

LEGISLATIVE FISCAL OFFICE
Fiscal Note



Fiscal Note On: **HB 695** HLS 24RS 701

Bill Text Version: **REENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

Date: March 26, 2024 9:22 AM	Author: FONTENOT
Dept./Agy.: Department of Transportation and Development	Analyst: Kimberly Fruge
Subject: Creates an overweight permit to transport earthen materials	

TRANSPORTATION

RE SD EX See Note

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Creates an overweight permit to transport earthen material for government funded levee projects

Proposed law establishes a per project special overweight permit for persons who operate trucks transporting earthen materials for government funded levee projects; specifies that the permit is valid for one year from the date of issuance; requires that the permit be issued in accordance with the following provisions: 1) the applicant must designate specific routes to be utilized and identify the project, 2) the permit fee is \$1,000 per project, and 3) a vehicle must not exceed a gross weight of 70,000 lbs for which 22,000 lbs for the steering axle and 48,000 lbs for tridum group; authorizes the secretary to impose a civil penalty of up to one cent per pound for each violation of the established weight limit; provides for definitions of earthen materials; and authorizes the secretary of the department to promulgate rules and regulations necessary to enforce the provisions of proposed law.

EXPENDITURES	2024-25	2025-26	2026-27	2027-28	2028-29	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	\$50,000	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	\$50,000
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	
Annual Total						
REVENUES	2024-25	2025-26	2026-27	2027-28	2028-29	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) to modify the existing permitting system (LaGeaux). The Department of Transportation and Development (DOTD) estimates the programming costs necessary to effectuate the issuance of overweight permits for trucks transporting earthen materials for government funded levee projects at \$50,000.

NOTE: Heavier loads increase deterioration of bridge and highway structures and substructures. Overweight loads carried on short-wheel bases, or lower axle counts, 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 hauling earthen materials for government funded levee projects may increase average load weights traveling across transportation infrastructure as permitted in proposed law, the maintenance schedule required to keep those roads within allowable safety parameters would increase and eventual replacement of the road and substructure would realize an accelerated timetable.

REVENUE EXPLANATION

Proposed law will result in an indeterminable increase in revenues deposited into the Statutorily Dedicated Transportation Trust Fund-Regular (TTF). Proposed law creates an overweight permit for trucks transporting earthen materials for government funded levee projects. The permit fee is \$1,000 per project, per year, on a vehicle at a gross weight not to exceed 70,000 lbs. The number of permits that may be issued on an annual basis is unknown and the potential revenues are indeterminable.

Proposed law allows the secretary to impose a civil penalty of up to one cents per pound for each violation of the established weight limit. The number of individuals that may violate proposed law and be assessed civil penalties is speculative and indeterminable.

NOTE: Overweight permit fees generally do not provide sufficient revenue to cover expenditures to repair additional damages caused to bridge and highway structures and substructures by heavier loads. The permits should mitigate these damages to some degree by requiring that an applicant designate a specific route to be utilized, allowing the department to identify potential alternative routes where necessary.

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}


Patrice Thomas
Deputy Fiscal Officer