide to purchase both permits: the permit in § 46.2-1148 for when he carries Virginia-grown farm products and the permit in § 46.2-1128 for when he carries other products. In that case, the HMOF and DMV would receive additional revenue. It is impossible to predict the exact

amount of revenue that DMV would gain, or that HMOF would gain or lose, from the expansion of the validity of this permit.

In addition, to ensure public safety, bridges that could be susceptible to being overloaded by these more "weight intensive" vehicles would need to be reassessed or load rated again by the Virginia Department of Transportation (VDOT). Load rating is the determination of the live load carrying capacity of a bridge. VDOT will incur some one-time costs, which the agency has estimated could run around $19 million, to load rate these bridges using internal staff and consultants. One-time signage costs of roughly $3 million is estimated by the agency to post signage to restrict bridges that do not have enough capacity to safely sustain these loads. These calculations are based on current load rating values of approximately 12,500 bridges, with an anticipated 375 being load restricted.

The bill will also have a fiscal impact upon VDOT because of increased wear and tear on these bridges resulting from heavier vehicles using them. The total one-time load rating and signage costs of roughly $22 million and the ongoing wear and tear costs on the bridges would have to be covered by redirecting funding within the agency's budget from other transportation priorities.

9. **Specific Agency or Political Subdivisions Affected:** Department of Motor Vehicles, Virginia Department of Transportation.

10. **Technical Amendment Necessary:** No.

11. **Other Comments:** This bill is a companion to SB 73.

Date: 2/5/2018

cc: Secretary of Transportation