

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 4199-01
Bill No.: HB 1746
Subject: Licenses-Motor Vehicle; Motor Vehicles; Revenue Dept.; Transportation
Type: Original
Date: March 5, 2002

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Various MoDOT Funds	(Unknown)	(Unknown)	(Unknown)
Total Estimated Net Effect on <u>All</u> State Funds	(Unknown)	(Unknown)	(Unknown)

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	(Unknown)	(Unknown)	(Unknown)

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Missouri Department of Revenue** (DOR)-Division of Motor Vehicle and Drivers Licensing assume mobility device meets the definition of motor vehicle and could technically be subject to titling and registration requirements. However, DOR assumes even if these devices are required to be titled and registered, the department anticipates the number of these types of vehicles to be minimal and no additional funds will be requested through appropriations.

Officials from the **Department of Transportation** (DHT) assume the proposal allows restricted vehicles to operate on any road in the state. The speed differential could cause issues with the motoring public. As with bicycles, DHT will then be required to provide safe travel routes for vehicles that do not contribute to the Highway Trust Fund.

Oversight assumes cities and counties could incur the same costs on streets and county roads as DHT would incur on state and federal highways.

<u>FISCAL IMPACT - State Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
Cost- Department of Transportation Establishing Safe Travel Routes	<u>(Unknown)</u>	<u>(Unknown)</u>	<u>(Unknown)</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
Cost-Cities and Counties Establishing Safe Travel Routes	<u>(Unknown)</u>	<u>(Unknown)</u>	<u>(Unknown)</u>

FISCAL IMPACT - Small Business

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

DESCRIPTION

This proposal would allow electric personal assistance mobility devices to be operated upon any street, highway, sidewalk, or bicycle path. Any person operating a device will be treated and granted the same rights as a pedestrian.

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



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