

**NOTE:** As provided in LFC policy, this report is intended only for use by the standing finance committees of the legislature. The Legislative Finance Committee does not assume responsibility for the accuracy of the information in this report when used for other purposes.

The most recent FIR version (in HTML & Adobe PDF formats) is available on the Legislative Website. The Adobe PDF version includes all attachments, whereas the HTML version does not. Previously issued FIRs and attachments may be obtained from the LFC in Suite 101 of the State Capitol Building North.

## FISCAL IMPACT REPORT

SPONSOR: Vigil DATE TYPED: 2/13/03 HB 347

SHORT TITLE: Definition of a "Commercial Motor Vehicle" SB \_\_\_\_\_

ANALYST: Wilson

### APPROPRIATION

| Appropriation Contained |      | Estimated Additional Impact |      | Recurring or Non-Rec | Fund Affected |
|-------------------------|------|-----------------------------|------|----------------------|---------------|
| FY03                    | FY04 | FY03                        | FY04 |                      |               |
|                         |      |                             | NFI  |                      |               |

Relates to SB 242, SB 262 and HB 250

### SOURCES OF INFORMATION

#### Responses Received From

Department of Public Safety (DPS)  
 Taxation & Revenue Department (TRD)  
 Attorney General's Office (AGO)

### SUMMARY

#### Synopsis of Bill

House Bill 347 amends the definition of "commercial motor carrier vehicle" and "commercial motor vehicle" in the Motor Transportation Act and the Motor Vehicle Code to reflect federal changes in the law.

The terms are defined as self-propelled or towed vehicles, used on public highways in commerce to transport passengers or cargo with specific weight limitations, specific numbers of occupants or transporting hazardous materials.

#### Significant Issues

The State is mandated by 49 CFR, Part 350, to adopt a compatible "commercial motor carrier vehicle" definition.

DPS states that it will be advantageous to have the State change the definition of a “commercial motor carrier vehicle” contained in 65-1-2 and “commercial motor vehicle” contained in 66-1-4.2, Motor Vehicle Code, to the same definition in order to maintain consistency or uniformity in field enforcement.

Furthermore, from a training and understanding standpoint, it will be easier for the Motor Transportation Division of DPS to train enforcement personnel with one set of applicability rules and should increase the quality of enforcement and reduce confusion among enforcement personnel and the motor carrier industry.

**RELATIONSHIP**

Relates to HB 250, SB 242 and SB 262 because these bills also make changes to commercial driver’s licenses.

**DW/prr**