

## 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:** Passed Both Houses

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

**5. Summary:** This bill amends § 46.2-1148 to provide that any vehicle issued an overweight permit under this section for hauling Virginia-grown farm produce, subject to the axle weights and axle spacing set out in the bill, may cross any non-posted bridge or culvert in the Commonwealth. This bill also restricts all vehicles issued permits under this section from crossing any posted bridge or culvert if the gross weight of such vehicle is greater than the amount posted for the bridge or culvert as its carrying capacity. The bill also removes the requirement that no permit shall authorize any vehicle to cross any bridge constituting a part of any public road if the vehicle's weights or axle spacing would not be permissible under §§ 46.2-1122 through 46.2-1127. Effectively, this bill extends the weight limit on bridges for vehicles hauling Virginia-grown farm produce from 80,000 lbs. to 90,000 lbs. with the issuance of a permit unless a bridge has lower weight limits posted pursuant to § 46.2-1130. However, this bill retains the existing prohibition on any extension of weight limits provided in § 46.2-1127 for operation on interstate highways.

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

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

**8. Fiscal Implications:** The proposed bill establishes minimum axle spacing for five axle vehicles and maximum weights for enumerated axle groups in this vehicle fleet. This bill would also increase the occurrence of heavier loads on fatigue-prone bridges, which would increase maintenance costs over time.

It is difficult to precisely quantify the increase in bridge maintenance needs that will be incurred by the passage of this bill, but the aggregate valuation of the bridge inventory is estimated by the Virginia Department of Transportation (VDOT) to decrease by approximately \$15 million per year. Consistent with studies looking at the impact of increased vehicle weights on bridges, VDOT based its estimate on the additional approximate lost value per non-Interstate structure that would be incurred due to higher loads, assuming that each structure would deteriorate 4 percent faster. This does not include

additional maintenance costs, which could be substantial. In addition, structures with longer spans would experience increased deterioration rates.

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 the Department of Motor Vehicles (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.

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

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

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

**Date:** 3/7/2018

**Document:** G:\18-20\FIS 2018\HB214ER.docx

cc: Secretary of Transportation