

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 2751-04
Bill No.: HCS for SCS for SB 771
Subject: Motor Vehicles; Roads Highways
Type: Original
Date: May 4, 2004

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Total Estimated Net Effect on General Revenue Fund	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Highway Fund*	(Unknown)	Unknown	Unknown
Total Estimated Net Effect on <u>Other</u> State Funds	(Unknown)	Unknown	Unknown

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

Numbers within parentheses: () indicate costs or losses.
This fiscal note contains 5 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Local Government	Unknown	Unknown	Unknown

FISCAL ANALYSIS

ASSUMPTION

Officials with the **Department of Public Safety and Department of Transportation** assume this proposal would have no fiscal impact on their agencies.

Officials with the **Department of Revenue (DOR)** assume this proposal would allow drivers of low speed vehicles to operate on some highways. DOR cannot estimate the number of low speed vehicles which could be registered.

The **DOR - Driver and Vehicle Services Bureau (DVSB)** further assume they could incur cost for procedure modifications and the additional costs to title and register those vehicles that are not currently being titled and registered. The agency assumes it could require FTE and associated expenses for these FTE.

The **DOR - Information Technology Bureau (ITB)** assume they could incur programming costs to modify the existing registration and fee systems. The low speed vehicles do not always contain the same information and information formatting as normal motor vehicles; therefore, these programs will have to be modified to handle unique information from the low speed vehicles. The cost incurred for these modifications is unknown; however, the cost for programming is anticipated to be less than \$20,000.

ASSUMPTION (continued)

To implement this legislation, the 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 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.

If highway funds are not available, then another source of funding must be identified to pay for the cost of implementing this legislation.

This proposal could increase state revenue through registration and licensing fees for low speed vehicles.

Oversight assumes there could be income and cost associated with the unknown number of applicants for low speed vehicle registration, however **Oversight** assumes that DOR could handle the request with existing personnel.

<u>FISCAL IMPACT - State Government</u>	FY 2005 (10 Mo.)	FY 2006	FY 2007
HIGHWAY FUND			
<u>Income-Department of Revenue</u>			
Licensing and title fees*	<u>Unknown</u>	<u>Unknown</u>	<u>Unknown</u>
<u>Cost-Department of Revenue</u>			
Forms, Procedures*	(Unknown)	\$0	\$0
Plates and tabs*	(Unknown)	\$0	\$0
Programming**	<u>(Unknown)</u>	<u>\$0</u>	<u>\$0</u>
Total Cost - DOR	<u>(Unknown)</u>	<u>\$0</u>	<u>\$0</u>

NET ESTIMATED EFFECT ON
HIGHWAY FUND (Unknown) Unknown Unknown

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

** Unknown not expected to exceed \$20,000.

<u>FISCAL IMPACT - Local Government</u>	FY 2005 (10 Mo.)	FY 2006	FY 2007
LOCAL FUNDS			
<u>Income-Cities</u>			
License and title fees*	Unknown	Unknown	Unknown
<u>Income-Counties</u>			
License and title fees*	<u>Unknown</u>	<u>Unknown</u>	<u>Unknown</u>
ESTIMATED EFFECT ON LOCAL FUNDS	<u>Unknown</u>	<u>Unknown</u>	<u>Unknown</u>
*Unknown income not expected to exceed \$100,000.			

FISCAL IMPACT - Small Business

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

DESCRIPTION

This act allows operators of low-speed vehicles to use public highways under certain conditions. A low-speed vehicle shall not be operated on a street or highway with a posted speed limit greater than 35 mph. A low-speed vehicle shall be exempt from inspection and emission testing, but must comply with the federal standards. Every operator of a low-speed vehicle shall maintain financial responsibility as required under Chapter 303, RSMo. Every operator of a low-speed vehicle must have a driver's license. City and counties may promulgate ordinances which are more stringent than this act.

This act makes changes to the "commercial zone" for the City of Kansas City for the purpose of regulating height and weight of motor vehicles traveling through such a zone.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

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SOURCES OF INFORMATION

Department of Revenue
Department of Transportation
Department of Public Safety

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

Mickey Wilson, CPA
Director
May 4, 2004