

capacity of the roadway and they may limit speed, days, or the time of day a truck may use county roads, as well as what can be hauled. All funds collected for the issuance of these special permits shall be expended on those roadways covered by the cooperative agreement.

HB 179 would take this control away from the counties for vehicles only carrying the following:

- Meats or agricultural crop products originating from a farm to first market;
- Livestock or poultry from their point of origin to first market;
- Primary forest products originating from their points of origin to first market; or
- Supplies, materials, or equipment necessary to carry out a farming operation engaged in the production of agricultural crop products, meats, livestock, or poultry.

The 80,000 lbs. limit is the maximum legal weight including load that may be carried without any oversize or overweight permits on state roads. This is inclusive of what is commonly referred to as semis or tractor-trailers and is limited to those trucks carrying the items listed above. In comparison the average automobile weights somewhere around 5,000 pounds.

Both the Kentucky Truckers Association and the Kentucky Transportation Cabinet expressed concerns regarding allowing these heavy vehicles on county roads. There are county roads that are inappropriate for 80,000 lb. trucks. Drivers of large trucks could find themselves on a road with minimal lateral clearance and insufficient structure to support the vehicle weight. Large trucks could also become stuck if there is not enough room to turnaround. Damage to county roads and bridges could be significant as well.

Fiscal courts would lose revenue generated from the issuance of special permits. Loss of these funds could impact the ability of counties to maintain roadways carrying these heavier trucks.

The overall fiscal impact to counties is indeterminable.

Part III: Differences to Local Government Mandate Statement from Prior Versions

The Part II section above pertains to the bill as introduced and there are not any prior introduced versions of the bill to complete the Part III section.

Data Source(s): LRC Staff, Kentucky Truckers Association, KACO

Preparer: Mark Offerman **Reviewer:** KHC **Date:** 2/7/19