

LEGISLATIVE FISCAL OFFICE
Fiscal Note



Fiscal Note On: **HB 632** HLS 21RS 147

Bill Text Version: **ENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

Date: May 10, 2021	8:46 AM	Author: DEVILLIER
Dept./Agy.: Transportation and Development		Analyst: Alan M. Boxberger
Subject: Authorizes a special permit to include a divisible load.		

TRANSPORTATION DEPT EG INCREASE SD RV See Note
Authorizes a special permit to include a divisible load

Page 1 of 1

Present law prohibits the total gross weight of a vehicle or combination of vehicles from exceeding 80,000 lbs. and a vehicle or combination of vehicles from exceeding its licensed gross weight. Present law authorizes the DOTD secretary to issue a special permit for the operation of a vehicle or combination of vehicles with a weight in excess of the limits imposed in present law and prohibits a shipment that is divisible from receiving a special permit. Proposed law modifies present law to include a divisible shipment in the total gross weight of a vehicle or combination of vehicles. Proposed law authorizes a special permit for a shipment that is divisible and requires an additional 10% fee of the applicable permit fees be assessed if any vehicle or combination of vehicles includes shipments that are considered divisible.

EXPENDITURES	2021-22	2022-23	2023-24	2024-25	2025-26	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	\$200,000	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	\$200,000
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>	<u>\$0</u>
Annual Total	\$200,000					\$200,000

REVENUES	2021-22	2022-23	2023-24	2024-25	2025-26	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>	<u>\$0</u>
Annual Total						

EXPENDITURE EXPLANATION

Proposed law will result in one-time expenditures out of the Statutorily Dedicated Transportation Trust Fund-Regular (TTF-Regular) to modify the existing permitting system (LaGeaux). DOTD estimates the programming costs necessary to effectuate the issuance of the modified divisible load permits at approximately \$200,000. Proposed law authorizes permitting of any vehicle or combination of vehicles with weights in excess of allowable amounts that include shipment considered as divisible that are readily divided, broken or dismantled. Examples of divisible loads are topsoil, sand, gravel, scrap metal, stone, fuel, logs, trash/refuse/garbage, etc. Generally, loads that are easily divisible are encouraged to be divided to reduce the impact of weight on infrastructure.

NOTE: Heavier loads accelerate deterioration of bridge and highway structures and substructures. Overweight loads, particularly on short-wheel bases, 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 increase hauling divisible overweight shipments on transportation infrastructure as permitted in proposed law, the maintenance schedule required to keep those roads within allowable safety parameters may increase and eventual replacement of the road and substructure may realize an accelerated timetable.

REVENUE EXPLANATION

Proposed law will result in an indeterminable increase in revenues deposited into the TTF-Regular to the degree that companies seek overweight permits for divisible shipments in lieu of dividing those shipments to stay below the overweight permit threshold. Under present law the secretary of DOTD is not permitted to issue overweight permits for shipments that are readily divisible. Additionally, proposed law provides that any permit issued for any vehicle or combination of vehicles that include shipments considered as divisible shall be assessed an additional 10% fee on top of the applicable permit fee by weight.

DOTD reports that it does not currently track permits solely based on divisibility and cannot estimate the number of loads of divisible shipments that are currently transported below the overweight threshold, which may in the future be altered by companies seeking an overweight permit in order to reduce trips. Therefore, the revenue impact associated with passage of this measure is indeterminable.

Senate
 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}

Christopher A. Keaton
Legislative Fiscal Officer