

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 0137-01  
Bill No.: SJR 1  
Subject: Roads and Highways; Transportation Department; Motor Vehicles  
Type: Original  
Date: February 6, 2007

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Bill Summary: This proposal proposes a constitutional change to allow the Department of Transportation to construct and maintain toll roads.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
FUND AFFECTED	FY 2008	FY 2009	FY 2010
<b>Total Estimated Net Effect on General Revenue Fund</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
FUND AFFECTED	FY 2008	FY 2009	FY 2010
<b>Total Estimated Net Effect on <u>Other</u> State Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Numbers within parentheses: ( ) indicate costs or losses.  
This fiscal note contains 5 pages.

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)</b>			
<b>FUND AFFECTED</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>
<b>Total Estimated Net Effect on FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

Estimated Total Net Effect on All funds expected to exceed \$100,000 savings or (cost).

Estimated Net Effect on General Revenue Fund expected to exceed \$100,000 (cost).

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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## FISCAL ANALYSIS

### ASSUMPTION

Officials of the **Missouri Department of Transportation (MoDOT)** assume this enabling legislation would authorize the Missouri Highway and Transportation Commission (MHTC) to conduct feasibility studies as well as construct, operate and maintain toll facilities and impose and collect any toll, fee, tax or other charge for its use. The toll facilities would be funded from toll facility revenue bonds issued by MHTC. The bonds would not be an obligation of the state. When the bonds issued for a particular facility have been paid, the toll for that facility will be discontinued and the facility will become part of the free state highway system. Proceeds from the sale of toll facility revenue bonds, as well as tolls and other revenues derived from toll facilities, would be credited to toll facility funds and used for the payment of principal and interest on the bonds, as well as for the payment of costs associated with the establishment of toll facilities. All funds shall have separate accounts dedicated for specific toll facility projects and there is no commingling of the funds in these accounts. Under this proposal, MHTC may transfer funds from the State Road Fund (SRF) in the event revenues from a toll facility are inadequate, if necessary to meet current bond principal and interest obligations, or to initially pay for feasibility studies for toll facilities. Any transfers from the SRF are to be repaid in full with interest. The toll provisions in this enabling act shall only become effective upon approval by the voters of a constitutional amendment authorizing toll roads.

This legislation would provide MHTC with an alternative method to partially fund and build needed transportation facilities in the state. There would be no fiscal impact on MHTC/MoDOT from this legislation until MHTC decides to pursue the construction of a toll facility.

Officials of the **Office of Secretary of State (SOS)** state many joint resolutions are considered by the General Assembly that would require the SOS to pay for publishing in local newspapers the full text of each statewide ballot measure as directed by Article XII, Section 2(b) of the Missouri Constitution and Section 116.230-116.290, RSMo. The SOS is provided with core funding to handle a certain amount of normal activity resulting from each year's legislative session. Funding for this item is adjusted each year depending upon the election cycle with \$1.6 million historically appropriated in even numbered fiscal years and \$100,000 appropriated in odd numbered fiscal years to meet these requirements. The appropriation has historically been an estimated appropriation because the final cost is dependent upon the number of ballot measures approved by the General Assembly and the initiative petitions certified for the ballot. In FY 2006 at the August and November elections there were 6 statewide Constitutional Amendments or ballot propositions that cost \$1 million to publish (an average of \$167,000 per issue). Therefore, the SOS assumes, for the purposes of this fiscal note, that it should have the full appropriation authority it needs to meet the publishing requirements. However, because these requirements are

ASSUMPTION (continued)

mandatory, we reserve the right to request funding to meet the cost of our publishing requirements if the Governor and the General Assembly change the amount or eliminate the estimated nature of our appropriation.

**Oversight** assumes the SOS could absorb the costs of advertising the statewide ballot measure related to this proposal within their current appropriation level. If multiple bills pass or if multiple ballot initiatives are validated which require similar advertising at substantial costs, the SOS could request funding through the appropriation process.

Officials at the **Platte County Board of Election Commissioners** assume that election expenses for general elections are currently charged to the County and not the election boards.

Officials of the **Office of the Attorney General (AGO)** assume that any potential costs arising from this proposal with regard to the AGO's role in the ballot preparation process can be absorbed with existing resources.

Officials of the **Office of Administration, Department of Revenue, Department of Public Safety, Highway Patrol,** and the **Office of the State Treasurer** each assume there is no fiscal impact on their departments from this proposal.

**Oversight** assumes this proposal would provide additional statutory parameters on the authority of the Missouri Highway and Transportation Commission (MHTC) and Missouri Department of Transportation (MoDOT) to build, improve, operate and maintain toll facilities. Oversight assumes this proposal would have no fiscal impact on MHTC /MoDOT until MHTC/MoDOT decides to pursue construction of a toll facility.

<u>FISCAL IMPACT - State Government</u>	FY 2008 (10 Mo.)	FY 2009	FY 2010
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2008 (10 Mo.)	FY 2009	FY 2010
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT - Small Business

No direct fiscal impact to small businesses would be expected as a result of this proposal.

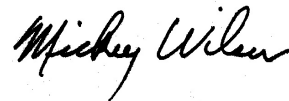
FISCAL DESCRIPTION

The proposed legislation appears to have no fiscal impact.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Office of the Attorney General  
Office of Administration  
Missouri Department of Transportation  
Department of Revenue  
Department of Public Safety  
Highway Patrol  
Office of the Secretary of State  
Platte County Board of Election Commissioners  
Office of the State Treasurer



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Director  
February 6, 2007