

FISCAL NOTE
 LEGISLATIVE FISCAL ANALYST ESTIMATE

ESTIMATE OF FISCAL IMPACT – STATE AGENCIES (See narrative for political subdivision estimates)				
	FY 2025-26		FY 2026-27	
	EXPENDITURES	REVENUE	EXPENDITURES	REVENUE
GENERAL FUNDS				
CASH FUNDS	\$2,700,000		\$2,700,000	
FEDERAL FUNDS				
OTHER FUNDS				
TOTAL FUNDS	\$2,700,000		\$2,700,000	

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

LB561 amends Nebraska §60-6,298 by creating a special permit provision which would allow for vehicles transporting raw milk from dairy farms to processing facilities, to carry loads up to 15% heavier than the maximum legal weight limit. A strict requirement is established that no single axle can bear more than 20,000 pounds. This bill contains an emergency clause.

Expenditures:

The Nebraska Department of Transportation (NDOT) has indicated that the damage done to the pavement from truck axle loads increases at an exponential rate as the load increases. The agency has estimated the new weight limit would cause about 16-times more pavement damage, which would result in an indeterminate amount of maintenance costs. Additionally, the NDOT is anticipating a shortening of the pavement life-cycle would cost \$2,700,000 in cash funding in both FY2025-26 and FY2026-27. This would be an ongoing expense towards the preservation of the existing State Highway System.

The Nebraska Department of Motor Vehicles (DMV) and the Nebraska State Patrol (NSP) have both specified no fiscal impact.

There is no basis to disagree with the NDOT, DMV, nor the NSP's estimates of fiscal impact.

ADMINISTRATIVE SERVICES STATE BUDGET DIVISION: REVIEW OF AGENCY & POLT. SUB. RESPONSE			
LB: 561	AM:	AGENCY/POLT. SUB: Nebraska Department of Teleportation	
REVIEWED BY: Joe Massey	DATE: 2/13/2025	PHONE: (402) 471-4181	
COMMENTS: Nebraska Department of Transportation assessment of fiscal impact from LB 561 is reasonable based on the assumptions given.			

ADMINISTRATIVE SERVICES STATE BUDGET DIVISION: REVIEW OF AGENCY & POLT. SUB. RESPONSE			
LB: 561	AM:	AGENCY/POLT. SUB: : Department of Motor Vehicles	
REVIEWED BY: Joe Massey	DATE: 1/27/2025	PHONE: (402) 471-4181	
COMMENTS: Department of Motor Vehicles assessment of no net fiscal impact from LB 561 appears reasonable.			

ADMINISTRATIVE SERVICES STATE BUDGET DIVISION: REVIEW OF AGENCY & POLT. SUB. RESPONSE			
LB: 561	AM:	AGENCY/POLT. SUB: : Nebraska State Patrol	
REVIEWED BY: Joe Massey	DATE: 2/3/2025	PHONE: (402) 471-4181	
COMMENTS: Nebraska State Patrol's assessment of no net fiscal impact from LB 561 appears reasonable.			

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

2025

LB⁽¹⁾ 561

FISCAL NOTE

State Agency OR Political Subdivision Name: ⁽²⁾ Department of Motor Vehicles

Prepared by: ⁽³⁾ Bart Moore Date Prepared: ⁽⁴⁾ January 24, 2025 Phone: ⁽⁵⁾ 402-471-3902

ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION

	<u>FY 2025-26</u>		<u>FY 2026-27</u>	
	<u>EXPENDITURES</u>	<u>REVENUE</u>	<u>EXPENDITURES</u>	<u>REVENUE</u>
GENERAL FUNDS	_____	_____	_____	_____
CASH FUNDS	_____	_____	_____	_____
FEDERAL FUNDS	_____	_____	_____	_____
OTHER FUNDS	_____	_____	_____	_____
TOTAL FUNDS	=====	=====	=====	=====

Explanation of Estimate:

No Fiscal Impact

BREAKDOWN BY MAJOR OBJECTS OF EXPENDITURE

Personal Services:

<u>POSITION TITLE</u>	<u>NUMBER OF POSITIONS</u>		<u>2025-26</u>	<u>2026-27</u>
	<u>25-26</u>	<u>26-27</u>	<u>EXPENDITURES</u>	<u>EXPENDITURES</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
Benefits.....	_____	_____	_____	_____
Operating.....	_____	_____	_____	_____
Travel.....	_____	_____	_____	_____
Capital outlay.....	_____	_____	_____	_____
Aid.....	_____	_____	_____	_____
Capital improvements.....	_____	_____	_____	_____
TOTAL.....	_____	_____	_____	_____

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

2025

LB⁽¹⁾ 561

FISCAL NOTE

State Agency OR Political Subdivision Name: ⁽²⁾ Nebraska State Patrol

Prepared by: ⁽³⁾ Carol Aversman Date Prepared: ⁽⁴⁾ 01/29/2025 Phone: ⁽⁵⁾ 402-471-4545

ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION

	<u>FY 2025-26</u>		<u>FY 2026-27</u>	
	<u>EXPENDITURES</u>	<u>REVENUE</u>	<u>EXPENDITURES</u>	<u>REVENUE</u>
GENERAL FUNDS	_____	_____	_____	_____
CASH FUNDS	_____	_____	_____	_____
FEDERAL FUNDS	_____	_____	_____	_____
OTHER FUNDS	_____	_____	_____	_____
TOTAL FUNDS	=====	=====	=====	=====

Explanation of Estimate:

NO FISCAL IMPACT

BREAKDOWN BY MAJOR OBJECTS OF EXPENDITURE

Personal Services:

<u>POSITION TITLE</u>	<u>NUMBER OF POSITIONS</u>		<u>2025-26</u>	<u>2026-27</u>
	<u>25-26</u>	<u>26-27</u>	<u>EXPENDITURES</u>	<u>EXPENDITURES</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
Benefits.....	_____	_____	_____	_____
Operating.....	_____	_____	_____	_____
Travel.....	_____	_____	_____	_____
Capital outlay.....	_____	_____	_____	_____
Aid.....	_____	_____	_____	_____
Capital improvements.....	_____	_____	_____	_____
TOTAL.....	_____	_____	_____	_____

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

2025

LB⁽¹⁾ 561

FISCAL NOTE

State Agency OR Political Subdivision Name: ⁽²⁾ Nebraska Department of Transportation

Prepared by: ⁽³⁾ Jenessa Boynton Date Prepared: ⁽⁴⁾ 2/10/2025 Phone: ⁽⁵⁾ 402-479-4691

ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION

	<u>FY 2025-26</u>		<u>FY 2026-27</u>	
	<u>EXPENDITURES</u>	<u>REVENUE</u>	<u>EXPENDITURES</u>	<u>REVENUE</u>
GENERAL FUNDS	_____	_____	_____	_____
CASH FUNDS	\$2,700,000	_____	\$2,700,000	_____
FEDERAL FUNDS	_____	_____	_____	_____
OTHER FUNDS	_____	_____	_____	_____
TOTAL FUNDS	<u>\$2,700,000</u>	_____	<u>\$2,700,000</u>	_____

Explanation of Estimate:

As proposed, LB561 would allow vehicles carrying raw milk from a dairy farm to processing facilities to carry loads up to fifteen percent greater than the maximum weight specified by law on a single axle but not exceeding twenty thousand pounds.

Based on equivalent single axle loads (ESAL) and American Association of State Highway and Transportation Officials (AASHTO) 93 Design procedures, the damage done to pavement from truck axle loads increases at an exponential rate as the load increases. When doubling the axle load that does not mean the damage to the pavement is double, but about 16-times the damage to the pavement for the increase in load weight. Increasing the load does allow for a minimal reduction in the overall number of trucks needed to haul an established amount of material, but that minimal reduction is not enough to offset the greater damage done by the increase in weight.

As a result of the weight increase, Nebraska Department of Transportation (NDOT) will have an indeterminate increase in maintenance costs due to pavement and bridge fatigue, cracking, and deterioration. In addition, a 15% increase in weight can reduce the pavement life which would require an additional \$2,700,000 annual investment into preserving the State Highway System.

BREAKDOWN BY MAJOR OBJECTS OF EXPENDITURE

Personal Services:

<u>POSITION TITLE</u>	<u>NUMBER OF POSITIONS</u>		<u>2025-26 EXPENDITURES</u>	<u>2026-27 EXPENDITURES</u>
	<u>25-26</u>	<u>26-27</u>		
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
Benefits.....	_____	_____	_____	_____
Operating.....	_____	_____	_____	_____
Travel.....	_____	_____	_____	_____
Capital outlay.....	_____	_____	2,700,000	2,700,000
Aid.....	_____	_____	_____	_____
Capital improvements.....	_____	_____	_____	_____
TOTAL.....	_____	_____	2,700,000	2,700,000