

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



Fiscal Note On: **SB 192** SLS 14RS 187

Bill Text Version: **ORIGINAL**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

|  |                                   |
|--|-----------------------------------|
| <b>Date:</b> March 8, 2014 7:20 AM   | <b>Author:</b> MORRISH            |
| <b>Dept./Agy.:</b> Public Safety   | <b>Analyst:</b> Matthew LaBruyere |
| <b>Subject:</b> Authorizes certain concrete trucks to exceed weight limits |                                   |

WEIGHTS/MEASURES OR DECREASE SD RV See Note Page 1 of 1

Authorizes ready-mixed concrete trucks to exceed maximum allowable gross vehicle weight under certain conditions until 2016. (8/1/14)

Present law prohibits assessment of a penalty on any truck hauling ready-mixed concrete which exceeds its maximum allowable gross weight, provided the total excess weight is ten percent or less of the truck's maximum allowable gross weight, the truck contains a certificate evidencing its most recent mixer chip-out of a build-up occurred within the previous 90 days, the truck does not exceed the posted load while crossing a posted bridge, the truck is not operating on the interstate system, and no tire on the truck exceeds its tire weight rating. Present law provides that if the truck's total excess weight is greater than ten percent of the truck's maximum allowable gross weight, the truck shall be assessed a penalty calculated on the total amount by which the truck's weight exceeds its maximum permissible gross weight. Present law is effective from August 1, 2012 through July 31, 2014. Proposed law extends termination date for two years from July 31, 2014, to July 31, 2016. Effective August 1, 2014.

| EXPENDITURES        | 2014-15   | 2015-16   | 2016-17   | 2017-18    | 2018-19    | 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 | \$0        | \$0        | \$0           |
| Federal Funds       | \$0       | \$0       | \$0       | \$0        | \$0        | \$0           |
| Local Funds         | \$0       | \$0       | \$0       | \$0        | \$0        | \$0           |
| <b>Annual Total</b> |           |           |           | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    |

| REVENUES            | 2014-15  | 2015-16  | 2016-17  | 2017-18    | 2018-19    | 5 -YEAR TOTAL |
|---------------------|----------|----------|----------|------------|------------|---------------|
| State Gen. Fd.      | \$0      | \$0      | \$0      | \$0        | \$0        | \$0           |
| Agy. Self-Gen.      | \$0      | \$0      | \$0      | \$0        | \$0        | \$0           |
| Ded./Other          | DECREASE | DECREASE | DECREASE | \$0        | \$0        | \$0           |
| Federal Funds       | \$0      | \$0      | \$0      | \$0        | \$0        | \$0           |
| Local Funds         | \$0      | \$0      | \$0      | \$0        | \$0        | \$0           |
| <b>Annual Total</b> |          |          |          | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>    |

**EXPENDITURE EXPLANATION**

There is no anticipated direct material effect on governmental operating expenditures as a result of this measure.

NOTE: Heavier loads increase the deterioration of bridges and highway structures and substructures. Overweight loads carried on short-wheel bases such as concrete trucks increase the impact on deterioration beyond that caused by long-wheel bases because the load is applied in a more concentrated focal area as it travels along a roadway surface. To the degree that ready-mixed concrete trucks increase load weights as a result of the proposed law, the maintenance schedule required to keep those roads within allowable safety parameters will increase and the eventual replacement of the road and substructure will realize an accelerated timetable.

**REVENUE EXPLANATION**

The proposed law may result in an indeterminable decrease in the amount of overweight fines imposed on concrete vendors and transporters, as the allowance for additional weight could potentially reduce the violation tickets issued and the revenues collected. The Department of Public Safety projects a reduction of revenues as a result of the proposed law, but is unable to project the amount of the reduction. The number of trucks that fall into the category exempted by the legislation is unknown. Overweight fines are deposited into the Transportation Trust Fund.

Senate

Dual Referral Rules

House

13.5.1 >= \$100,000 Annual Fiscal Cost {S&H}

13.5.2 >= \$500,000 Annual Tax or Fee Change {S&H}

6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}

6.8(F)(2) >= \$500,000 State Rev. Reduc. {H & S}

6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}

*Evan Brasseaux*

**Evan Brasseaux**  
**Staff Director**