

COMMITTEE ON LEGISLATIVE RESEARCH
 OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 2674-01
Bill No.: SB 774
Subject: Motor Carriers; Motor Vehicles; Revenue Department; Highway Patrol.
Type: Original
Date: December 14, 2001

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
State Road Fund	(\$249,550)		
Total Estimated Net Effect on <u>All</u> State Funds	(\$249,550)	\$0	\$0

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
None			
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Revenue**, the **Office of Prosecution Services** and the **Department of Public Safety - Divisions of Highway Safety and Missouri Highway Patrol** each assume this proposal would not fiscally impact their agencies.

In response to identical legislation from last year, both the **Office of State Courts Administrator** and the **Office of the State Public Defender** assumed this proposal would not fiscally impact their agencies.

Officials from the **Department of Transportation** assumed the proposal would result in increased costs to replace road signs to reflect the new speed limit for trucks impacted by this legislation. It was estimated that 775 new signs would be required at a cost of \$322 each (775 x \$322 = \$249,550).

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 2003 (10 Mo.)	FY 2004	FY 2005
STATE ROAD FUND			
Costs—Road signs	<u>(\$249,550)</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
	<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

RS:LR:OD (12/01)

This act establishes a 65 mile per hour speed limit for trucks over 24,000 pounds on the 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
 Division of Highway Safety
 Missouri Highway Patrol
Department of Revenue
Office of State Courts Administrator
Office of the State Public Defender
Office of Prosecution Services



Jeanne Jarrett, CPA
Director

December 14, 2001