

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 0138-01  
Bill No.: SB 138  
Subject: Motor Carriers, Vehicles, Revenue Dept., Highway Patrol  
Type: Original  
Date: December 22, 2000

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON STATE FUNDS</b>			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
State Road Fund	(\$249,550)	\$0	\$0
<b>Total Estimated Net Effect on <u>All</u> State Funds</b>	<b>(\$249,550)</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
None			
<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 LOCAL FUNDS</b>			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Numbers within parentheses: ( ) indicate costs or losses.

This fiscal note contains 3 pages.

**FISCAL ANALYSIS**

ASSUMPTION

Officials from the **Department of Revenue**, the **Department of Public Safety**, the **Office of the State Public Defender**, the **Office of State Courts Administrator**, and the **Office of Prosecution Services** assume this proposal would not fiscally impact their agencies.

Officials from the **Department of Transportation** assume the proposal would result in increased costs to replace road signs to reflect the new speed limit for trucks impacted by this legislation. It is estimated that 775 new signs would be required at a cost of \$322 each.

**Oversight** notes that additional revenue due to increased fines is likely to be minimal. Therefore, no revenue impact due to increased fines is included in this fiscal note for the state or local governments.

<u>FISCAL IMPACT - State Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
<b>STATE ROAD FUND</b>			
Costs—Road signs	<u>(\$249,550)</u>	<u>\$0</u>	<u>\$0</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT - Small Business

An increase in labor costs for shipping companies may be passed on to small businesses in the form of higher freight charges as a result of this proposal. Additionally, any firms that are classified as small businesses and use trucks over the weight limit could be adversely affected by higher labor costs.

DESCRIPTION

This act establishes a 65 mile per hour speed limit for trucks over 24,000 pounds on the rural interstates and freeways. The current speed limit for all vehicles is 70 miles per hour on rural interstates and freeways. The act also establishes a 60 mph hour speed limit for trucks on rural expressways and a 55 mph speed limit for trucks on urban interstate highways, freeways and expressways. The current speed limit for all vehicles is 70 miles per hour on rural interstates and freeways, 65 mph on rural expressways, and 60 mph on urban interstate highways, respectively.

An operator of a truck who violates the speed limit by more than 5 mph will be fined an additional fine of \$50 per mile over that limit.

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 Public Safety  
Department of Revenue  
Office of State Courts Administrator  
Office of the State Public Defender  
Office of Prosecution Services



Jeanne Jarrett, CPA  
Director  
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