



SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE
STATEMENT OF ESTIMATED FISCAL IMPACT
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Bill Number:	H. 4932	As signed by the Governor on May 25, 2016
Author:	Allison	
Subject:	Vehicle weights and lengths	
Requestor:	House of Representatives	
RFA Analyst(s):	Williams	
Impact Date:	October 24, 2016	

Estimate of Fiscal Impact

	FY 2016-17	FY 2017-18
State Expenditure		
General Fund	\$0	\$0
Other and Federal	\$0	\$0
Full-Time Equivalent Position(s)	0.00	0.00
State Revenue		
General Fund	\$0	\$0
Other and Federal	Undetermined	Undetermined
Local Expenditure	\$0	\$0
Local Revenue	\$0	\$0

Fiscal Impact Summary

This bill would have no revenue or expenditure impact on the General Fund or Federal Funds. Additionally, there is no expenditure impact and an undetermined revenue impact on Other Funds.

Explanation of Fiscal Impact

Explanation of Amendment by the Senate on May 11, 2016

State Expenditure

This bill, as amended, revises the maximum weight limits for motorhomes, certain buses, vehicles with an idle reduction system, and vehicles fueled primarily by natural gas. The amended bill also revises the maximum length of trailers and semi-trailers used primarily or exclusively to transport vehicles used in motorsports competitions. Finally, the amended bill excludes activities of the South Carolina Ports Authority and its contractors from the provisions of the South Carolina Mining Act if the activities are undertaken solely in connection with the construction, repair or maintenance of the authority's shipping container terminals.

Department of Transportation. The department indicates the revision in maximum vehicle size and weight limits, as contained in this legislation, will not result in a material deterioration, if any, in the state's roads and bridges.

Department of Public Safety. The bill will not materially affect the Transport Police's enforcement activities. Therefore, the bill will not have an expenditure impact on the General Fund, Federal Funds, or Other Funds.

Department of Motor Vehicles. The department indicates there would be no expenditure impact associated with this bill.

State Revenue

This bill, as amended, revises the maximum gross weight of vehicles allowed along the State's highways and for single-unit vehicles with four or more axles, requires that the weight imposed upon the highway by any group of two or more consecutive axles not exceed the overall gross weight on any group of two or more consecutive axles as determined in section 56-5-4140, and provides for an exception to these weight limits based on the distance between the first and last axles of the consecutive sets of tandem axles.

Department of Transportation. The department indicates that the bill conforms to federal size and weight limits for interstates and other federal aid highways. Therefore, the amended bill will not have a revenue impact on the General Fund, Federal Funds, or Other Funds.

Department of Public Safety. The department indicates that this bill would have a negative revenue impact, although no data is available at this time to calculate the revenue loss. Therefore, the revenue impact is undetermined. The bill changes the way in which the gross weight allowance on non-interstate routes is calculated. Prior to this legislation, there was not a need to track the length between the first and second axle.

Local Expenditure

N/A

Local Revenue

N/A

Explanation of Bill Filed on February 11, 2016

State Expenditure

This bill provides a maximum length for trailers and semitrailers used to transport vehicles used in motorsports competition events and provides that certain vehicles are excluded from axle spacing requirements but are limited to maximum single-axis weight limits.

Department of Motor Vehicles. The department indicates there would be no expenditure impact associated with this bill.

State Revenue

N/A

Local Expenditure

N/A

Local Revenue

N/A



Frank A. Rainwater, Executive Director