

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 1662-01
Bill No.: SB 380
Subject: Boards, Commissions, Committees and Councils; Roads and Highways;
 Department of Transportation; Utilities
Type: Original
Date: February 20, 2017

Bill Summary: This proposal requires that the Department of Transportation utility corridor be twelve feet wide with the location to be determined by the State Highways and Transportation Commission.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
Total Estimated Net Effect on General Revenue	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
State Road Fund	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)
Total Estimated Net Effect on <u>Other</u> State Funds	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)

Numbers within parentheses: () indicate costs or losses.
 This fiscal note contains 4 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
Total Estimated Net Effect on FTE	0	0	0

Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$100,000 in any of the three fiscal years after implementation of the act.

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

Officials at the **Department of Transportation (MoDOT)** assume, based upon the drafting of this legislation, that a twelve foot utility corridor may be achieved by simply adding an additional six foot to the existing utility corridor of six foot.

If this is the case, where possible, MoDOT may not need to purchase additional private property to achieve the twelve foot requirement.

However, not all of the state's minor or major routes allow for a twelve foot utility corridor; therefore, requiring additional property to be purchased.

The cost for acquiring additional utility corridor property depends upon the location of where additional property is needed.

MoDOT estimates that it may acquire additional property in the rural areas at a cost of \$0.17 per square foot. In the urban areas, the department could pay \$22.00 per square foot.

Up-front costs for obtaining the additional property may range from zero to unknown. (Zero, because in some cases additional property would not have to be acquired; unknown, for the rest of the areas where additional property may have to be purchased in order to achieve the intent of this legislation).

Some of these costs may be recouped from the utility companies who may eventually use the new corridor.

Officials from the **Public Service Commission** assume the proposal will have no fiscal impact on their organization.

<u>FISCAL IMPACT - State Government</u>	FY 2018 (10 Mo.)	FY 2019	FY 2020
STATE ROAD FUND			
<u>Cost</u> - MoDOT - purchase of land for utility corridor	\$0 or <u>(Unknown)</u>	\$0 or <u>(Unknown)</u>	\$0 or <u>(Unknown)</u>
ESTIMATED NET EFFECT ON THE STATE ROAD FUND	\$0 or <u>(Unknown)</u>	\$0 or <u>(Unknown)</u>	\$0 or <u>(Unknown)</u>

FISCAL IMPACT - Local Government

FY 2018
(10 Mo.)

FY 2019

FY 2020

\$0

\$0

\$0

FISCAL IMPACT - Small Business

There could be a fiscal impact to small utility companies related to the removal and relocation of facilities as a result of this proposal.

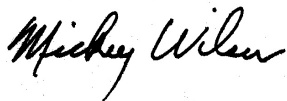
FISCAL DESCRIPTION

The proposed legislation appears to have no direct 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

Department of Transportation
Public Service Commission



Mickey Wilson, CPA
Director
February 20, 2017

Ross Strobe
Assistant Director
February 20, 2017