

RÉSUMÉ DIGEST

ACT 301 (HB 217)

2019 Regular Session

Leger

New law authorizes an applicant for a timber harvest season permit to pay a one-time fee of \$100 to the secretary for the issuance of a timber harvest season permit each harvest year.

New law requires that the vehicle or combination of vehicles owned or operated by a timber harvest season permittee who paid \$100 for the permit be equipped with weight scales for purposes of weight regulation, not be assessed a penalty for exceeding its maximum permissible axle weight, provided the total excess gross weight is 10% or less of the vehicles maximum permissible gross weight, and not exceed the posted maximum speed limit on public highways of the state.

Existing law authorizes the issuance of special overweight permits for vehicles, combination of vehicles, and off-road equipment for single trips. The amount of the special overweight permit varies depending on the weight of the vehicle and the distance traveled. Existing law requires the entire permit fee for single trip overweight vehicles to be deposited into the Transportation Trust Fund (TTF).

New law increases the fee for issuance of special overweight permits by 50% for single trips and dedicates all revenues annually collected over \$20 million to the Construction Subfund of the TTF.

Existing law authorizes the issuance of special container permit fees for vehicles hauling pre-packaged products in international trade originating from or destined to an intermodal facility.

Prior law limited the axle weight to 20,000 lbs. per axle provided the rear axle set was in tridem for intermodal containers that were required to apply for a permit.

New law increases the axle weight from 20,000 lbs. to 22,000 lbs. per axle and removes the requirement that the rear axle set is in tridem for intermodal containers.

Prior law limited the applications for permits to owners or operators of a vehicle transporting sealed intermodal containers within a 50 mile radius of a port or harbor district.

New law removes this limitation.

Prior law required an annual permit fee of \$500 for transportation of Class II Ocean containers and required the entire permit fee amount be deposited into the TTF.

New law changes the annual fee of \$500 to a biannual fee of \$375 per vehicle for transportation of Class II Ocean containers and dedicates \$250 of the permit fee to the Construction Subfund of the TTF.

New law authorizes the secretary to establish routes for any owner or operator who receives a permit. New law further authorizes the secretary to revoke the permit if the owner or operator fails to adhere to the route designated by the secretary.

Existing law authorizes the transfer of a permit to a replacement vehicle if the vehicle for which the permit is issued is no longer usable by the owner or operator.

Prior law specified that the transfer was authorized only one time during the year for which the permit was in effect.

New law provides that the transfer of a permit may occur only one time during the 6-month period for which the permit is in effect instead of the one-year period the permit is in effect.

Prior law exempted vehicles transporting Class II Ocean containers and liquid bulk containers within a 50 mile radius of the I-10 Twin Span Bridge until the I-10 Twin Span Bridge was open to vehicles transporting sealed intermodal containers. Prior law required vehicles transporting liquid bulk containers within a 50 miles radius of a port or harbor district to apply for a permit, with the gross vehicle weight limitation of 95,000 lbs. and axle

weight of 20,000 lbs. set per axle provided the rear axle set was in tridem. The annual fee for the permit was \$200 per vehicle.

New law repeals prior law.

Effective Jan. 1, 2020.

(Amends R.S. 32:387(C)(3)(d), (H)(2)(a), (b), and (c)(i) and (iv) and (J)(2); Adds R.S. 32:387(H)(2)(d); Repeals R.S. 32:387(J)(3))