

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 1000-09  
Bill No.: SCS for SB 381, 384, 432 & 9  
Subject: Motor Vehicles; Roads and Highways; Transportation, Revenue Dept.; Boats and Watercrafts; Motor Carriers  
Type: Original  
Date: March 30, 2003

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**FISCAL SUMMARY**

| <b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>       |                       |                            |                            |
|---|-----------------------|----------------------------|----------------------------|
| <b>FUND AFFECTED</b>                                      | <b>FY 2004</b>        | <b>FY 2005</b>             | <b>FY 2006</b>             |
| General Revenue*  | \$0 to Unknown        | \$67,958 to Unknown        | \$43,047 to Unknown        |
| <b>Total Estimated Net Effect on General Revenue Fund</b> | <b>\$0 to Unknown</b> | <b>\$67,958 to Unknown</b> | <b>\$43,047 to Unknown</b> |

\*The unknown potential increase in fine collection would depend on compliance and enforcement.

| <b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>              |                                 |                               |                               |
|---|---------------------------------|-------------------------------|-------------------------------|
| <b>FUND AFFECTED</b>  | <b>FY 2004</b>                  | <b>FY 2005</b>                | <b>FY 2006</b>                |
| State School Money  | \$0                             | \$0                           | \$0                           |
| Highway Fund*   | (\$8,608,370 to Unknown)        | (\$149,360) to Unknown        | (\$149,360) to Unknown        |
| <b>Total Estimated Net Effect on <u>Other</u> State Funds</b> | <b>(\$8,608,370 to Unknown)</b> | <b>(\$149,360 to Unknown)</b> | <b>(\$149,360 to Unknown)</b> |

\*Unknown not expected to exceed \$100,000.

Numbers within parentheses: ( ) indicate costs or losses.  
This fiscal note contains 12 pages.

| ESTIMATED NET EFFECT ON FEDERAL FUNDS                         |            |            |            |
|---|------------|------------|------------|
| FUND AFFECTED   | FY 2004    | FY 2005    | FY 2006    |
|   |            |            |            |
| <b>Total Estimated Net Effect on <u>All</u> Federal Funds</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |

| ESTIMATED NET EFFECT ON LOCAL FUNDS |                |                |                |
|-------------------------------------|----------------|----------------|----------------|
| FUND AFFECTED                       | FY 2004        | FY 2005        | FY 2006        |
| <b>Local Government*</b>            | <b>Unknown</b> | <b>Unknown</b> | <b>Unknown</b> |

\* Unknown could exceed \$100,000.

### FISCAL ANALYSIS

#### ASSUMPTION

**Use of Headlights:** This section could require motorists to use their headlights whenever rain, snow, fog or other atmospheric conditions require the use of windshield wipers.

Officials with the **Department of Revenue (DOR)**, **Department of Public Safety (DPS)** and the **Department of Transportation (MoDOT)** assume this section would have no fiscal impact on their agencies.

**Child Restraint:** This section could require the use of booster seats for some children, waive the penalty in some cases, require rental agencies to inform customers of these requirements and to provide an appropriate child passenger safety restraint system for rent.

Officials with DOR, DPS and MoDOT assume this section would have no fiscal impact on their agencies.

From similar proposals, officials with the **Office of the State Courts Administrator (CTS)** stated that they would not expect the number of cases to significantly increase the workload of the courts and after a period of adjustment, would expect substantial compliance to reduce the initial number of violations.

ASSUMPTION (continued)

**Seat Belt Use:** This section could require the passengers to sit in certain areas if there are no seat belts available.

Officials with DOR, DPS and MoDOT assume this section would have no fiscal impact on their agencies.

**Bicycle Provisions:** This section amends the Model Traffic Ordinance. It proposes changes to bicycle lane travel and requires motorists to exercise the highest degree of care to avoid colliding with bicyclists and motorcyclists. It further proposes to hold motorists who intentionally, recklessly or negligently collide with pedestrians or cyclists liable for certain compensatory damages and possible license revocation.

Officials with DOR assume this section could require their agency to assess points upon receipt of a determination by a court in a civil proceeding. The change to this section provides for a 12 point assessment based if the following has occurred:

- The operator has six or more points on his or her driving record;
- The operator has a prior conviction for an intoxication-related offense; or
- The operator has previously caused an injury to a bicyclist, pedestrian, or motorcyclist requiring hospitalization.

DOR could have to create a program evaluation to edit the persons record for six or more points and for an intoxicated related offense. However, there is no way to edit the record for prior injury to a bicyclist or pedestrian that required hospitalization. Even if the language was amended to assess a conviction for causing injury to bicyclist or pedestrian DOR still wouldn't know if the person were hospitalized.

The driver's bureau does not feel a notable volume of these convictions would be received and could absorb the additional work in already existing conviction and points processing areas. However, the Missouri Driver License System (MODL) could require modifications in order to affect an action that is required under this legislation. This could require 720 total overtime hours.

FY 04 Cost

|                         |            |
|-------------------------|------------|
| Programming (720 hours) | (\$16,560) |
|-------------------------|------------|

ASSUMPTION (continued)

**Commercial Vehicle:** Officials with DOR assume the change in the definition of gross vehicle weight rating could change the requirements for a commercial driver's license. Special restrictions that the DOR currently issues to operators of commercial motor vehicles with a manufacturer's rating under 26,001 would no longer be required to obtain a commercial driver license if the registered weight exceeds 26,001 pounds. This could decrease the number of commercial drivers license issued annually. **Oversight** assumes that this decrease would be an annual loss.

DOR further assumes there could be cost for overtime hours to program the existing system and incorporate the new requirements. There could also be cost to test the system once the changes are made to the program. DOR states that these testing protocols are a necessary part of changing the system.

FY 04 Income loss and cost

|                                  |            |
|----------------------------------|------------|
| Fewer commercial license issued  | (\$2,120)  |
| Programming (100 overtime hours) | (\$2,500)  |
| Testing (480 overtime hours)     | (\$9,600)  |
| Total                            | (\$14,220) |

FY 05 Income loss

|                                 |           |
|---------------------------------|-----------|
| Fewer commercial license issued | (\$2,120) |
|---------------------------------|-----------|

FY 06 Income loss

|                                 |           |
|---------------------------------|-----------|
| Fewer commercial license issued | (\$2,120) |
|---------------------------------|-----------|

**Technical changes:** These changes could eliminate the notary requirement from the AIR, allow DOR final decisions to be mailed first class and allow a hearing to be granted without surrendering a license. Officials with DOR assume they could save on personal services and postage.

FY 04, 05 and 06 Cost Savings

|                   |          |
|-------------------|----------|
| Personal services | \$9,290  |
| Postage           | \$35,470 |

ASSUMPTION (continued)

**Trucks in left hand lane and reduced speed:** This section could prohibit certain trucks from being driven in the far left-hand lane on interstate highways, freeways or expressway in the urban areas of this state. This section could also reduce the allowable truck speed by five MPH. Officials with MoDOT assume they could be required to install 950 new signs.

Officials with CTS assume that depending on the degree of enforcement, there could be an increase in the number of cases filed for trucks traveling over the proposed speed limit. CTS do not anticipate this increase to significantly impact their budget however, there could be an increase in the amount realized from fines.

FY 04, 05 and 06- Income

|                                   |         |
|-----------------------------------|---------|
| Fines from non compliant vehicles | Unknown |
|-----------------------------------|---------|

FY 04-Cost

|                             |           |
|-----------------------------|-----------|
| 950 new signs at \$453 each | \$430,350 |
|-----------------------------|-----------|

**Low Speed Vehicles:** This section could allow owners to operate their low speed vehicle on the highways of this state. DOR could incur costs for procedures modifications and the additional cost to title and register these vehicles that are not currently being titled and registered. DOR assumes it could require an unknown number of FTE and associated expenses. **Oversight** further assumes that a registration fee would be collected and that DOR could absorb the additional workload.

DOR could also incur programming costs to modify the General Registration System (GRS), Uniformed Field Office System (UFOS), renewal pull application system, Missouri On-Line Registration Exchange (MORE) and the Field Automated System for Titling and Registration (FASTR). Modifications of these systems will have to be made to allow for these types of vehicles to be titled and registered. These types of vehicles do not always contain the same information and information formatting as normal motor vehicles. The cost incurred for these modifications is unknown but is anticipated to be less than \$20,000.

FY 04-Income and Cost

|                            |           |
|----------------------------|-----------|
| License fees for Low Speed | Unknown   |
| Plates and Tabs            | (Unknown) |
| Programming                | (Unknown) |

FY 05 and 06 Income

EJ:LR:OD (12/02)



received for the successful completion of the Boating Safety course would not be realized until after the Mandatory Boating Education Program was established.

ASSUMPTION (continued)

**Oversight** assumes MWP may charge a fee for the card that does not substantially exceed the costs of administrating this section. According to DOR 2000 Comprehensive Annual Financial Report, the DOR processed 119,405 water craft registrations in 2002, 113,504 in 1999 and 116,500 in 1998. This was based on a 3-year renewal, so the assumption is made that there are actually 349,409 marine vessels currently registered in Missouri. In a fiscal note for similar legislation in a previous year, Oversight utilized the number of boat registrations to estimate the number of persons that would be issued the identification card each year. This year, however, Oversight has received the estimate by MWP regarding the number of possible applicants (30,000 initially, 20,000 in the second year and 15,000 each year thereafter), and have utilized these estimates.

**Oversight** will utilize the estimate of \$4.00 per card to produce, mail and print the education materials and a fee of \$10.00 charged to each licensee. Since the application is a one-time occurrence with no renewal, **Oversight** assumes the volume of cards issued will decrease in subsequent years. For purposes of this fiscal note, in order to cover costs in the third and subsequent years (not reflected in the fiscal note), Oversight assumes fee revenue to MWP based on \$10.00 per card issued.

FY 05 Income and Cost

|                               |                    |
|-------------------------------|--------------------|
| ID Production Cost (\$4 each) | (\$120,000)        |
| Fees Collected (\$10 each)    | \$300,000          |
| Personal Services             | <u>(\$112,042)</u> |
| Net Total                     | \$67,958           |

FY 06 Income and Cost

|                               |                   |
|-------------------------------|-------------------|
| ID Production Cost (\$4 each) | (\$80,000)        |
| Fees Collected (\$10 each)    | \$200,000         |
| Personal Services             | <u>(\$76,953)</u> |
| Net Total                     | \$43,047          |

**Oversight** assumes if volumes are not as anticipated or if production costs vary significantly, the MWP would adjust fee charged for the card accordingly.

ASSUMPTION (continued)

**Country Road speed limits:** This act caps the speed limits established by County Commissions in 2nd, 3rd, and 4th Class Counties to 45 miles per hour. The requirement for posting speed limit signs shall only apply to roads which have a speed limit of less than 45 miles per hour. This portion of the act is similar to SCS/SB 227 (2003). From similar legislation, officials with the **Johnson County Commission** assume there would be a savings to the county for the cost of signs.

To implement portions of this proposal, DOR could require additional funds. In the past, the programs included in this legislation have been paid for with highway funds. This year, however, highway funds may not be available for this purpose as a result of legislation enacted by the General Assembly in 2000 that limits the use of highway funds.

This limitation is found in Section 226.200.3, RSMo. It places a cap on the highway funding available to state departments other than the Department of Transportation. The total amount of highway funds appropriated to these other state departments (including the DOR) cannot exceed the total amount of their fiscal year 2001 highway appropriations. This cap limits the highway funds that will be available for the implementation of this legislation.

From similar legislation the officials with the **Office of Secretary of State (SOS)** assume there would be costs due to additional publishing duties related to the promulgating rules, regulations, and forms. SOS estimates the cost for a page in the Code of State Regulations is \$27.00 and the Missouri Register is \$23.00 per page. Costs due to this proposal would be dependent upon the actual rule-making authority and may be more or less. Financial impact in subsequent fiscal years would depend entirely on the number, length, and frequency of the rules filed, amended, rescinded, or withdrawn.

**Oversight** assumes the SOS could absorb the costs of printing and distributing regulations related to this proposal. If multiple bills pass which require the printing and distribution of regulations at substantial costs, the SOS could request funding through the appropriation process. Any decisions to raise fees to defray costs would likely be made in subsequent fiscal years.

There could be an increase in state revenue from fee collections for boat safety, fines for non compliant vehicles and registration of Low Speed vehicles. There could also be a reduction in revenue from fewer commercial vehicle licenses issued.



| <u>FISCAL IMPACT - State Government</u>                 | FY 2004<br>(10 Mo.)              | FY 2005                               | FY 2006                               |
|---|----------------------------------|---------------------------------------|---------------------------------------|
| <b>GENERAL REVENUE FUND</b>                             |                                  |                                       |                                       |
| <u>Income</u> - Missouri Water Patrol (MWP)             |                                  |                                       |                                       |
| I.D. Fees   | \$0                              | \$300,000                             | \$200,000                             |
| <u>Cost</u> - Missouri Water Patrol (MWP)               |                                  |                                       |                                       |
| Personal Service (1 FTE)                                | \$0                              | (\$47,442)                            | (\$48,628)                            |
| Fringe Benefits   | \$0                              | (\$19,200)                            | (\$19,680)                            |
| Expense and Equipment                                   | \$0                              | (\$45,400)                            | (\$8,645)                             |
| I.D. Production & class materials                       | <u>\$0</u>                       | <u>(\$120,000)</u>                    | <u>(\$80,000)</u>                     |
| <u>Total Costs</u> - MWP                                | <u>\$0</u>                       | <u>(\$232,042)</u>                    | <u>(\$156,953)</u>                    |
| <u>Cost Avoidance</u>                                   |                                  |                                       |                                       |
| State School Money Fund*                                | <u>Unknown</u>                   | <u>Unknown</u>                        | <u>Unknown</u>                        |
| <b>ESTIMATED NET EFFECT ON<br/>GENERAL REVENUE FUND</b> | <b><u>\$0 to<br/>Unknown</u></b> | <b><u>\$67,958 to<br/>Unknown</u></b> | <b><u>\$43,047 to<br/>Unknown</u></b> |

\*The potential increase in fine collection would depend on compliance and enforcement.

## STATE SCHOOL MONEY FUND

|   |                   |                   |                   |
|---|-------------------|-------------------|-------------------|
| <u>Income (Loss)</u>                                      |                   |                   |                   |
| General Revenue*  | (Unknown)         | (Unknown)         | (Unknown)         |
| <u>Cost Avoidance</u>                                     |                   |                   |                   |
| Local School Districts*                                   | <u>Unknown</u>    | <u>Unknown</u>    | <u>Unknown</u>    |
| <b>NET ESTIMATE EFFECT ON<br/>STATE SCHOOL MONEY FUND</b> | <b><u>\$0</u></b> | <b><u>\$0</u></b> | <b><u>\$0</u></b> |

\*The potential increase in fine collection would depend on compliance and enforcement.

| <u>FISCAL IMPACT - State Government</u>         | FY 2004<br>(10 Mo.)                               | FY 2005   | FY 2006   |
|---|---|---|---|
| <b>HIGHWAY FUND</b>                             |   |   |   |
| <u>Income (Loss)-Department of Revenue</u>      |   |   |   |
| Low Speed Vehicle registration**                | Unknown   | Unknown   | Unknown   |
| Commercial license                              | <u>(\$2,120)</u>                                  | <u>(\$2,120)</u>                                | <u>(\$2,120)</u>                                |
| <u>Total Income (Loss)- DOR</u>                 | <u>(\$2,120) to</u><br><u>Unknown</u>             | <u>(\$2,120) to</u><br><u>Unknown</u>           | <u>(\$2,120) to</u><br><u>Unknown</u>           |
| <u>Savings -Department of Revenue</u>           |   |   |   |
| Personal Services                               | \$9,290   | \$9,290   | \$9,290   |
| Postage   | <u>\$35,470</u>                                   | <u>\$35,470</u>                                 | <u>\$35,470</u>                                 |
| <u>Total Savings- DOR</u>                       | <u>\$44,760</u>                                   | <u>\$44,760</u>                                 | <u>\$44,760</u>                                 |
| <u>Cost-Department of Revenue</u>               |   |   |   |
| Programming and Testing**                       | (\$28,660 to<br>Unknown)                          | \$0   | \$0   |
| Plates and Tabs**                               | <u>(Unknown)</u>                                  | <u>\$0</u>                                      | <u>\$0</u>                                      |
| <u>Total Cost- DOR</u>                          | <u>(Unknown)</u>                                  | <u>(Unknown)</u>                                | <u>(Unknown)</u>                                |
| <u>Cost-Department of Transportation</u>        |   |   |   |
| Highway signs                                   | (\$430,350)                                       | \$0   | \$0   |
| School zone signs                               | (\$8,000,000)                                     | \$0   | \$0   |
| Electricity cost                                | <u>(\$192,000)</u>                                | <u>(\$192,000)</u>                              | <u>(\$192,000)</u>                              |
| <u>Total Cost- MoDOT</u>                        | <u>(\$8,622,350)</u>                              | <u>\$0</u>                                      | <u>\$0</u>                                      |
| <b>ESTIMATED NET EFFECT ON<br/>HIGHWAY FUND</b> | <b><u>(\$8,608,370 to</u><br/><u>Unknown)</u></b> | <b><u>(\$149,360 to</u><br/><u>Unknown)</u></b> | <b><u>(\$149,360 to</u><br/><u>Unknown)</u></b> |

\*\*Unknown income and associated cost for Low Speed vehicles are not expected to exceed \$100,000.

| <u>FISCAL IMPACT - Local Government</u>        | FY 2004<br>(10 Mo.)   | FY 2005               | FY 2006               |
|--|-----------------------|-----------------------|-----------------------|
| <b>VARIOUS LOCAL FUNDS</b>                     |                       |                       |                       |
| <u>Income-</u> School Districts                |                       |                       |                       |
| Fine collections*                              | <u>Unknown</u>        | <u>Unknown</u>        | <u>Unknown</u>        |
| <u>Savings-</u> Local Districts                |                       |                       |                       |
| School zone signs**                            | <u>Unknown</u>        | <u>Unknown</u>        | <u>Unknown</u>        |
| <b>ESTIMATED NET EFFECT ON<br/>LOCAL FUNDS</b> | <b><u>Unknown</u></b> | <b><u>Unknown</u></b> | <b><u>Unknown</u></b> |

\*The potential increase in fine collection for reduced truck speed would depend on compliance and enforcement.

\*\*Unknown savings for school zone sign maintenance could exceed \$100,000.

#### FISCAL IMPACT - Small Business

Small businesses which rely on commercial vehicles for transportation could have an increase in cost due to reduced speed on certain highways.

Small business could have a reduced cost for commercial vehicle licensing due to the change in the definition of vehicle weights.

Vehicle rental companies could see an increase in cost due having to inform customers of the child restraint requirements and providing an appropriate seat for rent.

#### DESCRIPTION

This proposal would enact various measures relating to transportation safety.

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 Revenue  
Department of Transportation  
Department of Public Safety  
Jefferson County  
Office of State Courts  
Secretary of State

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

Mickey Wilson, CPA  
Director  
March 30, 2003