

Fiscal Estimate Narratives

DOT 12/16/2013

LRB Number	13-3210/1	Introduction Number	AB-0483	Estimate Type	Original
Description Local ordinances regulating borrow sites and material disposal sites for certain transportation projects					

Assumptions Used in Arriving at Fiscal Estimate

This bill requires the Department of Transportation to determine if criteria are met to preempt local ordinances for disposal sites used for state transportation projects and make those sites subject to state regulation. In addition to the stated criteria, this determination will require the Department to engage in a historic property review process as outlined in §44.40(1m) as well as other review processes.

The areas that would become subject to local ordinances regulating borrow and disposal sites used for state transportation projects are those areas in which 500 residents live within one mile of the borrow or disposal site. This equates to a population density of 500 residents in the 3.14 square miles surrounding the proposed site, or roughly 160 population per square mile. It is unknown how many sites meet this population density, but fourteen counties considered in their entirety would meet or exceed this residential population density, in addition to hundreds of other entire cities and villages. This restriction is likely to decrease the number of available disposal sites and increase the distance that trucks must travel to obtain and dispose of state transportation project materials.

The cost to truck construction waste is approximately 70 cents per cubic yard per mile. Each truck holds on average 14 cubic yards. Therefore the cost is approximately \$10 per truckload per mile.

To consider only disposal costs of one large project, the contractor for the Zoo Interchange Project has estimated the need to dispose of 1.8 million cubic yards of soil and clean fill. Approximately 129,000 truck loads would be needed to transport that quantity of fill (1,800,000 cubic yards ÷ 14 cubic yards/truck = 128,571). The cost to transport that amount of fill is approximately \$1,290,000 per mile (128,571 truck loads x \$10/truck load/mile = \$1,285,710). The additional cost to transport borrow material for this project is unknown.

Contractors will consider their cost of transporting fill material and project waste disposal when bidding projects. The anticipated higher transport costs would likely delay future Department projects.

The bill also makes all borrow sites and waste disposal sites used for state construction projects subject to local ordinances regulating site hours of operation, or noise or traffic volume, regardless of population density. The Department anticipates this will increase state transportation project costs, but the amount of increase is indeterminate.

Long-Range Fiscal Implications

The bill would increase state transportation project costs. The amount of increase is indeterminate.