



Ohio Legislative Service Commission

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Fiscal Note & Local Impact Statement

Bill: [H.B. 249 of the 130th G.A.](#)

Date: January 28, 2014

Status: As Introduced

Sponsor: Rep. Boose

Local Impact Statement Procedure Required: No

Contents: Permits the use of farm machinery on a portion of U.S. 20 in Huron County (the Norwalk Bypass)

State Fiscal Highlights

- The Ohio Department of Transportation (ODOT) could receive some new revenue to the Highway Operating Fund (Fund 7002) from the issuance of special hauling permits for oversize or overweight farm machinery to operate on the Norwalk Bypass.
- ODOT could also incur some new highway maintenance expenses for wear and tear attributable to the operation of farm machinery on the Norwalk Bypass. These could be partially offset by savings to ODOT's Urban Paving Program from less wear and tear from farm machinery on S.R. 61.

Local Fiscal Highlights

- The city of Norwalk and Huron County could experience savings in road maintenance costs from the diversion of farm machinery from certain local roads to the ODOT-maintained Norwalk Bypass.

Detailed Fiscal Analysis

The bill permits the operation of farm machinery in the right lane of a portion of U.S. 20 in Huron County, also known as the Norwalk Bypass. As this stretch of highway is classified as a freeway, current law prohibits the operation of farm machinery under its own power in the road's right-of-way. Instead, it must be transported on a trailer, which may require a special hauling permit issued by the Ohio Department of Transportation (ODOT), depending on the size and weight of the machinery. However, farm machinery is permitted to be operated on certain other local roads in the area without a permit, which is typically how such equipment is now moved from one side of Norwalk to the other.

Fiscal effect

Under the bill, farm machinery would be permitted to operate under its own power on the Norwalk Bypass. This would allow this equipment to be taken off the local surface streets and instead use U.S. 20 to go around the town center. However, in order for farm machinery to operate on this portion of U.S. 20, it would still be necessary for the operator to obtain a special hauling permit if the machinery is oversize or overweight. Therefore, ODOT could receive some additional revenue to the Highway Operating Fund (Fund 7002) from the issuance of permits for farm machinery on the Norwalk Bypass. ODOT currently charges a flat fee of \$100 for a 365-day farm equipment permit. The amount of revenue collected would depend on the number of permits issued.

Additionally, by shifting farm machinery traffic from certain local roadways to a U.S. route, the responsibility for roadway maintenance related to the wear and tear attributable to the machinery would shift from the city of Norwalk (or Huron County) to ODOT. The exception to this would be for any farm machinery that currently uses East Main Street through the city of Norwalk, which is also designated as S.R. 61. As this road is a state route within municipal boundaries, it is eligible for assistance from ODOT's Urban Paving Program. Therefore, while the city of Norwalk may experience some maintenance savings as a result of the bill, any savings to ODOT from taking farm machinery traffic off of S.R. 61 could be offset by new maintenance expenses incurred for overweight farm machinery driving on U.S. 20.