

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 4696-05  
Bill No.: SCS for HB 1918  
Subject: Transportation; Law Enforcement Officers and Agencies; Roads and Highways; Motor Vehicles; Motor Carriers.  
Type: Original  
Date: April 17, 2002

**FISCAL SUMMARY**

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

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
None			
<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> *	\$0	\$0	\$0

\* Includes a offsetting positive and negative fiscal impact of \$0 to Unknown

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

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## FISCAL ANALYSIS

### ASSUMPTION

Officials from the **Department of Transportation (DHT)** state this legislation would repeal language requiring the vehicle to be overweight before the driver could be found guilty of failing to stop at an official weigh station, make the offense punishable as a Class C misdemeanor, and raise the vehicle license required to stop at the weigh stations from above 18,000 pounds to above 24,000 pounds.

DHT assumes that state revenue generated from the sale of temporary permits for registration, fuel tax, and Motor Carrier and Railroad Safety (MCRS) license will be negatively impacted. The regulations under the International Registration Plan and the International Fuel Tax Agreement are effective for vehicles just above this level, and are definitely effective if the vehicle is a 3 axle power unit, which will cover vehicles at this licensed weight.

DHT assumes that federal highway funding could be adversely affected. The Federal Highway Administration mandates that certain vehicle weights be enforced on the National Network System of Highways, and provides highway funding under the promise this will be done by the states. Any decrease in enforcement will surely place that funding under scrutiny by that federal agency.

The state of Missouri receives federal grant monies under the Motor Carrier Safety Assistance Program (MCSAP) to aid in enforcing the regulations pertaining to commercial vehicle operation. The Federal Motor Carrier Safety Administration oversees this grant process and requires that states participating in this program enforce either the federal regulations or regulations that have the same effect or more stringent effect. This agency is currently examining the way Missouri currently bases the adoption of the federal regulations based on license weight. Any further exempting of vehicles from coming under the inspection program will undoubtedly negatively impact the ability of the state of Missouri to qualify for MCSAP grant funding.

To the extent that any overweight trucks between the weight of 18,001 to 24,000 pounds that would previously had been required to stop will, under this bill, not be required to stop, there will be lost revenues from fines for violations of the weight per axle requirements. Further, to the extent these violations cause additional wear and tear on state highways, there will be some additional, unknown maintenance costs incurred by DHT.

In summary, DHT assumes this proposal would have a negative impact on various state funds of an unknown amount.

ASSUMPTION (continued)

RS:LR:OD (12/01)

**Oversight** assumes that if the proposal does result in a reduction in fine collections, the local school districts of Missouri will be reimbursed for the reduction in revenue from the state's General Revenue Fund through the calculation of the school foundation formula.

Oversight also assumes the penalties regarding the reduction in Federal Funds are prospective and dependent upon future events, and has excluded them from the estimate of fiscal impact.

Officials from the **Department of Revenue (DOR)** state this bill increases the weight limit on trucks that are required to stop at weigh stations. This increase does not have an impact on the Department of Revenue nor the Highway Reciprocity Commission.

The practical application of such requirement may create less of an incentive for owners to properly register such vehicles since they will be subject to less enforcement.

In terms of overall fiscal impact, the Highway Reciprocity Commission assumes law enforcement will be able to provide a more concentrated enforcement of motor carrier regulations on larger trucks which carry much larger fines than those trucks under 24,000 pounds. Therefore, this may create a positive fiscal impact on the state.

Officials from the **Office of the State Courts Administrator, Office of the State Public Defender, Department of Public Safety - Missouri Highway Patrol, Department of Economic Development - Division of Motor Carrier and Railroad Safety**, assume this proposal would not fiscally impact their agency.

**Oversight** assumes since the Department of Revenue, the Department of Economic Development, and the Missouri Highway Patrol each state this proposal would not fiscally impact their agencies, that there will be no other fiscal impact from this substitute.

Officials from the **Office of Prosecution Services (OPS)** state that because of the potential for incarceration from this proposal, there would be an increase in case loads but with the few expected occurrences, OPS assumes they would be able to absorb the additional caseloads with existing resources.

FISCAL IMPACT - State Government

FY 2003  
(10 Mo.)

FY 2004

FY 2005

**GENERAL REVENUE**

RS:LR:OD (12/01)

<u>FISCAL IMPACT - State Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
<u>Costs</u> - Increased transfers to local school districts	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>
<b>ESTIMATED NET EFFECT TO THE GENERAL REVENUE FUND</b>	<b><u>\$0 TO (UNKNOWN)</u></b>	<b><u>\$0 TO (UNKNOWN)</u></b>	<b><u>\$0 TO (UNKNOWN)</u></b>

<u>FISCAL IMPACT - Local Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
<b>SCHOOL DISTRICTS</b>			
Loss - Potential loss in fine revenue for weight per axle requirements with fewer trucks required to stop to be weighed	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>
<u>Replacement Revenue</u> - Increased distributions from the State	<u>\$0 to Unknown</u>	<u>\$0 to Unknown</u>	<u>\$0 to Unknown</u>
<b>ESTIMATED NET EFFECT TO SCHOOL DISTRICTS</b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>

FISCAL IMPACT - Small Business

This proposal may impact small motor-carrier businesses if they are no longer required to stop at weigh stations in Missouri if they weigh less than 24,000 pounds (previous limit was 18,000 pounds).

DESCRIPTION

Under this proposal, any person who does not stop or evades stopping at a weigh station may, upon conviction, be found guilty of a class C misdemeanor. The proposal also raises the weight limit of a truck that is required to stop at all Missouri weigh stations from 18,000 pounds to 24,000 pounds.

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  
Department of Revenue  
Department of Public Safety  
    Missouri Highway Patrol  
Office of the State Courts Administrator  
Office of the State Public Defender  
Office of Prosecution Services  
Department of Economic Development  
    Division of Motor Carrier and Railroad Safety



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