

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. NO. 3605-02
BILL NO. SB 792
SUBJECT: Motor Vehicles; Transportation
TYPE: Original
DATE: February 3, 2000

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Road Fund	(\$3,944)	\$0	\$0
Total Estimated Net Effect on <u>All</u> State Funds	(\$3,944)	\$0	\$0

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None			
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses
This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Office of State Courts Administrator** assume that after a period of adjustment they would expect substantial compliance and would not anticipate a significant increase in the workload of the courts.

Officials from the **Department of Public Safety - Division of Highway Safety** assume that this proposal would have no fiscal impact to their agency.

Officials from the **Missouri Department of Transportation (DHT)** assume the proposed legislation would reduce the speed limit from 70 mph to 65 mph on rural interstates and freeways. According to the Traffic Division, there are 533 signs for 70 mph that will need to be replaced with signs for 65 mph. To make the appropriate changes, DHT will use decals. The cost of each decal is \$7.40; therefore, the total cost of the decals is \$3,944.20. Each decal would take one-half of an hour to install, but DHT will use current staff to install the decals to avoid additional costs (unless DHT is required to change the signs in a short time-frame, then overtime may be required).

Officials from the **Department of Revenue (DOR)** assume there will be an increase in the number of convictions received due to the lowering of the speed limit; however, DOR estimates the number of increased convictions to be minimal. The implementation of this legislation could be handled with existing resources.

<u>FISCAL IMPACT - State Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
ROAD FUND			
<u>Cost - Department of Transportation</u>			
Sign Decals	(\$3,944)	0	0
<u>FISCAL IMPACT - Local Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
	0	0	0

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FISCAL IMPACT - Small Business

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

DESCRIPTION

This proposal would reduce the speed limit from 70 mph to 65 mph on rural interstates and freeways.

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 State Courts Administrator
Department of Public Safety - Division of Highway Safety
Missouri Department of Transportation
Department of Revenue



Jeanne Jarrett, CPA
Director
February 3, 20000