

**HF3588 - 0 - "Motor Vehicle Weight Limits Governed"**

Chief Author: **Tim Kelly**  
 Committee: **Transportation Policy and Finance**  
 Date Completed: **03/29/2016**  
 Lead Agency: **Transportation Dept**  
 Other Agencies:  
     Public Safety Dept

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions shown in the parentheses.

<b>State Cost (Savings)</b>		<b>Biennium</b>			<b>Biennium</b>	
<b>Dollars in Thousands</b>		<b>FY2015</b>	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>
State Total						
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-

<b>Full Time Equivalent Positions (FTE)</b>		<b>Biennium</b>			<b>Biennium</b>	
		<b>FY2015</b>	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>
<b>Total</b>		-	-	-	-	-

**Lead Executive Budget Officer's Comment**

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

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**State Cost (Savings) Calculation Details**

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions are shown in parentheses.

\*Transfers In/Out and Absorbed Costs are only displayed when reported.

<b>State Cost (Savings) = 1-2</b>		<b>Biennium</b>			<b>Biennium</b>	
Dollars in Thousands		FY2015	FY2016	FY2017	FY2018	FY2019
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-
<b>2 - Revenues, Transfers In*</b>						
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-

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Dollars in Thousands		FY2015	FY2016	FY2017	FY2018	FY2019
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-

<b>Full Time Equivalent Positions (FTE)</b>		<b>Biennium</b>			<b>Biennium</b>	
		FY2015	FY2016	FY2017	FY2018	FY2019
<b>Total</b>		-	-	-	-	-

**Executive Budget Officer's Comment**

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

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Dollars in Thousands		<b>FY2015</b>	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-
<b>2 - Revenues, Transfers In*</b>						
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-

### Bill Description

This bill relates to transportation; governing certain motor vehicle weight limits; providing for an increase in weight limits for certain vehicles powered by natural gas; making technical changes;. Passing of this bill would bring the states laws in conformance with current federal law.

### Assumptions

No fiscal impact for the State Patrol.

### Expenditure and/or Revenue Formula

### Long-Term Fiscal Considerations

### Local Fiscal Impact

### References/Sources

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<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-

<b>Full Time Equivalent Positions (FTE)</b>		<b>Biennium</b>			<b>Biennium</b>	
		FY2015	FY2016	FY2017	FY2018	FY2019
<b>Total</b>		-	-	-	-	-

**Executive Budget Officer's Comment**

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

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Dollars in Thousands		FY2015	FY2016	FY2017	FY2018	FY2019
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-
<b>2 - Revenues, Transfers In*</b>						
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-

### Bill Description

This bill relates to maximum weight provisions for motor vehicles. This bill would allow a weight exemption of up to 2,000 pounds for vehicles powered by natural gas. This exemption would be cumulative with the existing exemption of up to 550 pounds for vehicles equipped with idle-reduction technology. This is in addition to the existing 80,000 and 88,000 pounds maximum axle weights.

### Assumptions

MnDOT would not need to issue permits or collect fees. This bill mirrors a provision that was passed in the most recent federal transportation legislation (FAST Act). The Minnesota State Patrol would be the primary enforcement agency for the natural gas vehicles provision. It is assumed these exemptions would apply to a relatively small number of vehicles, so any increased damage to roads from the additional axle weights would be minimal.

### Expenditure and/or Revenue Formula

There is no fiscal impact

### Long-Term Fiscal Considerations

None

### Local Fiscal Impact

None

### References/Sources

MnDOT Office of Freight and Commercial Vehicles Operations (OFCVO)

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