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**SF 75** – Transportation Winter Light Pilot (LSB1334SV)  
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Fiscal Note Version – New

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**Description**

**Senate File 75** adds blue and white flashing lights to the color lights that maintenance vehicles may display when conducting snow removal. The blue and white lights may be placed on motor trucks, trailers, tractors, truck-mounted snow blowers, or motor graders owned by the Department of Transportation (DOT). The equipment must be rear facing and used in snow removal. Motorists will be required to move to a nonadjacent lane or slow down and be prepared to stop for blue and white flashing lights in addition to flashing yellow, amber, and red lights. Changes made in this bill are repealed on July 1, 2019.

**Background**

Currently, the lights the DOT may place on vehicles are established in Iowa Code section **321.323A**. Authorized lights include flashing yellow, amber, and red lights. The use of other lights requires a statutory change. Motorists are currently required to move to a nonadjacent lane or slow down and be prepared to stop for flashing yellow, amber, and red lights.

**Assumptions**

The DOT intends to implement a pilot study of blue and white flashing lights in **District 1**. The DOT identified 175 snow plows that will have additional flashing lights installed. Materials to upgrade each truck are estimated to be \$600. The intent of the study is to determine if rear facing blue and white flashing lights reduce rear and side impact crashes with DOT snowplows and thereby reducing costs related to damage repairs, personal injuries, and private property damage.

The DOT intends to contract with Iowa State University for the study and anticipates federal research funds will cover 80.0% of the research expenditure.

**Fiscal Impact**

This Bill will have no impact to the State General Fund. The cost of equipping snowplows with rear facing blue and white lights will increase expenditures from the Equipment Revolving Fund by \$105,000 in FY 2016. The impact on fine revenue is unknown but is expected to be minimal. The DOT estimates the cost of the study to be \$100,000 over three years; \$80,000 will be funded from federal research funds, and the remaining \$20,000 will be funded by the Primary Road Fund.

**Source**

DOT

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/s/ Holly M. Lyons

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