

### Fiscal Estimate - 2013 Session

Original     
  Updated     
  Corrected     
  Supplemental

|  |   |
|--|---|
| <b>LRB Number</b> <b>13-2884/2</b>   | <b>Introduction Number</b> <b>SB-279</b>  |
| <b>Description</b><br>Annual or consecutive month permits for vehicles or combinations of vehicles transporting loads near the Wisconsin-Michigan border   |   |
| <b>Fiscal Effect</b>   |   |
| <b>State:</b>  |   |
| <input type="checkbox"/> No State Fiscal Effect<br><input checked="" type="checkbox"/> Indeterminate   |   |
| <input type="checkbox"/> Increase Existing Appropriations<br><input type="checkbox"/> Decrease Existing Appropriations<br><input type="checkbox"/> Create New Appropriations   | <input type="checkbox"/> Increase Existing Revenues<br><input type="checkbox"/> Decrease Existing Revenues<br><input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No<br><input type="checkbox"/> Decrease Costs |
| <b>Local:</b>  |   |
| <input type="checkbox"/> No Local Government Costs<br><input checked="" type="checkbox"/> Indeterminate  |   |
| 1. <input type="checkbox"/> Increase Costs<br><input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory<br>2. <input type="checkbox"/> Decrease Costs<br><input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory   | 3. <input type="checkbox"/> Increase Revenue<br><input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory<br>4. <input type="checkbox"/> Decrease Revenue<br><input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory  |
| 5. Types of Local Government Units Affected<br><input type="checkbox"/> Towns <input type="checkbox"/> Village <input type="checkbox"/> Cities<br><input type="checkbox"/> Counties <input type="checkbox"/> Others<br><input type="checkbox"/> School Districts <input type="checkbox"/> WTCS Districts |   |
| <b>Fund Sources Affected</b>   |   |
| <input type="checkbox"/> GPR <input type="checkbox"/> FED <input type="checkbox"/> PRO <input type="checkbox"/> PRS <input checked="" type="checkbox"/> SEG <input type="checkbox"/> SEGS  |   |
| <b>Affected Ch. 20 Appropriations</b>  |   |
| <b>Agency/Prepared By</b>  | <b>Authorized Signature</b>   |
| DOT/ Mae Knowles (608) 266-8370  | Stephanie LaSage (608) 267-3703   |
| <b>Date</b>  |   |
| 9/20/2013  |   |

## Fiscal Estimate Narratives

DOT 9/20/2013

|  |                            |                        |
|--|----------------------------|------------------------|
| LRB Number 13-2884/2   | Introduction Number SB-279 | Estimate Type Original |
| <b>Description</b><br>Annual or consecutive month permits for vehicles or combinations of vehicles transporting loads near the Wisconsin-Michigan border |                            |                        |

### Assumptions Used in Arriving at Fiscal Estimate

This bill:

- authorizes the loads for all routes other than those within 11 miles of the Wisconsin-Michigan border which allows any type of load to transport only raw forest products, lumber and forestry biomass as defined by current law;
  - allows for the unladen operation of such vehicles returning from the delivery of a load or operating to or from a point of fueling, servicing or purchase or sale of a vehicle;
  - extends the segment of US 8 east to the Wisconsin-Michigan border;
  - removes the requirement that the vehicle or combination of vehicles must be traveling between Wisconsin and Michigan; and
  - requires the vehicles or combination of vehicles to be in compliance with length and weight limitations under Michigan law.
- Senate Amendment 1 caps the maximum gross weight at 164,000 pounds.

### Bridges

There are eight bridges on US 8 in Oneida County. The bridges have a load limit above the weight of these vehicles. However, traffic from heavier trucks may diminish the service life of the bridges or accelerate the deterioration on these eight bridges.

### Pavement

The pavement impacts of this bill are dependent upon the axle spacing and total loading of the truck and of each axle. The exact layout, spacing and number of proposed axles for the heavier loads are not known. Because of this, the department's analysis assumed there were no single axles other than the steering axle. Based on the described assumptions of the proposed truck axle configuration and finite amount of total load transported, the impacts of this bill to the state pavements are considered to be neutral.

### Long-Range Fiscal Implications

The additional stresses on state bridges on US 8 may diminish the service life of these bridges. The bridges have a load limit above the weight of these vehicles. The pavement impacts of this bill are dependent upon axle spacing and total loading of the truck and of each axle. The exact layout, spacing and number of proposed axles for the heavier loads are not known. A more definitive analysis requires more information about the specific configurations of the heavier trucks and the total expected number of trips. Therefore, only general pavement comparison could be made at this time. Using the described basic assumptions of the proposed truck axle configurations and the finite amount of total load transported, the impacts of this bill to the state pavements are considered to be neutral.