

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 0319-02
Bill No.: SCS for SB 82
Subject: Motor Vehicles; Revenue Dept; Insurance, Automobile
Type: Original
Date: March 5, 2007

Bill Summary: Modifies several provisions of law relating to motor vehicles.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2008	FY 2009	FY 2010
General Revenue	(\$4,527)	\$0	\$0
Total Estimated Net Effect on General Revenue Fund	(\$4,527)	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2008	FY 2009	FY 2010
Highway Fund	(Less than \$100,000)	(Less than \$100,000)	(Less then \$100,000)
Total Estimated Net Effect on <u>Other</u> State Funds	(Less than \$100,000)	(Less than \$100,000)	(Less than \$100,000)

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 8 pages.

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

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

- 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).

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2008	FY 2009	FY 2010
Local Government	(Less than \$100,000)	(Less than \$100,000)	(Less than \$100,000)

FISCAL ANALYSIS

ASSUMPTION

§301.010

This section expands the area in which local log trucks and local log truck tractors can operate.

Officials at the **Missouri Department of Transportation (MoDOT)** assume this proposal expands the area in which local log trucks may operate from no more than a 50 mile radius from a forested site to no more than a 100 mile radius from such sites. An extension of this zone from 50 miles to 100 miles with increased weights and axle loads will lead to additional deterioration of bridges and presents increased safety concerns.

The proposed definition change for “Local log truck” and “Local log truck tractor” appears to allow these vehicles to bypass current overweight permitting process and allows heavier than normal legal loads that do not meet the customary limits of RSMo 304.180 to travel state highways within the current fifty mile radius. Potentially, expanding this area to one hundred miles could lead to additional damage and/or increased risk of unexpected collapse of existing bridges. Also, additional “wear and tear” on structures due to these overweight vehicles, where capacity of the individual bridge is not checked through the permit process, will likely shorten the life of bridges in the state system and increase bridge maintenance needs.

MoDOT is unable to estimate the fiscal impact to the state road fund at this time. The cost likely would run in the millions of dollars for additional bridge replacements, increased bridge maintenance costs, re-rating analysis of these bridges, and installation of new posting signs.

Officials from the **City of Centralia, St. Louis County**, and the **City of Kansas City** each assume that there is no fiscal impact from this section of the proposal.

Oversight assumes that there is no direct fiscal impact from the implementation of this proposal on MoDOT or cities or counties. Road and bridge repair and replacement costs are figured into the on-going maintenance costs already performed by MoDOT, cities, and counties.

ASSUMPTION (continued)

§301.020; 301.190; 301.196; 301.227

These sections modify provisions relating to salvage motor vehicles.

Officials from the **Department of Transportation, Department of Public Safety - Office of the Director and Missouri State Highway Patrol**, and the **Department of Insurance, Finance, and Professional Regulation** state this portion of the proposal will have no fiscal impact on their respective agencies.

Officials from the **Department of Revenue (DOR)** state there will be an unknown decrease in revenue because the definition of salvage vehicle is being revised to exclude hail-damaged vehicles, which will result in a reduction in the number of salvage titles issued.

DOR will be required to revise policies, procedures, and forms and in addition, must notify dealers, salvage dealers, and insurance companies regarding this legislation. The cost for this notification will be \$4,527.

A search of the GRS file indicates there are currently 49,316 salvage title records on file with a purchase date during calendar year 2006. Due to the proposed salvage vehicle definition there would be fewer vehicles eligible to be considered for a salvage title causing an unknown loss of revenue. Accordingly, there will be:

1. An unknown decrease in the amount of salvage title fees (\$8.50 + \$2.50 processing fees), as rebuilders who purchase these vehicles from individuals will not have to obtain salvage titles before rebuilding. Individuals who retain ownership of their salvaged vehicle will no longer need to retitle the vehicle because it will no longer be deemed "salvaged" by the insurance company in most cases. Insurance companies who acquire the vehicle due to a total loss claim will obtain original titles instead of salvage so there will be no revenue loss for those transactions.
2. Unknown decrease in DOR 551 forms purchased (at \$25 each) to convert a title from salvage to original since the salvage title won't be required in many cases.
3. A potential reduction in revenue from sales tax on parts used to rebuild a vehicle. Currently, to convert a salvage title to an original title, the applicant must obtain a 551 form and submit proof of purchase for all parts used. Often times, taxes haven't been paid on the parts and are paid at the time application for title is made. Under this proposal, there will be fewer salvage titles obtained so the vehicles can be sold on original titles without presenting any parts receipts.

ASSUMPTION (continued)

Oversight assumes, based in information from DOR, salvage titles issued for vehicles no more than three years after the manufacturer's model year designation were as follows:

2005	5,067	x	\$8.50	=	\$43,070
2004	7,176	x	\$8.50	=	\$60,996
2003	8,526	x	\$8.50	=	\$72,471

Oversight assumes even if fifty percent of the salvage titles had been due to hail damage, that eliminating hail damaged vehicles as being eligible for a salvage title could decrease the number of salvage titles issued but revenue losses should not exceed \$100,000 in any given year.

§304.022

This section adds vehicles driven by conservation agents to the list of vehicles considered "emergency vehicles."

Officials at the **Missouri Highway Patrol, Department of Conservation, and Missouri Department of Transportation** each assume that there is no fiscal impact from this proposal.

§304.170

This section increases the maximum length for driveaway saddlemount combinations from 75 feet to 97 feet.

Officials from the **Missouri Department of Transportation (MoDOT) and Department of Revenue** assume the proposal will have no fiscal impact on their organizations.

MoDOT notes that this section of the proposal is federally mandated under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted August 10, 2005, as public law 109-59. Section 4141 of SAFETEA-LU amended 49 United States Code (U.S.C.) Section 31111(b)(1) by adding paragraph (D) which prohibits states from prescribing or enforcing a regulation that imposes a vehicle length limitation of not less than or more than 97 feet on a driveaway saddlemount with fullmount vehicle transporter combinations.

ASSUMPTION (continued)

§407.815

This section modifies the definition of "motor vehicle" contained in the Motor Vehicle Franchise Practices Act to include certain types of engines, transmissions, and rear axles.

Officials from the **Office of State Courts Administrator** state this proposal has no fiscal impact on the Courts.

Officials from the **Office of Administration - Administrative Hearing Commission** anticipate that this legislation will not significantly alter its caseload; however, if other similar bills also pass, there will be fiscal impact. If there are more cases, or more complex cases, there could be a fiscal impact.

Officials from the **Department of Revenue** and the **Department of Transportation** state this section of the proposal will have no fiscal impact on their respective agencies.

<u>FISCAL IMPACT - State Government</u>	FY 2008 (10 Mo.)	FY 2009	FY 2010
GENERAL REVENUE			
<u>Cost</u> - Department of Revenue			
Forms and Notification Costs	<u>(\$4,527)</u>	<u>\$0</u>	<u>\$0</u>
ESTIMATED NET EFFECT ON GENERAL REVENUE	<u>(\$4,527)</u>	<u>\$0</u>	<u>\$0</u>
HIGHWAY FUNDS			
<u>Loss</u> -Revenue from decrease in salvage title fees	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>
ESTIMATED NET EFFECT TO HIGHWAY FUNDS	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2008 (10 Mo.)	FY 2009	FY 2010
CITIES AND COUNTIES			
<u>Loss - Revenue from decrease in salvage title fees</u>	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>
ESTIMATED NET EFFECT TO CITIES AND COUNTIES			
	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>

FISCAL IMPACT - Small Business

This proposal may positively impact small businesses trucking companies involved in the transportation of other vehicles. Fewer vehicles will be declared salvage which will impact the rebuilt vehicle industry. The value of these vehicles will increase since they will no longer be titled as salvage and consequently no longer branded "Prior Salvage".

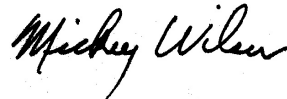
FISCAL DESCRIPTION

§ 301.010.51- Revises the definition of salvage vehicle to one that has been damaged during a year that is no more than three years after the vehicle's model year and raises the damage limit from 75% to 80% of the fair market value of the vehicle immediately preceding the time it was damaged. Hail damage is excluded from the damage calculations.

This legislation is not federally mandated (with the exception of §304.170), would not duplicate any other program, and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Revenue
Department of Public Safety
 Office of the Director
 Missouri State Highway Patrol
Department of Transportation
Department of Conservation
Department of Insurance, Finance, and Professional Regulation
Office of State Courts Administrator
Office of Administration
 Administrative Hearing Commission
Cities and Counties
 Kansas City
 Centralia
 St Louis County



Mickey Wilson, CPA
Director
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