

February 2, 2017

The Honorable Richard Proehl, Chairperson
House Committee on Transportation
Statehouse, Room 581-W
Topeka, Kansas 66612

Dear Representative Proehl:

SUBJECT: Fiscal Note for HB 2095 by House Committee on Transportation

In accordance with KSA 75-3715a, the following fiscal note concerning HB 2095 is respectfully submitted to your committee.

HB 2095 would allow the Department of Transportation (KDOT) to issue an annual special vehicle operating permit for the following:

1. A truck-tractor semitrailer combination vehicle; and
2. A truck-tractor semitrailer, trailer combination vehicle with a gross weight of more than 85,000 pounds but not more than 90,000 pounds transporting divisible loads on six or more axels.

The special vehicle combination may not be operated on the interstate system and must be registered at the maximum weight category in accordance with current law. The Department of Transportation would be required to charge an annual permit fee of \$200, but no single trip permits could be issued. The bill would amend the definition of "triple axels" by changing the maximum space between axels from 120 inches to 132 inches.

KDOT indicates that additional expenditures would be required to provide the level of design and maintenance necessary to preserve the structural integrity of the state highway system as a result of the vehicle weights in the bill. This would include an analysis of existing bridge load ratings and potentially posting new highway signs for any changes to the load ratings. KDOT estimates it would need \$93,386 in FY 2018 from the State Highway Fund and 1.00 Professional Civil Engineer FTE position. The position would monitor the state highway system and bridge conditions based on the new truck configurations and implement any necessary modifications to the system. Of the total costs, \$90,386 would be for the salaries and wages for

The Honorable Richard Proehl, Chairperson

February 2, 2017

Page 2—HB 2095

the new position and \$3,000 would be for associated costs such as office equipment, supplies and technology support. The ongoing costs for the position would be \$91,337 in FY 2019. KDOT is unable to estimate the expenditures for additional maintenance, design work and modifications to the state highway system. The expenditure limitation on the agency operations account of the State Highway Fund would need to be increase by at least \$93,386 for FY 2018 and \$91,337 for FY 2019.

The bill would also result in additional revenue to the State Highway Fund; however, the precise amount is unknown. KDOT does not currently possess the necessary data to estimate the number of permits that might be issued under the bill. Any fiscal effect associated with HB 2095 is not reflected in *The FY 2018 Governor's Budget Report*.

Sincerely,

A handwritten signature in black ink, appearing to read "Shawn Sullivan", with a horizontal line extending to the right.

Shawn Sullivan,
Director of the Budget

cc: Jack Smith, Department of Revenue
Ben Cleeves, Transportation