

**LEGISLATIVE FISCAL OFFICE**  
**Fiscal Note**



Fiscal Note On: **HB 164** HLS 19RS 294

Bill Text Version: **REENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

<b>Date:</b> May 20, 2019 7:02 AM	<b>Author:</b> FRANKLIN
<b>Dept./Agy.:</b> Department of Transportation and Development	<b>Analyst:</b> Alan M. Boxberger
<b>Subject:</b> Provides relative to dump trucks	

MTR VEHICLE/TRUCK REGS  
Provides relative to dump trucks

RE DECREASE SD RV See Note

Page 1 of 1

**Proposed law** would authorize the operation of a dump truck hauling concrete or construction aggregates to exceed the maximum permissible axle weight, without a penalty, provided the total excess gross weight is 10% or less of the truck's maximum permissible gross weight, the truck does not exceed the posted load while crossing a posted bridge, the truck is not operating on the interstate system, and no tire on the truck exceeds its tire weight rating. **Proposed law** provides that if a dump truck's total excess gross weight exceeds greater than ten percent of its maximum permissible gross weight, the truck shall be assessed a penalty calculated on the total amount by which the weight exceeds the maximum permissible gross weight. **Proposed law** adds bulk soil, bulk rock, sand rock and asphalt millings to the list of items considered "construction aggregates."

<b>EXPENDITURES</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>5 -YEAR TOTAL</b>
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	SEE BELOW					
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<b><u>\$0</u></b>
<b>Annual Total</b>						

  

<b>REVENUES</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>5 -YEAR TOTAL</b>
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	DECREASE	DECREASE	DECREASE	DECREASE	DECREASE	
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<b><u>\$0</u></b>
<b>Annual Total</b>						

**EXPENDITURE EXPLANATION**

There is no anticipated direct material effect on governmental expenditures as a result of this measure.

NOTE: Heavier loads increase deterioration of bridge and highway structures and substructures. Overweight loads carried on short-wheel bases such as dump trucks 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 dump trucks hauling concrete and construction aggregate increase average load weights as a result of permitting as allowed in **proposed law**, the maintenance schedule required to keep those roads within allowable safety parameters will increase and eventual replacement of the road and substructure will realize an accelerated timetable.

**REVENUE EXPLANATION**

**Proposed law** will likely result in an indeterminable decrease in the amount of overweight fines deposited into the Transportation Trust Fund-Regular (TTF). Such fines imposed on dump trucks hauling concrete and construction aggregate may decrease to the extent that prior overweight loads may operate legally within the parameters set forth in **proposed law**. The current number of overweight fines issued to dump trucks and concrete and construction aggregate transport trucks is unknown. Presently, DOTD and OMV do not track the number of dump trucks operating in Louisiana.

Senate

Dual Referral Rules

House

13.5.1 >= \$100,000 Annual Fiscal Cost {S & H}

6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}

13.5.2 >= \$500,000 Annual Tax or Fee Change {S & H}

6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}

*Evan Brasseaux*

**Evan Brasseaux**  
**Staff Director**