

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 4160-02  
Bill No.: Perfected SCS for SB 988  
Subject: Kansas City; Business and Commerce; Transportation; Transportation Dept.;  
Type: Original  
Date: March 12, 2002

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON STATE FUNDS</b>			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
<b>Total Estimated Net Effect on <u>All</u> State Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
<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 2003	FY 2004	FY 2005
<b>Local Government</b>	<b>(Unknown)</b>	<b>(Unknown)</b>	<b>(Unknown)</b>

Numbers within parentheses: ( ) indicate costs or losses.

This fiscal note contains 3 pages.

**FISCAL ANALYSIS**

ASSUMPTION

Officials at the **Department of Transportation (MoDOT)** assumed in that the proposal would have no short term fiscal impact on their agency.

**MoDOT** officials note that the increased weight limits will cause wear and shortened pavement life on primary and secondary road systems. **Oversight** notes that this will likely result in higher maintenance costs in the long term for both **MoDOT** and local governments.

Officials with the **City of Kansas City (CKC)** indicated that proposal would have no fiscal impact on **CKC**.

Officials with the **City of Harrisonville (COH)** provided **Oversight** with a letter they submitted to the Missouri Senate that discussed the city's thoughts and opposition to the proposal.

<u>FISCAL IMPACT - State Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
<u>Cost – City of Harrisonville</u> Start up Costs/Road Upgrades	<u>(Unknown)</u>	<u>(Unknown)</u>	<u>(Unknown)</u>

FISCAL IMPACT - Small Business

This proposal would benefit small businesses in the Kansas City area which provide, rely upon, or could utilize carriers within the weight class specified. The proposal will expand the area in which carriers can operate at 22,400 pounds per axle within the Kansas City area.

DESCRIPTION


This proposal extends the Kansas City commercial zone to include a portion of the City of Harrisonville.

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

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Department of Transportation  
City of Kansas City  
City of Harrisonville

A handwritten signature in black ink that reads "Mickey Wilson". The signature is written in a cursive, flowing style.

Mickey Wilson, CPA  
Acting Director  
March 12, 2002