



Senate Fiscal Agency
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Senate Bill 1150 (as introduced 11-13-14)

Sponsor: Senator Steven Bieda

CONTENT

The bill would amend the Michigan Vehicle Code to reduce the gross vehicle weight limit for vehicles traveling on roads in this State.

Section 722 of the Code prescribes axle and wheel load limits for vehicles and the method, time, and place for restricting axle load limits on certain roads. As a rule, the maximum axle load may not exceed a designated number of pounds, based on the distance between axles. A separate formula for vehicles weighing not more than 80,000 applies to interstate highways and other highways designated by the Michigan Department of Transportation or a local authority. With certain exceptions, vehicles with a gross weight in excess of 80,000 pounds are subject to the standard maximum axle loads. The bill specifies that, notwithstanding any other provision of Section 722, the total gross weight of a vehicle could not exceed 80,000 pounds.

Section 719 prescribes height and length limits for various vehicles and combinations of vehicles operating in this State. This section also sets a gross vehicle weight limit of 164,000 pounds for a crib vehicle and semitrailer or trailer designed and used to transport saw logs. The bill would reduce the maximum gross weight for such a vehicle to 80,000 pounds.

(A person who violates Section 719 or 722 is responsible for a civil infraction.)

MCL 257.719 & 257.722

Legislative Analyst: Jeff Mann

FISCAL IMPACT

The bill would have a minimal but indeterminate impact at the State and local levels. The bill would raise additional revenue and increase expenses. The extent to which these effects would negate each other is unclear.

With regard to increased revenue, the bill would increase revenue to the Michigan Transportation Fund (MTF), as the Michigan Department of Transportation (MDOT) estimates that an additional 8,000 to 10,000 trucks would have to be registered at an increased rate of \$1,660 per year. Vehicle registration taxes are constitutionally dedicated to transportation purposes, and generally directed to the MTF under statute.

With regard to increased expenses for MDOT and local road agencies, the bill likely would increase maintenance needs due to heavier individual axle weights. An 80,000-pound truck has heavier axle loads than a single 164,000-pound truck. Typically, 164,000-pound trucks spread load weight over 11 axles, whereas their 80,000-pound counterparts spread load weight over five axles. The bill would have the effect of increasing the number of trucks on the road while also increasing axle loads, which would require an indeterminate amount of additional maintenance.

Date Completed: 12-1-14

Fiscal Analyst: Glenn Steffens