

Department of Legislative Services
Maryland General Assembly
2018 Session

FISCAL AND POLICY NOTE
Third Reader

House Bill 253 (Chair, Environment and Transportation Committee)(By
Request - Departmental - Transportation)

Environment and Transportation

Judicial Proceedings

Motor Vehicles - Automobile Transporters

This departmental bill extends the maximum allowable length of a “stinger-steered automobile transporter” from 75 feet to 80 feet. In addition, the bill makes other definitional and technical changes in order to comply with federal law.

Fiscal Summary

State Effect: The bill does not materially affect State operations or finances.

Local Effect: The bill does not materially affect local operations or finances.

Small Business Effect: The Maryland Department of Transportation has determined that this bill has minimal or no impact on small business (attached). The Department of Legislative Services concurs with this assessment.

Analysis

Current Law/Background: A “stinger-steered automobile transporter” is defined as a truck tractor and semitrailer combination (1) designed for and engaged exclusively in the transportation of automobiles or boats and (2) in which the fifth wheel is located on a drop frame behind and below the rear axle of the power unit.

The State Highway Administration (SHA) advises that the transporters comprise a tractor-trailer with several cars loaded on the tractor and the remaining cars loaded on the trailer. The pivot point of the combination is closer to the middle than a regular tractor-trailer.

The Fixing America's Surface Transportation (FAST) Act of 2015 included a provision that prohibits states from imposing a length limitation on a stinger-steered automobile transporter of less than 80 feet with a front cargo overhang of less than 4 feet and a rear overhang of less than 6 feet. Prior to passage of the FAST Act, the federal minimum length limitation was 75 feet with a front cargo overhang allowance of 3 feet and a rear overhang allowance of 4 feet. The FAST Act extended the minimum front and rear overhang to 4 and 6 feet, respectively.

SHA advises that states have until December 2018 to comply with the FAST Act. A state found out of compliance risks losing a portion of its federal highway funding. Should Maryland fail to comply, SHA estimates a potential federal funding loss of more than \$63 million.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Department of State Police; Maryland Department of Transportation; Department of Legislative Services

Fiscal Note History: First Reader - February 7, 2018
mag/ljm Third Reader - March 2, 2018

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ANALYSIS OF ECONOMIC IMPACT ON SMALL BUSINESSES

TITLE OF BILL: Motor Vehicles – Automobile Transporters – Length of Stinger-Steered Transporters

BILL NUMBER: HB 253

PREPARED BY: Maryland Department of Transportation / State Highway Administration
(Dept./Agency)

PART A. ECONOMIC IMPACT RATING

This agency estimates that the proposed bill:

 X WILL HAVE MINIMAL OR NO ECONOMIC IMPACT ON MARYLAND SMALL BUSINESS

OR

 WILL HAVE MEANINGFUL ECONOMIC IMPACT ON MARYLAND SMALL BUSINESSES

PART B. ECONOMIC IMPACT ANALYSIS

There would be no economic impact to SHA. The trucking industry could potentially recognize some economic benefit by being able to haul slightly larger vehicles.