

Revised to include Dept. of Road's response.

**FISCAL NOTE**  
**LEGISLATIVE FISCAL ANALYST ESTIMATE**

| <b>ESTIMATE OF FISCAL IMPACT – STATE AGENCIES</b> (See narrative for political subdivision estimates) |                   |         |                   |         |
|---|-------------------|---------|-------------------|---------|
|   | <b>FY 2016-17</b> |         | <b>FY 2017-18</b> |         |
|   | EXPENDITURES      | REVENUE | EXPENDITURES      | REVENUE |
| GENERAL FUNDS   |                   |         |                   |         |
| CASH FUNDS  | 888,500           |         | See below         |         |
| FEDERAL FUNDS   |                   |         |                   |         |
| OTHER FUNDS   |                   |         |                   |         |
| TOTAL FUNDS   | 888,500           |         |                   |         |

**Any Fiscal Notes received from state agencies and political subdivisions are attached following the Legislative Fiscal Analyst Estimate.**

LB 977 would exempt implements of husbandry from statutory weight and load limits when operated on highways other than the Interstate.

The potential increase in the weight of these vehicles could have a negative impact on the condition of the highways that they will be operated on. Variables such as the additional weight and the frequency of operation on the highways will determine the degree of damage to the highway surface and the need to strengthen bridges.

The Department of Roads indicates the immediate cost would involve the need to post load limit signs on 1,777 state bridges at a cost of \$888,500 (\$500/bridge).

Future costs to bring the bridges up to a level to support the potential additional weight are estimated at \$2,000,000 to strengthen existing bridges where possible, and \$82,010,000 to replace existing bridges as necessary.

Cities and counties would also face similar decisions on either posting bridge weight limits and/or strengthening bridges.

Please complete ALL (5) blanks in the first three lines.

**2016**

**LB<sup>(1)</sup> 977**

**FISCAL NOTE**

State Agency OR Political Subdivision Name: <sup>(2)</sup>

Nebraska Department of Roads

Prepared by: <sup>(3)</sup> Becky Fleming

Date Prepared: <sup>(4)</sup> \_\_\_\_\_

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**ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION**

|                    | <u>FY 2016-17</u>   |                | <u>FY 2017-18</u>   |                |
|--------------------|---------------------|----------------|---------------------|----------------|
|                    | <u>EXPENDITURES</u> | <u>REVENUE</u> | <u>EXPENDITURES</u> | <u>REVENUE</u> |
| GENERAL FUNDS      | _____               | _____          | _____               | _____          |
| CASH FUNDS         | \$888,500*          | _____          | _____               | _____          |
| FEDERAL FUNDS      | _____               | _____          | _____               | _____          |
| OTHER FUNDS        | _____               | _____          | _____               | _____          |
| <b>TOTAL FUNDS</b> | <u>\$888,500*</u>   | _____          | _____               | _____          |

**Explanation of Estimate:**

LB 977 changes the provisions relating to the operation of implements of husbandry on highways. It would exempt all implements of husbandry from the roadway weight and load limitations except on the National System of Interstate and defense highways.

The additional weight and load would increase the wear and tear on roads, highways, bridges and culverts. The Department of Roads would need to place posting signs on affected state bridges. It would also be necessary to strengthen and/or replace approximately 110 state bridges. Estimated costs are:

New Signage for 1,777 state bridges at \$500/bridge = \$888,500

\*Strengthen existing bridges where possible = \$2,000,000

\*Replace existing bridges as necessary = \$82,010,000

*\* (The earliest existing bridges could be strengthened or replaced would be FY2019 due to programing constraints.)*

The Department would also need to monitor the situation of pavement deterioration through the pavement performance metrics to plan for additional highway repairs.

This bill also has a significant impact on locally owned bridges.

**If this bill is amended to retain existing load limitations on bridges there would be no fiscal impact.**

**BREAKDOWN BY MAJOR OBJECTS OF EXPENDITURE**

**Personal Services:**

| <u>POSITION TITLE</u>     | <u>NUMBER OF POSITIONS</u> |              | <u>2016-17<br/>EXPENDITURES</u> | <u>2017-18<br/>EXPENDITURES</u> |
|---------------------------|----------------------------|--------------|---------------------------------|---------------------------------|
|                           | <u>16-17</u>               | <u>17-18</u> |                                 |                                 |
| Benefits.....             | _____                      | _____        | _____                           | _____                           |
| Operating.....            | _____                      | _____        | \$888,500*                      | _____                           |
| Travel.....               | _____                      | _____        | _____                           | _____                           |
| Capital outlay.....       | _____                      | _____        | _____                           | _____                           |
| Aid.....                  | _____                      | _____        | _____                           | _____                           |
| Capital improvements..... | _____                      | _____        | _____                           | _____                           |
| <b>TOTAL.....</b>         | _____                      | _____        | <u>\$888,500*</u>               | _____                           |