

Fiscal Estimate - 2013 Session

Original Updated Corrected Supplemental

LRB Number 13-2913/2		Introduction Number SB-509	
Description Operation of agricultural vehicles on highways and providing a penalty			
Fiscal Effect			
State:			
<input type="checkbox"/> No State Fiscal Effect			
<input checked="" type="checkbox"/> Indeterminate			
<input type="checkbox"/> Increase Existing Appropriations		<input type="checkbox"/> Increase Existing Revenues	
<input type="checkbox"/> Decrease Existing Appropriations		<input type="checkbox"/> Decrease Existing Revenues	
<input type="checkbox"/> Create New Appropriations		<input checked="" type="checkbox"/> Increase Costs - May be possible to absorb within agency's budget	
		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		<input type="checkbox"/> Decrease Costs	
Local:			
<input type="checkbox"/> No Local Government Costs			
<input checked="" type="checkbox"/> Indeterminate			
1. <input checked="" type="checkbox"/> Increase Costs		3. <input type="checkbox"/> Increase Revenue	
<input type="checkbox"/> Permissive <input checked="" type="checkbox"/> Mandatory		<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	
2. <input type="checkbox"/> Decrease Costs		4. <input type="checkbox"/> Decrease Revenue	
<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory		<input type="checkbox"/> Permissive <input type="checkbox"/> Mandatory	
5. Types of Local Government Units Affected			
<input checked="" type="checkbox"/> Towns		<input checked="" type="checkbox"/> Village	
<input checked="" type="checkbox"/> Counties		<input type="checkbox"/> Others	
<input type="checkbox"/> School Districts		<input type="checkbox"/> WTCS Districts	
<input checked="" type="checkbox"/> Cities			
Fund Sources Affected		Affected Ch. 20 Appropriations	
<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			
Agency/Prepared By		Authorized Signature	
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		Date	
		1/28/2014	

Fiscal Estimate Narratives

DOT 1/28/2014

LRB Number	13-2913/2	Introduction Number	SB-509	Estimate Type	Original
Description Operation of agricultural vehicles on highways and providing a penalty					

Assumptions Used in Arriving at Fiscal Estimate

This bill requires operators of Implements of Husbandry (IoH) and Agricultural Commercial Motor Vehicles (Agricultural CMVs) over the prescribed gross and axle weight limits or over the prescribed length limits to obtain a permit, if operating on the roadway for over the distance of one quarter of a mile. The Department will incur administrative costs in developing and administering this permit. The bill, as drafted, authorizes a variety of communication methods for submitting an application to operate an over-weight or over-length IoH and Agricultural CMV. The development of an online application, for most efficient processing, is estimated to cost \$35,000 to \$45,000 for work in information technology (IT), which is consistent with recent online permit implementations.

Many IoH, previously identified as overweight or over-length, will no longer be classified as such under the provisions of this bill. This bill requires the Department and local units of government, for highways under their respective jurisdictions, to act on permit applications within 3 weeks and amendment applications within 5 days, or the application is considered approved. The number of vehicles that will require a permit under this bill cannot be determined at this time. The Department will be able to absorb any increased administrative costs necessary to process these applications within its current staff allocation in the Division of Motor Vehicles.

It is anticipated that, due to the increased weight allowance permitted under the bill, maintaining authorities (counties, cities, villages and towns) may need to post existing structures (bridges and culverts) to provide specific maximum gross or axle weight limits. The cost of each sign for posting these limits is \$250 (\$50 for fabricating sign; \$200 for post and installation). At this time, the number of structures and segments that will require posting, as a result of this bill, cannot be determined.

Long-Range Fiscal Implications

The long-range fiscal implications are indeterminate. The additional stresses, as a result of the increased weight allowance prescribed in the bill, on bridges and pavement may diminish the service life or accelerate the deterioration of this infrastructure. However, the number of IoH and Agricultural CMVs, including their weight and axle spacing, that will be in operation, under the increased weight limits in the bill, are unknown.