Wisconsin Department of Administration
Division of Executive Budget and Finance

Fiscal Estimate - 2019 Session

☒ Original ☐ Updated ☐ Corrected ☐ Supplemental

LRB Number **19-5141/1**	Introduction Number **SB-736**

Description
permits for the overweight transport of the residue material resulting from treatment of municipal sewage

Fiscal Effect

State:

☐ No State Fiscal Effect
☒ Indeterminate
- ☐ Increase Existing Appropriations
- ☐ Decrease Existing Appropriations
- ☐ Create New Appropriations
- ☐ Increase Existing Revenues
- ☐ Decrease Existing Revenues
- ☒ Increase Costs - May be possible to absorb within agency's budget
  - ☒ Yes ☐ No
- ☐ Decrease Costs

Local:

☐ No Local Government Costs
☐ Indeterminate
1. ☐ Increase Costs ☐ Permissive ☐ Mandatory
2. ☐ Decrease Costs ☐ Permissive ☐ Mandatory
3. ☐ Increase Revenue ☐ Permissive ☐ Mandatory
4. ☐ Decrease Revenue ☐ Permissive ☐ Mandatory

5. Types of Local Government Units Affected
☐ Towns ☐ Village ☐ Cities
☐ Counties ☐ Others
☐ School Districts ☐ WTCS Districts

Fund Sources Affected
☐ GPR ☐ FED ☐ PRO ☐ PRS ☒ SEG ☐ SEGS

Affected Ch. 20 Appropriations

Agency/Prepared By	Authorized Signature	Date
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Fiscal Estimate Narratives

DOT 2/10/2020

LRB Number **19-5141/1**	Introduction Number **SB-736**	Estimate Type **Original**
Description permits for the overweight transport of the residue material resulting from treatment of municipal sewage		

Assumptions Used in Arriving at Fiscal Estimate

The proposed bill modifies and existing annual oversize/overweight permit. Annual permits do not require operators to provide specific routes taken or identify how many trips for which the permit will be used. Therefore, the Department is unable to quantify the wear to the infrastructure as a whole at this time.

However, the Department prepared the attached chart to illustrate the anticipated wear caused by each individual truck. "ESAL" stands for Equivalent Single Axle Load. ESALs help establish a relationship for comparing the effects of axles carrying different loads. Based on the attached chart, the Department assumed the stated axle weights to compare the wear caused by a five-axle vehicle with a gross vehicle weight (GVW) of 80,000 pounds (legal weight) with a five-axle or six-axle vehicle with a GVW of 100,000 pounds, as allowed by the bill. As the attached chart shows, the Department estimates that a five-axle vehicle weighing 100,000 pounds causes over 129% more wear to the infrastructure than a five-axle vehicle weighing 80,000 pounds GVW. However, if fewer trucks are required to haul the commodity, or a six-axle configuration is used, the amount of wear will be reduced.

Long-Range Fiscal Implications

None.

Vehicle Description	Axle Load and Type						Gross Weight (pounds)	Equivalency Factors			ESALs	% Increase from 5-Axle
	Axle 1 (kips)		Axle 2 (kips)		Axle 3 (kips)			Axle 1	Axle 2	Axle 3		
5-Axle	12	s	34	t	34	t	80,000	0.229	1.11	1.11	2.45	-
5-Axle	16	s	42	t	42	t	100,000	0.646	2.49	2.49	5.63	129.73
6-Axle	15	s	39	t	46	r	100,000	0.5225	1.875	0.918	3.32	35.38
6-Axle	15	s	37	t	48	r	100,000	0.5225	1.535	1.072	3.13	27.79
6-Axle	13	s	39	t	48	r	100,000	0.314	1.875	1.072	3.26	33.16

This chart was created for the analysis of SB-736/AB-818 (2019-2020 Session).