

BILL SUMMARY
1st Session of the 53rd Legislature

Bill No.:	HB1087
Version:	Introduced
Request Number:	5869
Author:	Representative Bennett
Date:	2/10/2011
Impact:	Revenue Loss:
	Section 1 - \$2.66 Million
	Section 2 – Significant
	Section 3 - To Be Determined

Research Analysis

HB1087 as introduced amends the Oklahoma motor vehicles statute by providing for (1) exception to size restrictions, (2) an annual permit option, (3) the requirement that the Oklahoma Load Limit Map be available on Internet, and (4) modification to escort vehicle requirements.

Prepared By: Aron Storck

Fiscal Analysis

Section 1 - According to the Department of Public Safety (DPS), vehicles and loads exceeding thirteen feet six inches have required routing to avoid low structures such as overhead bridges. The Oklahoma Department of Transportation (ODOT) currently has 236 bridges in their inventory which have a vertical clearance of 15 feet or less. There are 19 ODOT bridges that are 14 feet or less. These figures do not include bridge clearances for turnpikes, nor do they include county roads, and city streets, many of which do not have vertical clearance markings. There are no statewide collective records available of the location and height of structures on County Roads or City Streets.

According to the DPS, approximately 66,500 permits for vehicle or load heights from 13 feet 7 inches to 15 feet, inclusive, are issued in a fiscal year. Increasing the unpermitted height limit could potentially result in bridge strikes, injuries and fatalities. HB1087 would also result in a revenue loss to the state of approximately \$2.66 million.

Section 2 – Currently, special movement permits for manufactured items are only for items exceeding sixteen feet in width for a fee of \$500. Data regarding the number of permits issued for the movement of manufactured items under 16 feet in width is not available, so the amount of revenue that will be lost by the issuance of an annual permit cannot be estimated. At a minimum, a annual permit of this nature would be replacing both a \$40.00 trip permit for size, as well as a \$40.00 trip permit for weight, plus additional fees for the number of pounds it may be overweight. According to DPS there would be a significant decrease in revenue if an annual permit of this nature were authorized. For example, if a single-trip permit costs \$100, and a company moved a load one day a week, the revenue currently generated would be approximately \$5,200, and revenue lost under HB1087 would be \$4,700. If that company moved a load every weekday, the revenue currently generated would be \$28,000, and revenue lost under HB1087 would be \$27,500, because a single permit could be used

for any number of sole-movement loads. The fiscal impact cannot be determined as it is unknown how many companies would purchase this permit.

Section 3 - The Department of Transportation is in the process of determining the cost to create an online version of the Oklahoma Load Limit Map.

Section 4 – According to the DPS, the maximum width of traffic lanes on major highways is 12 feet. Some highways and secondary roads have 11-foot and even 10-foot traffic lanes. An escort vehicle is needed to warn oncoming traffic any time a vehicle or load is having to travel partially in either the opposing or the an apposing lane for any period of time. Section 4 has no fiscal impact.

Prepared By: Marilyn Anderson

Other Considerations

When routing a vehicle or load, the DPS Size & Weight Permit Division adds five inches to the declared height of the vehicle or load to allow for tire inflation, road surface variances, and the natural bounce of a vehicle while in movement. Both ODOT and DPS approve and enforce this policy as a safety measure in an effort to avoid damage and personal injury. If the legal height of a vehicle or load is changed to a maximum of 15 feet, bridges and structures up to 15 feet 5 inches would be placed in jeopardy, with the potential for additional bridge strikes..