

LEGISLATIVE FISCAL OFFICE
Fiscal Note



Fiscal Note On: **HB 495** HLS 20RS 121

Bill Text Version: **REENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

Date: May 23, 2020	9:27 AM	Author: FONTENOT
Dept./Agy.: Department of Transportation and Development		Analyst: Alan M. Boxberger
Subject: Creates an overweight permit to transport earthen materials		

TRANSPORTATION

RE SEE FISC NOTE SD EX See Note

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Creates an overweight permit to transport earthen materials for government funded levee projects

Proposed law establishes a per project special overweight permit for persons who operate trucks transporting earthen materials for government funded levee projects; specifies that the permit is valid for one year from the date of issuance; requires that the permit be issued in accordance with the following provisions: 1) the applicant must designate specific routes to be utilized and identify the project, 2) the permit fee is \$1,000 per project, 3) a vehicle with three rear axles must not exceed a gross weight of 75,000 lbs., and 4) the truck transporting earthen materials is not authorized to operate on interstate highways; authorizes the secretary to impose a civil penalty of up to 5 cents per pound for each violation of the established weight limit; provides for definitions; and authorizes the secretary of the department to promulgate rules and regulations necessary to enforce the provisions of proposed law.

EXPENDITURES	2020-21	2021-22	2022-23	2023-24	2024-25	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	\$50,000	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	\$50,000
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	
Annual Total						

REVENUES	2020-21	2021-22	2022-23	2023-24	2024-25	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	INCREASE	INCREASE	INCREASE	INCREASE	INCREASE	
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$0
Annual Total						

EXPENDITURE EXPLANATION

Proposed law will result in one-time expenditures out of the Statutorily Dedicated Transportation Trust Fund-Regular (TTF) to modify the existing permitting system (LaGeaux). DOTD estimates the programming costs necessary to effectuate the issuance of overweight permits for trucks transporting earthen materials for government funded levee projects at between \$40,000 and \$50,000. Proposed law defines "earthen materials" as including minerals, rocks, soil and water.

NOTE: Heavier loads increase deterioration of bridge and highway structures and substructures. Overweight loads carried on short-wheel bases, or lower axle counts, can increase the rate of deterioration beyond that caused by long-wheel bases because the load is applied in a more concentrated focal area. To the degree that trucks hauling earthen materials for government funded levee projects may increase average load weights traveling across transportation infrastructure as permitted in proposed law, the maintenance schedule required to keep those roads within allowable safety parameters would increase and eventual replacement of the road and substructure would realize an accelerated timetable. Proposed law does not allow trucks with these overweight permits to travel on interstate highways, so any potential accelerated expenditures would likely be realized within state and local transportation funding allocations.

REVENUE EXPLANATION

Proposed law will result in an indeterminable increase in revenues deposited into the Statutorily Dedicated Transportation Trust Fund-Regular (TTF). Proposed law creates an overweight permit for trucks transporting earthen materials for government funded levee projects. The permit fee is \$1,000 per project, per year, on a vehicle with three rear axles at a gross weight not to exceed 75,000 lbs. The number of permits that may be issued on an annual basis is unknown and the potential revenues are indeterminable.

NOTE: Overweight permit fees generally do not provide sufficient revenue to cover expenditures to repair additional damages caused to bridge and highway structures and substructures by heavier loads. The permits should mitigate these damages to some degree by requiring that an applicant designate a specific route to be utilized, allowing the department to identify potential alternative routes where necessary.

Senate Dual Referral Rules
 13.5.1 >= \$100,000 Annual Fiscal Cost {S & H}
 13.5.2 >= \$500,000 Annual Tax or Fee Change {S & H}

House
 6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}
 6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}

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