

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



Fiscal Note On: **HB 62** HLS 22RS 304

Bill Text Version: **ORIGINAL**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

<b>Date:</b> March 14, 2022 3:24 PM	<b>Author:</b> BAGLEY
<b>Dept./Agy.:</b> Transportation and Development	<b>Analyst:</b> Alan M. Boxberger
<b>Subject:</b> Relative to gross vehicle weight and axle limits, and permits	

WEIGHTS/MEASURES

OR SEE FISC NOTE SD RV

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Provides relative to the fee and gross vehicle weight limits and axle weight limits for special permits

**Present law** authorizes the secretary of DOTD to issue annual special permits to transporters of heavy equipment and requires that the fee not exceed \$2,500 and the size and weight authorized by the permit.

**Proposed law** increases the fee not to exceed to \$5,000 and requires the permit authorize a vehicle having seven or more single or individual axles, or tandem, or tridum axles, including the steering axle, with a gross weight of 132,000 lbs.

<b>EXPENDITURES</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</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	\$50,000	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	<b>\$50,000</b>
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>\$0</b>
<b>Annual Total</b>	<b>\$50,000</b>					<b>\$50,000</b>

  

<b>REVENUES</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>	<b>2025-26</b>	<b>2026-27</b>	<b>5 -YEAR TOTAL</b>
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
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Ded./Other	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	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>\$0</b>
<b>Annual Total</b>						

**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 the modified permits at approximately \$50,000.

NOTE: Heavier loads accelerate deterioration of bridge and highway structures and substructures. Overweight loads can increase the rate of deterioration. To the degree that trucks increase trips hauling weights up to 132,000 lbs. on transportation infrastructure as permitted in proposed law, the maintenance schedule required to keep those roads within allowable safety parameters may increase in frequency and eventual replacement of the road and substructure may realize an accelerated timetable.

**REVENUE EXPLANATION**

Proposed law will have an indeterminable impact on revenues generated from overweight permit fees deposited into the Transportation Trust Fund. Proposed law increases the maximum amount DOTD may charge for an annual overweight permit from \$2,500 to \$5,000, and adds that the size and weight authorized under the permit shall not exceed size and weight restrictions for transporters of heavy equipment and which shall include seven or more single or individual axles, or tandem, or tridem axles, including the steering axle, with a gross weight of 132,000 pounds. Currently permits for vehicles with a gross weight of up to 132,000 lbs. are issued for single-trip only and annual permits are issued only for vehicles with a gross weight of up to 120,000 lbs.

DOTD issues special permits to overweight vehicles in accordance with statutory requirements and authorized fee structures, the cost of which is based on weight and distance traveled. DOTD reports that approximately 50 companies acquire permits each year for weights up to 132,000 (approximately 4,000 trip permits). Companies will generally only purchase the annual permit if the company finds it economically beneficial due to regular or multiple anticipated transportation trips within the given weight class. The potential net impact on revenues is indeterminable as DOTD is unable to anticipate how many annual permits will be purchased at \$5,000 compared to the baseline and how many companies will continue electing to purchase single trip permits.

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}

*Evan Brasseaux*  


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**Evan Brasseaux**  
**Interim Deputy Fiscal Officer**