

LEGISLATIVE FISCAL OFFICE
Fiscal Note



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

Bill Text Version: **REENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

Date: May 21, 2021	10:24 AM	Author: DEVILLIER
Dept./Agy.: Transportation and Development		
Subject: Authorizes a special permit to include a divisible load.		Analyst: Alan M. Boxberger

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

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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 provides that the secretary of DOTD shall promulgate rules to establish a special permit to authorize any vehicle or combination of vehicles to use the public highways of this state, which shall include shipments considered divisible that are readily divided, broken or dismantled.

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	\$100,000	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	\$100,000
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0
Annual Total	\$100,000					\$100,000

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	\$0	\$0	\$0	\$0	\$0	\$0
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 a modified divisible load permit at between \$50,000 and \$100,000. 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 the secretary of DOTD shall promulgate rules to establish a special permit to authorize any vehicle or combination of vehicles to use the public highways of this state, which shall include divisible loads. The cost of any such permit is speculative until the secretary promulgates rules to establish the permit and corresponding fee, therefore the impact on revenues is indeterminable.

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 number of permits that may be sought 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