

LEGISLATIVE FISCAL OFFICE
Fiscal Note



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

Bill Text Version: **ENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

Date: April 22, 2019	10:32 AM	Author: FRANKLIN
Dept./Agy.: Department of Transportation and Development		Analyst: Willis Brewer
Subject: Provides relative to dump trucks		

MTR VEHICLE/TRUCK REGS
Provides relative to dump trucks

EG +\$63,000 SD EX See Note

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Proposed law requires the secretary to issue 30-day special permits upon application authorizing the operation of dump trucks on state-maintained highways and frontage roads adjacent to federal interstate highways; provides that the permit created by proposed law would authorize the operation of a dump truck with a gross vehicle weight not to exceed 69,850 pounds if a rear tandem-axle dump truck, a gross vehicle weight not to exceed 83,000 pounds if a rear tri-axle dump truck, and a gross vehicle weight not to exceed 86,000 pounds if a rear quad-axle dump truck; requires the permit be specific to the vehicle that is listed in the permit application; requires a fee for the permit to be collected per vehicle in the amount of \$100 regardless of the number of axles; specifies that a permit issued is valid for 30 days and requires the permit be carried in the vehicle for which it is issued; modifies present law by authorizing trucks hauling concrete or construction aggregates to exceed the maximum permissible gross weight, without a penalty, provided the total excess weight is 10% or less of the truck's maximum permissible gross weight.

EXPENDITURES	2019-20	2020-21	2021-22	2022-23	2023-24	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	\$63,000	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	\$63,000
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>	\$0
Annual Total	\$63,000					\$63,000

REVENUES	2019-20	2020-21	2021-22	2022-23	2023-24	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	
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 a one-time cost of approximately \$63,000 out of the statutorily dedicated Transportation Trust Fund (TTF) - Regular for DOTD to upgrade the permit software system and to create and produce a permit and window sticker. Ongoing operating expenses and production of replacement window stickers is estimated to be nominal and can be absorbed within DOTD's existing base budget.

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 and concrete and construction aggregate transporters 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 indeterminate increase in revenues deposited into the statutorily dedicated Transportation Trust Fund (TTF) - Regular. Proposed law establishes a thirty-day, \$100 permit (\$1,200 annual permit) per vehicle regardless of the number of axles (rear tri-axle, quad-axle, or rear tandem-axle trucks). Presently, DOTD and OMV do not track the number of dump trucks operating in Louisiana.

The number of trucks that would apply for special permits is unknown so the potential increase in revenues is indeterminable. Proposed law may result in an indeterminable decrease in the amount of overweight fines deposited into the TTF. Such fines imposed on dump trucks and concrete and construction aggregate transporters may decrease to the extent that prior overweight loads may operate legally with permit subsequent to adoption of proposed law. The current number of overweight fines issued to dump trucks and concrete and construction aggregate transport trucks is unknown. Proposed law will result in an increase in revenues associated with permit fees while resulting in a reduction of revenues associated with penalties for operating certain overweight trucks.

While there will be an increase in permit revenues deposited into the TTF from proposed law, the reduction in overweight fines that is also deposited into the TTF will offset the additional permit revenues by an indeterminate amount. Therefore, because gross revenues from both sources cannot be estimated, the net impact to the TTF is indeterminable.

<u>Senate</u>	<u>Dual Referral Rules</u>	<u>House</u>
<input type="checkbox"/> 13.5.1 >= \$100,000 Annual Fiscal Cost {S & H}		<input type="checkbox"/> 6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}
<input type="checkbox"/> 13.5.2 >= \$500,000 Annual Tax or Fee Change {S & H}		<input type="checkbox"/> 6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}

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