

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 4160-01
Bill No.: SB 988
Subject: Kansas City; Business and Commerce; Transportation; Transportation Dept.;
Type: Original
Date: February 4, 2002

FISCAL SUMMARY

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

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
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	(\$100,000 to Unknown)	(\$50,000 to Unknown)	(\$50,000 to Unknown)

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 4 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials at the **Department of Transportation** assume that the proposal would have no short term fiscal impact on their agency.

The **Department of Transportation (MoDOT)** stipulates 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)** assume the proposal would have no fiscal impact.

Officials with the **City of Harrisonville (COH)** assumed the following:

The 291-North Commercial Street – US 71 intersections are currently at a Level D service. A significant increase in trucks would likely decrease the level of service of the cities' most important intersection to Level F. Upgrading this short stretch of roadway and adjacent intersections to Level C service would require between 10 million and 30 million dollars. This would include a new/expanded bridge over US 71, condemning several businesses for future roadway expansion and utility relocates, widening and improving US 291, the upgrade of traffic signals and possible improvements to the US 71 access ramps.

COA also assumes that if the Kansas City Commercial Zone does expand, the city will likely purchase a scale, a van, and hire an additional employee to ensure that the trucks stay on US 291 and US 71. The start up costs would be approximately \$100,000 and an additional \$50,000 annually.

COA also notes that if the level of service is decreased, the traffic congestion would have a negative impact on the city's most important commercial area. Consequently, the city's sales tax revenue would also be decreased.

Oversight assumes the \$10 - \$30 million road upgrade costs will be allocated over a period of years.

FISCAL IMPACT - State Government

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	(\$100,000)	(\$50,000)	(\$50,000)
Road Upgrades	<u>(Unknown)</u>	<u>(Unknown)</u>	<u>(Unknown)</u>
ESTIMATED NET EFFECT TO LOCAL GOVERNMENT FUNDS	<u>(\$100,000 to Unknown)</u>	<u>(\$50,000 to Unknown)</u>	<u>(\$50,000 to 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 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

Department of Transportation
 City of Kansas City
 City of Harrisonville



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February 4, 2002

JT:LR:OD (12/00)