

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 0357-04
Bill No.: SCS for SB's 52 & 91, with HCA's 1 & 2
Subject: Motor Vehicles; Highway Patrol; Transportation Department; Crimes & Punishment
Type: Original
Date: May 15, 2001

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
State Road/Highway and Transportation Department Fund	(\$100,000)	(\$100,000)	(\$100,000)
Total Estimated Net Effect on <u>All</u> State Funds	(\$100,000)	(\$100,000)	(\$100,000)

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
None	\$0	\$0	\$0
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 5 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials with the **Department of Elementary & Secondary Education**, the **Department of Public Safety—Missouri State Highway Patrol**, the **Department of Economic Development—Division of Motor Carrier & Railroad Safety**, and the **Office of State Courts Administrator** assume the proposal will have no fiscal impact on their agencies.

In response to previous similar legislation, officials with **Office of the Attorney General** assumed the proposal would have no fiscal impact on their agencies. In response to previous similar legislation, officials at the **Office of Prosecution Services** assume that the fiscal impact of an increased caseload is unknown, but that it would be less than \$100,000. **Oversight** notes that any increased caseload could likely be absorbed with current resources.

In response to previous similar legislation, officials from the **Office of State Public Defender** assumed they could provide representation for those 10-25 cases arising where indigent persons were charged with failure to change lanes when an emergency vehicle is stopped. However, passage of more than one similar bill would require the State Public Defender System to request increased appropriations to cover cumulative cost of representing the indigent accused in the additional cases.

Officials at the **Department of Transportation (MoDOT)** assume that the cost of placing two additional warning signs in each construction work zone will be \$40,000 per year over three years. Signs for maintenance work zones will cost \$60,000 per year over three years. However, MoDOT believes that these costs will be offset in savings realized from prevention of at least one fatality or injury in work zones each year. These savings cannot be quantified, but MoDOT feels that net fiscal impact will be minimal.

Oversight contends that the amount of these savings, if any, cannot be reasonably estimated. No savings are reflected in the fiscal note, and the costs for signs has been included at \$100,000 annually.

Oversight also notes that the increased amount of the fees, as well as the placement of warning signs by MoDOT, will likely result in fewer violations. The net effect on revenue from increased fines, therefore, is expected to be minimal. As a result, no revenue impact to the state or local governments, due to fines, is reflected in the fiscal note.

Officials with the **Department of Revenue (DOR)** assume the proposal will require programming revisions to the licensing system which will cost approximately \$3,000. Additionally, issuance of licenses for trailers by the Highway Reciprocity Commission (HRC) will require two FTE Clerk Typist II's to handle processing of the applications. DOR cannot

ASSUMPTION (continued)

determine if registrants currently use branch offices or fee offices. If branch offices are currently utilized, as DOR assumes they are, the two FTE may simply be re-allocated to the HRC. If fee offices are currently utilized, HRC would need to request additional FTE through the budget process.

Oversight assumes any minor changes required to the licensing system can be made using existing resources.

<u>FISCAL IMPACT - State Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
STATE ROAD/HIGHWAY AND TRANSPORTATION DEPT. FUND			
<u>Costs—MoDOT</u>			
Placement of Signs in Work Areas	(\$100,000)	(\$100,000)	(\$100,000)
ESTIMATED NET EFFECT TO STATE ROAD/HIGHWAY AND TRANSPORTATION DEPT. FUND	<u>(\$100,000)</u>	<u>(\$100,000)</u>	<u>(\$100,000)</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

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

DESCRIPTION

This act makes several changes to Missouri's traffic regulations.

This act changes the definition of "automobile transporter" to include recreational vehicles.

This act also changes the current bridge formula structure. Currently, one weight formula applies to primary and interstate highways and another weight formula applies to supplementary

DESCRIPTION (continued)

highways. The act establishes one statewide weight structure. The Highways and Transportation Commission is allowed to establish maximum weight and speed limits for vehicles using bridges that are in such condition that weights specified by the standard weight formula will endanger the bridge. Special posting is required in such cases. This provision is similar to that contained in HB 1970 (2000).

This act also increases the allowable width for special permits for vehicles hauling lumber products and earth moving equipment. The maximum width is currently 14 feet wide; the act removes this reference. This is similar to a provision contained in HB 1979 (2000).

This act imposes an additional fine of \$250 for speeding in a construction zone if a construction worker is present. The act also requires the Department of Transportation to erect signs to warn drivers that a \$250 fine will be imposed for speeding or passing in the work zone. The act also authorizes counties to assess a \$75 fine for speeding in a construction zone if a construction worker is present and appropriate signs have been posted. These provisions were contained in SB 683 (2000) and HB 338 (1999).

This act allows school bus exhaust tailpipes to extend two inches beyond the perimeter of the body or bumper. Current law does not allow the exhaust tailpipes to protrude from the bus at all. This provision is similar to one contained in SB 541 (2000).

This act requires drivers to take certain actions, including yielding the right-of-way when possible, when an emergency vehicle is approaching. This is similar to the provision contained in SB 91 (2001).

The act requires drivers to follow traffic directions given by sheriffs and deputy sheriffs in the state. Failure to do so will be a class A misdemeanor.

This act revises registration requirements for historic vehicles such that the vehicle must be more than 25 years old.

The act adds collisions involving serious injury or fatality to circumstances which may be deemed as giving consent to drug & alcohol content tests for drivers involved.

The act allows for operation of motor vehicles by individuals 15 and over as a part of a driver's education program. This experience may count towards the 20 hour driving experience requirement.

Allows applicants for temporary instruction permits who are participants in a federal residential job training program to operate a vehicle if accompanied by a training instructor with a valid

DESCRIPTION (continued)

driver's education endorsement. This experience may count towards the 20 hour driving experience requirement.

The act revises regulations for registration of commercial vehicles and trailers by the highway reciprocity commission.

The act adds requirements that must be met to drive vehicles through railroad crossings.

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 Economic Development
 Division of Motor Carrier & Railroad Safety
Department of Revenue
Department of Public Safety
 Missouri State Highway Patrol
Department of Elementary & Secondary Education
Office of State Courts Administrator
Office of Prosecution Services
Office of State Public Defender
Office of the Attorney General



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Director

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