

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 6654-01
Bill No.: SB 1050
Subject: Emergencies; Licenses - Motor Vehicle; Motor Carriers; Motor Fuel; Department of Natural Resources; Political Subdivisions; Department of Revenue; Roads and Highways; Department of Transportation; Transportation
Type: Original
Date: March 14, 2018

Bill Summary: This proposal modifies provisions of law relating to transportation.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2019	FY 2020	FY 2021
General Revenue	(\$58,401)	\$0	\$0
Total Estimated Net Effect on General Revenue	(\$58,401)	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2019	FY 2020	FY 2021
Chemical Emergency Preparedness Fund	\$720,833	\$860,000	\$860,000
Total Estimated Net Effect on Other State Funds	\$720,833	\$860,000	\$860,000

Numbers within parentheses: () indicate costs or losses.
This fiscal note contains 18 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2019	FY 2020	FY 2021
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2019	FY 2020	FY 2021
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 2019	FY 2020	FY 2021
Local Government	\$0 or Unknown	\$0 or Unknown	\$0 or Unknown

FISCAL ANALYSIS

ASSUMPTION

§§108.120 and 137.555

In response to a similar proposal from 2018 (SB 956), officials at the **City of Liberty** stated while it is difficult to calculate the amount of fiscal impact to the City, by modifying the road district levy capacity of Clay County, it would allow for additional road infrastructure support to local cities and road districts. As the cities grow in Clay County and the increased amount of incorporated area that they must support, there is a greater monetary demand placed on the cities. At the same time, the requirements for Clay County decreases. This legislation would assist in needed support.

In response to a similar proposal from 2018 (SB 956), officials at the **Callaway County Commission** assumed this legislation could have a positive fiscal impact on their County.

Officials at the **Missouri Department of Transportation** assume no fiscal impact from this proposal.

In response to a similar proposal from 2018 (SB 956), officials at **Boone County** assumed no fiscal impact from this proposal.

Oversight assumes from this proposal that allowing other political subdivisions to contract with counties and share in the proceeds from bonds to modify the transportation infrastructure of the local political subdivisions would have an unknown positive fiscal impact. Therefore, Oversight will reflect a \$0 (if no contract) or a positive unknown (if there is a contract) fiscal impact for this proposal.

§227.240

Officials from the **Department of Transportation** assume the proposal will have no fiscal impact on their organization.

In response to a similar proposal from 2018 (SCS for SB 598), officials from the **Department of Economic Development - Public Service Commission, Department of Economic Development - Office of Public Counsel and Department of Economic Development - Division of Energy** each assumed the proposal would have no fiscal impact on their respective organizations.

ASSUMPTION (continued)

§§227.541 and 227.542

Officials from the **Department of Transportation** assume the proposal will have no fiscal impact on their organization.

§292.606

In response to a similar proposal from 2018 (SB 626), officials from the **Department of Public Safety - State Emergency Management Agency (SEMA)** stated this proposal is the continuation of previously passed legislation that funds programs at the local and state levels for the prevention, planning and response to hazardous material (HAZMAT) incidents. Funding collected from HAZMAT facility Tier II fees provides training and resources for first responders as well as local emergency response officials working as part of a Local Emergency Planning Committee (LEPC). Below is a more detailed description of the program.

The Missouri Emergency Response Commission (MERC) was first established in 1987 by Executive Order of the Governor and was later established under statute in 1988 and revised in 1992. The commission resides under the Missouri Department of Public Safety (SEMA).

Businesses and facilities are required to annually submit Tier II forms under Section 312 of the federal Emergency Planning and Community Right-To-Know Act of 1986 (EPCRA). The purpose of this form is to provide State, local officials, and the public with specific information on potential hazards. This includes the locations, as well as the amount, of hazardous chemicals present at a facility during the previous calendar year.

Funds are received by MERC, processed and reallocated back to the local jurisdiction. Ten percent (10%) is allocated to the State Fire Marshall's office to be utilized for HAZMAT training to local responders. Sixty-five percent (65%) is returned to the counties, and twenty-five percent (25%) is retained by the MERC for administrative fees, LEPC planning and training on a state-wide level. The state fund is a restricted revenue account used to carry out the purposes, goals and objectives of SARA Title III and the MERC hazardous material safety program. It consists of several different fee structures with those being as low as \$50 for a retail petroleum facility to \$100 per chemical to a maximum of \$10,000 per company. There is also a fee requirement for pipeline companies of \$250 per county that they travel.

ASSUMPTION (continued)

Division 10, Chapter 11 of the Rules of Public Safety title 11 CSR 10-11.210 established a statewide hazardous materials safety program, created the Missouri Emergency Response Commission (MERC) and provided for the creation of Hazardous Materials Emergency Response accounts in each county. It also created a supplemental emergency preparedness funding base for chemical emergency preparedness at the county and state levels based upon the fees collected from facilities. These fees enable the LEPC to prepare offsite response plans, acquire response team equipment, develop public "Right-to-Know" education programs, conduct chemical industry awareness and compliance programs, and conduct relevant training, drills and exercises.

In response to a similar proposal from 2018 (SB 626), officials from the **Department of Public Safety - Division of Fire Safety** stated this proposed legislation extends the sunset of the hazardous waste fees paid to the Missouri Emergency Response Commission and deposits those monies into the Chemical Emergency Preparedness Fund. By statute, the Missouri Division of Fire Safety is appropriated 10% of the fees collected, up to \$100,000 annually. Those fees average \$80,000.

The Division of Fire Safety uses this appropriation to contract with various fire fighter training partners to provide hazardous materials training each year. In FY16, the Division of Fire Safety expended \$81,000 to provide 31 hazardous materials related classes to 1,281 fire fighters across the state. In FY17 the Division of Fire Safety expended \$81,693 to provide 33 hazardous materials related classes to 1,253 fire fighters across the state. In FY18, the Division of Fire Safety has contracted with two training partners for a total of \$79,642 to provide hazardous materials training to the fire fighters of our state. It is projected similar course and student enrollment numbers will result.

Officials from the **Department of Natural Resources** and the **Department of Transportation** each assume the proposal will not fiscally impact their respective agencies.

Oversight notes that Section 292.604, RSMo states that "fees collected by the commission under Section 292.606 shall be placed in the chemical emergency preparedness fund." According to the Fiscal Year End Fund Activity report from the Office of the State Treasurer, the receipts into the Chemical Emergency Preparedness Fund (0587) for the last three fiscal years have been:

FY 2017	\$891,355
FY 2016	\$879,050; and
FY 2015	\$823,746

ASSUMPTION (continued)

Therefore, Oversight will assume an average annual collection of \$865,000 into the fund. The current statutes state the fees shall be collected “for a period of six years from August 28, 2012.” Therefore, authority to collect the fees ends on August 28, 2018. The new language states that the fee shall be collected “for a period of six year from August 28, 2018.” Oversight will reflect 10 months of fee collections in FY 2019 (August 28, 2018 - June 30, 2019) and a full year of fees in FY 2020 and FY 2021.

As stated by DPS-SEMA, these funds are distributed to various state and local governmental agencies. For simplicity in the fiscal note, Oversight will only show the continuation of the funding into the state fund and not the annual distributions.

§§301.010, 301.020, 301.055, 301.130, 301.350 and 304.005

Officials at the **Department of Revenue (DOR)** assume the following regarding this proposal:

§301.010

Defines an "autocycle" as "a three-wheeled motor vehicle which the drivers and passengers ride in a partially or completely enclosed non-straddle seating area, that is designed to be controlled with a steering wheel and pedals, and that has met applicable Department of Transportation National Highway Traffic Safety Administration requirements or Federal Motorcycle Safety Standards."

Redefines a "motortricycle" by adding "...upon which the operator straddles or sits astride that is designed to be controlled by handle bars..."

§301.020

Exempts autocycles as a type of vehicle for which the Department would be required to maintain odometer information.

§301.055

Creates an autocycle registration fee of \$10.25.

Provides that the registration of an autocycle registered as a motorcycle or motortricycle prior to August 28, 2018 shall remain until the expiration, at which time the owner will be required to renew the item as an autocycle.

ASSUMPTION (continued)

§301.130

Requires autocycles to be registered and issued one license plate to be displayed on the rear of the vehicle, either horizontally or vertically.

§301.350

Creates a category for autocycles in the current motor vehicle record keeping provisions.

§304.005

Specifies that persons riding or operating an autocycle are not required to wear protective headgear.

Administrative Impact

The proposed legislation allows for issuance of a new "autocycle" registration at a fee of \$10.25. Currently, motor vehicles are considered "autocycles" are issued a motortricycle registration and plates at a fee of \$10.00.

The Department will be required to create new registration license plate category codes for the kind of vehicle (KOV) of "autocycle" which includes stock, stock personalized, and stock disabled license plates.

To implement the proposed changes, the Department will be required to:

- Update procedures, motor vehicle fee charts, correspondence letters, and the Department website;
- Update the Application for Missouri Title and License (DOR-108);
- Update the Application for Motor Vehicle License (DOR-184);
- Update the Application for Missouri Military Personalized License Plates (DOR-4601);
- Update the Application for Missouri Personalized and Special License Plates (DOR-1716);
- Develop plate type codes;
- Complete programming and user acceptance testing;
- Work with Missouri State Highway Patrol (MSHP) to modify the Missouri driver guide to include the new definition of autocycle and information exempting operators or passengers of autocycles from wearing protective headgear (online and printed versions); and
- Work with MSHP to modify the motorcycle manual to include the information exempting operators or passengers of autocycles from wearing protective headgear;

ASSUMPTION (continued)

Administrative Impact (continued)

FY 2019 - Motor Vehicle Bureau

Management Analysis Spec I 530 hrs. @ \$18.42 per hr. = \$9,763

FY 2019 - Driver License Bureau

Management Analysis Spec II 15 hrs. @ \$20.57 per hr. = \$309

Revenue Manager Band I 10 hrs. @ \$25.05 per hr. = \$251

Total = \$560

FY 2019 - Personnel Services Bureau

Administrative Analyst III 30 hrs. @ \$19.43 per hr. = \$ 583

Management Analysis Spec I 55 hrs. @ \$18.42 per hr. = \$1,013

Total = \$1,596

Total Cost **\$11,919**

OA-ITSD services will be required at a cost of **\$58,401** (778.68 hours x \$75 per hour) in FY 2019.

In summary, DOR assumes a cost of **\$70,320** (\$11,919 + \$58,401) in FY 2019.

Oversight assumes DOR is provided with core funding to handle a certain amount of activity each year. Oversight assumes DOR could absorb some of the costs related to this proposal; therefore, Oversight will reflect a fiscal impact of \$58,401 for IT services in FY 2019.

Revenue Impact

Motor vehicles that are considered "autocycles" are issued a motortricycle registration and plates at a fee of \$10.00.

The proposed legislation creates a fee of \$10.25 for the issuance of an autocycle registration, which will create an increase of \$.25 per autocycle registered that is distributed to the Highway Fund, cities, and counties.

Currently, autocycles are considered motortricycles for the purpose of registrations. The Department is unable to determine the total number of motortricycles that would register as autocycles under this proposal.

ASSUMPTION (continued)

Revenue Impact (continued)

The Department is unable to determine the overall revenue impact; however, it is expected to be minimal.

For purposes of this fiscal note, **Oversight** will not reflect the revenue impact as it is minimal.

Officials from the **Department of Health and Senior Services** assume changing the current legislation to no longer require individuals operating or riding in autocycles to wear protective headgear will increase the number of individuals incurring a traumatic brain injury, resulting in an increase in participants requesting services through the following programs: Adult Brain Injury (ABI), Children and Youth with Special Health Care Needs (CYSHCN), Healthy Children and Youth (HCY), and Medically Fragile Adult Waiver (MFAW).

The ABI program serves participants age 21 through 64 and the average annual cost per participant is \$3,737. Both the CYSHCN and HCY programs serve participants under the age of 21, with the average annual cost of \$730.05 per CYSHCN participant and \$24,970.82 per HCY participant. The MFAW program serves individuals 21 and older with an annual cost per participant of \$99,448.46. Also both HCY and MFAW are partially federally funded at 65.203 percent federal and 34.797 percent state Medicaid match (FY 2019 FMAP rate).

While the cost per participant is known, the lack of data specific to autocycle crash injuries and the use of protective headgear while operating or riding in an autocycle is unknown, resulting in an unknown negative fiscal impact to these Division of Community and Public Health programs.

Officials from the **Department of Mental Health** assume Section 301.010 is amended to add the definition of an "autocycle". The term "autocycle" is defined in the proposed legislation as a three-wheeled motor vehicle which the drivers and passengers ride in a partially or completely enclosed nonstraddle seating area, that is designed to be controlled with a steering wheel and pedals. Section 304.005 would allow that a person operating or riding in an autocycle shall not be required to wear protective headgear.

Currently, the Division of Developmental Disability (DD) waiver programs eligibility requirements mandate that a diagnosis of developmental disability be assigned prior to the age of 22 for inclusion into a waiver program, except for an intellectual disability, which must be assigned prior to the age of 18.

ASSUMPTION (continued)

This proposal would allow for expansion of the number of eligible DD Medicaid Waiver participants, in that riders 16 to 21 years of age could sustain a traumatic brain injury (TBI) while operating or riding in an autocycle without protective headgear, thereby potentially qualifying them for DD waiver services.

DD estimates an average cost per day of \$380 (\$138,700 / yr.) for residential services. Utilizing the methodology below, it is estimated that an increased cost of \$1,254,838 per year could occur.

This estimate could also rise and fall based on the federal FMAP for DMH Medicaid waiver services.

Data from the Missouri State Highway Patrol, United States Census Bureau, Centers for Disease Control, and fiscal data from the Division of Developmental Disabilities were utilized to arrive at an estimated fiscal impact.

For this analysis, the DMH assumes riders sixteen to twenty one years of age may elect to not wear protective headgear given Section 304.005.2's language.

Data from the Missouri State Highway Patrol includes three wheel vehicles but not mopeds or all-terrain vehicles (ATVs). It appears the statistics used do include three wheel vehicles and therefore, it is assumed autocycle is included in this data.

Crash Rates

The Missouri State Highway Patrol reports 1,683 personal injury motorcycle crashes in 2005, injuring 1,978 people. By 2012, those figures had risen to 2,065 and 2,404 respectively (Missouri State Highway Patrol, 2014).

The State's eight-year average for motorcycle crashes between 2005 and 2012 is 1,854 and 2,165 for persons injured (Missouri State Highway Patrol, 2014). In 2011 and 2012, the number of crashes increased 9% over each preceding year.

Based on available data, projections indicate Missouri will have experienced an average of 2,148 motorcycle crash injuries per year between 2016 and 2020.

State Demographics

The United States Census Bureau estimates that in 2016 the percentage of persons aged 16 to 21 years old residing in Missouri comprised 7.9% of the total state population, or 481,254 persons out of 6,093,000 (US Census Bureau, release date June 2017).

ASSUMPTION (continued)

Head Injury Rate of Occurrence

The Centers for Disease Control reports an incidence rate for head injury requiring hospitalization of 81.2 per 100,000 people aged 16 to 22 (Centers for Disease Control, 2014). Comparing this data to the census data previously discussed yields an estimate of 391 persons aged 16 to 21 per year in Missouri who will experience a head injury requiring hospitalization (persons aged 16 to 21 in MO / CDC unit of measurement x CDC incidence rate).

DD Community Placements & Cost Estimate

In 2017, the Division of DD admitted 66 individuals with head injuries.

DD estimates an average cost per day of \$380 (\$138,700/yr.) for residential services. The state share of this cost in FY 2019 is \$48,263 ($\$138,700 \times 34.797\%$ state share = \$48,263).

Estimated Annual Fiscal Impact-

Assuming a 15% rate of TBI incidence due to autocycle crashes for each year between 2018 and 2022 for individuals aged 16 to 21 in Missouri, a total of 130 additional individuals or 26 people per year could become eligible for DD waiver services.

Utilizing the Division of DD's cost estimates for FY 2019, this represents an annual increased cost to the DMH of \$1,254,838 of general revenue per year ($\$48,263 \times 26 = \$1,254,838$).

In response to a similar proposal from 2018 (HB 1389), officials from the **Department of Social Services** assumed there are two categories of individuals who could sustain severe traumatic brain injuries (TBI) which could result in increased MO HealthNet expenditures.

- 1) Individuals who are privately insured at the time of the accident, but sustain severe TBI and are unable to meet the higher premiums charged by private health insurance plans or are forced to spend down resources and become eligible for Medicaid because of their disability.
- 2) Individuals who are Medicaid recipients at the time of the accident and sustain severe TBI.

There is currently little information on the utilization of autocycles. In order to estimate the number of individuals who are Medicaid recipients at the time of an autocycle accident that also sustain TBI, Missouri Healthnet Division (MHD) used information provided by the Missouri State Highway Patrol on non-fatal motorcycle accidents.

The Missouri State Highway Patrol reported 1,979 non-fatal injured persons resulting from motorcycle crashes in 2014.

ASSUMPTION (continued)

For the purposes of this fiscal note MHD assumes 14% of the 1,979 are related to persons on autocycles or 277 injured persons. MHD assumes 95% of the injured persons were age 18 or older ($99 \times 95\% = 94$) and all individuals were meeting the current state law requiring helmet use. Based on crash statistics from the National Highway Transportation and Safety Administration, 4.7% of helmeted motorcyclists involved in a crash suffered from severe TBI whereas 7.3% of unhelmeted motorcyclists suffered from severe TBI. Therefore, MHD assumes 6.8 persons sustained severe TBI injuries in 2014 (most current data available) as a result of crashes while wearing helmets and riding autocycles. The number of autocyclists is assumed to be a much lower percentage of the driving population than motorcyclists. Without specific information on autocyclists, MHD assumes the number of autocyclists is 14% of the number of motorcyclists. Therefore, it is estimated that 6.8 individuals will sustain severe TBI as a result of autocycle accidents with no helmets.

1) MHD assumes that of these 6.8 individuals, 30% will ultimately spend down their resources and qualify for Medicaid, and will be classified as totally and permanently disabled (PTD). MHD assumes that some individuals would qualify more quickly than others. MHD assumes that of those individuals with new TBIs, 15% would qualify within the first year, 22.5% would qualify within the second year, and 30% would ultimately qualify within three years. Based on these assumptions, MHD assumes 1 new permanently and totally disabled (PTD) person in FY 2019, 2.6 in FY 2020, and 4.6 in FY 2021. In addition, MHD assumes that TBIs will be life-long injuries; therefore, the number of individuals being served under Medicaid will continue to compound.

2) MHD further assumes that of the 6.8 individuals annually sustaining severe TBI as a result of autocycle TBI, 8.54% (based on current Medicaid recipients ages 18-64 divided by the general Missouri population ages 18-64) will be Medicaid recipients at the time of the accident, or .6 individuals.

Based on a 2013 report issued by the Arkansas Spinal Cord Commission, the average acute care Medicaid costs for TBI was \$15,783 (average from 2007-2012). This initial cost was inflated by a three year average Hospital Market Basket Trend from SFY 2010 through SFY 2017. Therefore, the initial hospitalization cost is estimated to be \$20,182 per person in FY 2019.

The one-time acute care costs are in addition to the annual cost to care for a person with TBI. The average cost for a custodial parent (based on FY 2017 expenditures) is \$5,732. MHD assumes annual expenditures will increase to the PTD level for an annual increase of \$10,047 per person sustaining a TBI. This amount is trended annually by 3.8%. MHD estimates the annual costs for caring for an individual with TBI will be \$2,009 ($\$10,047 \times .2$ individuals each year).

ASSUMPTION (continued)

The total annual cost for individuals who are Medicaid recipients at the time of the accident is \$6,045 (\$4,036 + \$2,009). MHD assumes that TBIs will be life-long injuries; therefore, the number of individuals being served under Medicaid will continue to compound.

Officials from the **Department of Transportation** and **Department of Public Safety - Missouri Highway Patrol** each assume the proposal will have no fiscal impact on their respective organizations.

Oversight assumes some people 18 and over could choose not to wear protective headgear as a result of this proposal. Accordingly, there may be an increase in injuries or the severity of injuries to autocyclists not wearing protective headgear which may **indirectly** result in increased costs to the state. Oversight assumes no **direct** fiscal impact to state and local governments from the protective headgear exemption.

Oversight also assumes the Department of Health and Senior Services and the Department of Mental Health will request increased appropriations depending on the actual increases in TBI paid for by the state.

§§304.001 and 304.044

Officials from the **Department of Revenue** assume the following regarding this proposal:

§§304.001 and 304.005

Adds the definition of "Platoon" as a group of individual motor vehicles traveling in a unified manner at electronically coordinated speeds at following distances that are closer than would be reasonable and prudent without such coordination.

DOR assumes no fiscal impact from this section.

Officials from the **Department of Transportation** and **Department of Public Safety - Missouri Highway Patrol** each assume the proposal will have no fiscal impact on their respective organizations.

§307.175

Officials from the **Department of Transportation** and **Department of Public Safety - Missouri Highway Patrol** each assume the section will have no fiscal impact on their respective organizations.

ASSUMPTION (continued)

Bill as a Whole

Officials from the **Department of Natural Resources, Department of Economic Development - Public Service Commission, Department of Public Safety - Office of the Director and City of Kansas City** each assume the proposal will have no fiscal impact on their respective organizations.

Officials from the **Office of the Secretary of State (SOS)** assume many bills considered by the General Assembly include provisions allowing or requiring agencies to submit rules and regulations to implement the act. The SOS is provided with core funding to handle a certain amount of normal activity resulting from each year's legislative session. The fiscal impact for this fiscal note to the SOS for Administrative Rules is less than \$2,500. The SOS recognizes that this is a small amount and does not expect that additional funding would be required to meet these costs. However, the SOS also recognizes that many such bills may be passed by the General Assembly in a given year and that collectively the costs may be in excess of what the office can sustain with the core budget. Therefore, the SOS reserves the right to request funding for the cost of supporting administrative rules requirements should the need arise based on a review of the finally approved bills signed by the governor.

Oversight assumes the SOS could absorb the costs of printing and distributing regulations related to this proposal. If multiple bills pass which require the printing and distribution of regulations at substantial costs, the SOS could request funding through the appropriation process.

Officials from the **Joint Committee on Administrative Rules** state that the proposal is not anticipated to cause a fiscal impact to their agency beyond its current appropriation.

<u>FISCAL IMPACT - State Government</u>	FY 2019 (10 Mo.)	FY 2020	FY 2021
GENERAL REVENUE FUND			
<u>Cost</u> - DOR - IT services (§§301.010, 301.020, 301.055, 301.130, 301.350 and 304.005) p. 8	<u>(\$58,401)</u>	<u>\$0</u>	<u>\$0</u>
ESTIMATED NET EFFECT ON THE GENERAL REVENUE FUND	<u>(\$58,401)</u>	<u>\$0</u>	<u>\$0</u>
CHEMICAL EMERGENCY PREPAREDNESS FUND			
<u>Income</u> - extension of fee collecting authority from 8/28/18 to 8/28/2024 (§292.606) p. 5-6	<u>\$720,833</u>	<u>\$860,000</u>	<u>\$860,000</u>
ESTIMATED NET EFFECT TO THE CHEMICAL EMERGENCY PREPAREDNESS FUND	<u>\$720,833</u>	<u>\$860,000</u>	<u>\$860,000</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2019 (10 Mo.)	FY 2020	FY 2021
LOCAL POLITICAL SUBDIVISIONS			
<u>Cost Avoidance</u> - Local Political Subdivisions - contracting with counties and sharing in transportation infrastructure financing (§§108.120 and 137.555) p. 3	<u>\$0 or Unknown</u>	<u>\$0 or Unknown</u>	<u>\$0 or Unknown</u>
ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS	<u>\$0 or Unknown</u>	<u>\$0 or Unknown</u>	<u>\$0 or Unknown</u>

FISCAL IMPACT - Small Business

Some small businesses will continue to pay an existing fee from this proposal (§292.606).

FISCAL DESCRIPTION

This act removes requirements that money in the Road Bond Construction Fund and Special Road and Bridge Fund be used only on roads that are continuous through a political subdivision, and specifies that counties may contract with political subdivisions to share the bond proceeds for authorized purposes.

This act requires that the Department of Transportation utility corridor be up to 12 feet wide when space is reasonably available. The location, construction, maintenance, removal, and relocation of any utility facility under this act shall be performed in accordance with existing law. This act also requires the State Highways and Transportation Commission to promulgate rules setting forth a standardized system for requesting and issuing variances to certain requirements.

This act designates the portion of Interstate 70 from Rangeline Street continuing west to Business Loop 70 in Boone County the "Highway Patrol Sgt. Benjamin Booth Memorial Highway". (Section 227.541)

This act designates the portion of Interstate 70 from the eastern edge of the intersection of U.S. Highway 63 and Interstate 70 continuing west to Rangeline Street in Boone County the "Sheriff Roger I. Wilson Memorial Highway". (Section 227.542)

Under current law, certain provisions relating to fees collected relating to the transportation and delivery of petroleum products are due to expire on August 28, 2018. This act extends this expiration date to August 28, 2024.

This act creates a registration framework specific to autocycles, as defined in the act, and adds straddle-type seating and handlebar-based controls to the definition of motortricycle. The act specifies that autocycles registered as motorcycles or motortricycles prior to August 20, 2018, shall remain in effect until their expiration, after which time the vehicles must be registered as autocycles.

This act specifies that when multiple vehicles are traveling in a unified manner at electronically coordinated speeds, non-lead vehicles in the group are exempt from certain requirements relating to minimum following distance.

Currently, vehicles owned by a utility or by an entity performing work for the department of transportation may display fixed, flashing, or rotating lights under certain circumstances. This act specifies that both vehicles and equipment may display the lights, whether owned or leased by their users.

FISCAL DESCRIPTION (continued)

This act specifies that no more than two vehicles per work zone may display fixed, flashing, or rotating red or red and blue lights.

Under the act, in order to display amber or amber and white lights, the vehicles or equipment shall be located in a marked work zone with workers present. This act also removes the requirement that vehicles owned or leased by MODOT contractors be stationary to display the lights.

The act removes the State Highways and Transportation Commission's authority to issue and revoke permits for the use of sirens and blue lights.

Section 307.175 contains an emergency clause.

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
Department of Revenue
Department of Natural Resources
Office of the Secretary of State
Joint Committee on Administrative Rules
Department of Public Safety - Missouri Highway Patrol
Department of Public Safety - Office of the Director
Department of Economic Development - Public Service Commission
Department of Economic Development - Division of Energy
Department of Economic Development - Office of Public Counsel
Department of Health and Senior Services
Department of Mental Health
Department of Social Services
Department of Public Safety - Division of Fire Safety
Department of Public Safety - State Emergency Management Agency
City of Liberty
Callaway County Commission
City of Kansas City
Boone County

Ross Strope



Acting Director
March 14, 2018