

**STATE  
FISCAL IMPACT**

**Drafting Number:** LLS 11-0485  
**Prime Sponsor(s):** Rep. Coram

**Date:** February 16, 2011  
**Bill Status:** House Transportation  
**Fiscal Analyst:** Jonathan Senft (303-866-3523)

**TITLE:** CONCERNING THE ADDITION OF SPECIFIED HIGHWAY SEGMENTS TO THOSE FOR WHICH A PERSON MAY APPLY TO THE DEPARTMENT OF TRANSPORTATION FOR PERMISSION TO OPERATE A LONGER VEHICLE COMBINATION UNDER EXISTING LAW.

<b>Fiscal Impact Summary</b>	<b>FY 2011-2012</b>	<b>FY 2012-2013</b>
<b>State Revenue</b>		
<b>State Expenditures</b>		
Federal Funds	(\$35,900,000)	(\$35,900,000)
<b>FTE Position Change</b>		
<b>Effective Date:</b> August 10, 2011, if the General Assembly adjourns on May 11, 2011, as scheduled, and no referendum petition is filed.		
<b>Appropriation Summary for FY 2011-2012:</b> None		
<b>Local Government Impact:</b>		

**Summary of Legislation**

This bill permits longer vehicle combinations to be driven on portions of highways such as US 34, US 36, and US 40 among others specified in the bill. A longer vehicle combination is any combination of a truck tractor and 2 or more trailers with a gross weight exceeding 80,000 pounds.

**State Expenditures**

The bill does not affect the workload of any state agency, but it appears to conflict with federal law and therefore will reduce federal highway funds by about \$36 million per year. The Intermodal Surface Transportation Efficiency Act of 1991 set limits on vehicle weight and imposed a 10 percent penalty on states that do not comply with the limits. Non-compliance with federal law results in a state losing an amount equal to 10 percent of the amount which would otherwise be apportioned from the federal government. Total federal FY 2010-11 apportionments to the Colorado Department of Transportation (CDOT) were \$358,831,886, 10 percent of which is \$35.9 million.

**Departments Contacted**

Public Safety                      Transportation