



HOUSE COMMITTEE ON APPROPRIATIONS

FISCAL NOTE

HOUSE BILL NO. 2374

PRINTERS NO. 3579

PRIME SPONSOR: Marshall

COST / (SAVINGS)

FUND	FY 2011/12	FY 2012/13
General Fund	\$0	\$0
Motor License Fund	\$0	\$0
Municipal Funds	\$0	\$0

SUMMARY: Amends Title 75 (Vehicle Code) to provide for registration and inspection exemptions of implements of husbandry and farm vehicles. This legislation would take effect in 60 days.

ANALYSIS: This legislation would amend the definition of “commercial implement of husbandry,” by clarifying that use must be on farms other than one owned or operated by the owner of the commercial implement, and by removing the 180-days/ year use limitation.

The bill exempts from registration implements of husbandry (other than commercial implements of husbandry) used exclusively for agricultural operations when operated within 50 miles of the farm or farms owned or operated by the vehicle owner. The bill also exempts from registration any implement of husbandry, trailer or semitrailer being towed or hauled by a registration-exempt implement of husbandry or farm vehicle.

This legislation would amend Section 1924(b) of Title 75 to create four types of farm vehicle registration exemptions:

- Type A replaces a component of Type I by increasing the distance of operation from 25 to 50 miles for daytime use of a vehicle not exceeding 10,000 pounds.
- Type B is a new category, but replaces a component of Type I and permits the daytime use of a vehicle between 10,000 and 17,000 pounds within 25 miles of the farm for certain purposes, and within 50 miles for repair.
- Type C replaces the current Type II and does not make any changes to the requirements.
- Type D replaces a component of Type I by increasing the distance of use from 25 to 50 miles for motor carrier vehicles displaying valid inspection.

All farm vehicles that are exempt from Types A-D registration are required to have a biennial certificate of exemption. The current biennial processing fee for Type I – 17,000 pounds or less is \$24. Since the new Type A and Type B are both for vehicles not exceeding 17,000 pounds, a new category of fee is created, and remains at \$24.

FISCAL IMPACT: This legislation would have no adverse fiscal impact on Commonwealth or municipal funds.

A prior version of this fiscal note indicated that PennDOT had expressed some fiscal concerns with this legislation and interpreted the changes to Section 1302 of Title 75 to not be in compliance with Federal Law and as such, not in compliance with the Federal Motor Carrier Safety Administration (FMCSA). They estimated that if the legislation was not in compliance with Federal Law, this legislation could result in the loss of about \$6.8 million in federal Pennsylvania State Police enforcement funds and the loss of 10% of Federal highway and bridge funding or about \$160 million.

It has been discovered that PennDOT was referring to a separate subsection of Title 75 and had requested a specific change. The changes in this legislation have absolutely nothing to with the concerns expressed by PennDOT.

PREPARED BY: Tim Rodrigo
House Appropriations Committee (R)

DATE: June 6, 2012

Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.