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## FISCAL IMPACT REPORT

SPONSOR: Harden DATE TYPED: 3/3/03 HB

SHORT TITLE: Limits for Seed Cotton Module Trucks SB 641/ a SCORC

ANALYST: Maloy

### REVENUE

Estimated Revenue		Subsequent Years Impact	Recurring or Non-Rec	Fund Affected
FY03	FY04			
	Minimal		Recurring	NMSHTD Road Fund
	(Unknown)		Recurring	Federal Aid High- way Funds

Duplicates HB 446.

### SOURCES OF INFORMATION

Responses Received From  
Taxation and Revenue Department  
DPS Motor Transportation Division

### SUMMARY

#### Synopsis of SCORC Amendment

The Senate Corporations and Transportation Committee has amended SB 641 to:

- change the distance that the load may be transported from 75 miles to 100 miles,
- add a requirement that the vehicle have signage on its front and rear indicating “OVERSIZED LOAD”,
- provide that, in the event a heavily loaded module vehicle causes damage to a highway, street, road or bridge, the owner of the transport vehicle will be responsible for the damages, and
- state that, if the vehicle is not operated on routes identified by the state

highway and transportation department as having deficient bridge structures, the owner or operator of the vehicle shall obtain and have in possession the deficient bridge information as issued by the department on an annual basis.

### Synopsis of Original Bill

Senate Bill 641 creates an exemption from New Mexico's vehicle size and weight laws for seed cotton module transports, allowing for greater sized vehicles and heavier weights without requiring the owner to secure an oversize/overweight permit or escort. Required compliance with oversize/overweight safety restrictions is eliminated.

### Significant Issues

1. Larger vehicles give rise to safety concerns. These vehicles would not be marked / escorted with "Oversize Load" signage.
2. Federal Highway road funding could be compromised if these vehicles are allowed to operate in excess of 8'6" in width without securing a state permit, reference Title 23 CFR 658.15

### **FISCAL IMPLICATIONS**

The fiscal impact to the oversize permit section of DPS/MTD would be an annual loss of revenue estimated at approximately \$1,000 annually.

The fiscal impact to New Mexico could also include a loss of Federal Aid (FA) highway funds in an amount equal to 10% of the amount which could be otherwise apportioned to the State under 23 U.S.C. 104, and/or by the amount required pursuant to 23 U.S.C. 127.

**SM/yr**