

(99-2113/1)

- ORIGINAL
- CORRECTED
- UPDATED
- SUPPLEMENTAL

LRB or Bill No./Adm. Rule No.
 AB 188 / SB 77
 Amendment No. if Applicable

FISCAL ESTIMATE
 DOA-2048 N(R10/94)

Subject

Relating to: Exempting certain vehicles transporting material pumped from a septic or holding tank from special or seasonal weight limitations imposed by local highway authorities.

Fiscal Effect

State: No State Fiscal Effect

Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.

Increase Costs - May be possible to Absorb Within Agency's Budget Yes No

- Increase Existing Appropriation
- Decrease Existing Appropriation
- Create New Appropriation
- Increase Existing Revenues
- Decrease Existing Revenues

Decrease Costs

Local: No local government costs

- 1. Increase Costs
 - Permissive Mandatory
- 2. Decrease Costs
 - Permissive Mandatory

- 3. Increase Revenues
 - Permissive Mandatory
- 4. Decrease Revenues
 - Permissive Mandatory

5. Types of Local Governmental Units Affected:
- Towns Villages Cities
 - Counties Others _____
 - School Districts WTCS Districts

Fund Sources Affected

- GPR FED PRO PRS SEG SEG-S

Affected Ch. 20 Appropriations
 20.365

Assumptions Used in Arriving at Fiscal Estimate

Only state impact is on the 315 miles of highways that are posted for spring thaw. Under 300 trips per year would have a negligible impact. Over 300 trips per year would have a \$210,000 impact per year. See attached report, required by Stats. 13.096 for bills that establish an exception to weight limits, for more detailed information.

The department has identified that on the State Trunk Highway System the real fix to the issue of otherwise legal weight vehicles being restricted during spring thaw is to upgrade the condition of these highways. The department has 28 highway segments amounting to 315 miles that are subject to seasonal weight limitations each year due to spring thaw and rarely imposes other special weight limitations. The estimated cost to fix these state trunk highways so that postings would no longer be necessary is \$106,785,000.

The largest impact of this bill is to local units of government and not the state. The posting of roads for weight limits on the local road system is much more common than on the state trunk highway system. The department does not have a good method for determining the number of local roadway miles that would be impacted by this bill. Due to this, the department is not able to determine the fiscal impact to local units of government, but we do know it is significantly higher than the impact to the state's highway system.

Long-Range Fiscal Implications

\$210,000 per year to state highways if more than 300 trips. While it is unknown how many trips will occur on local roads, the cost to locals will be greater than to the state.

Agency/Prepared by: (Name & Phone No.)

DTID/BoHO Mark Morrison 266-1675
 (DOT)

Authorized Signature/Telephone No.

James S. Phil 266 8928

Date

4/15/99

FISCAL ESTIMATE WORKSHEET

1999 Session

Detailed Estimate of Annual Fiscal Effect
DOA-2047 (R10/94)

ORIGINAL UPDATED
 CORRECTED
SUPPLEMENTAL

LRB or Bill No./Adm. Rule No.
AB 188/SB 77

Amendment No.

Subject
Relating to: Exempting certain vehicles transporting material pumped from a septic or holding tank from special or seasonal weight limitations imposed by local highway authorities.

I. One-time Costs or Revenue Impacts for State and/or Local Government (do not include in annualized fiscal effect):
\$0

II. Annualized Costs:		Annualized Fiscal impact on State funds from:	
		Increased Costs	Decreased Costs
A. State Costs by Category			
State Operations - Salaries and Fringes		\$ 0	\$ -0
(FTE Position Changes)		(0 FTE)	(- 0 FTE)
State Operations - Other Costs		\$210,000	-
Local Assistance			-
Aids to Individuals or Organizations		\$0	-
TOTAL State Costs by Category		\$ 210,000	\$ -
B. State Costs by Source of Funds			
GPR		\$	\$ -
FED			-
PRO/PRS			-
SEG/SEG-S		\$210,000	-
III. State Revenues -			
Complete this only when proposal will increase or decrease state revenues (e.g., tax increase, decrease in license fee, etc.)			
GPR Taxes		\$	\$ -
GPR Earned			-
FED			-
PRO/PRS			-
SEG/SEG-S			-
TOTAL State Revenues		\$ 0	\$ -0

NET ANNUALIZED FISCAL IMPACT

	STATE	LOCAL
NET CHANGE IN COSTS	\$210,000	\$Unknown
NET CHANGE IN REVENUES	\$0	\$0

Agency/Prepared by: (Name & Phone No.) DTID/BoHO Mark Morrison 266-1675	Authorized Signatures/Telephone No. <i>James S. Phil</i> 266 8928	Date 4/15/99
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