

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 3564-01  
Bill No.: SB 585  
Subject: Roads and Highways, Transportation Department, Motor Vehicles; Law Enforcement Officers and Agencies  
Type: Original  
Date: February 4, 2010

---

Bill Summary: Allows Department of Transportation to construct toll roads under certain conditions.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
FUND AFFECTED	FY 2011	FY 2012	FY 2013
<b>Total Estimated Net Effect on General Revenue Fund</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
FUND AFFECTED	FY 2011	FY 2012	FY 2013
<b>Total Estimated Net Effect on <u>Other</u> State Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Numbers within parentheses: ( ) indicate costs or losses.  
This fiscal note contains 6 pages.

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>
<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 FULL TIME EQUIVALENT (FTE)</b>			
<b>FUND AFFECTED</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>
<b>Total Estimated Net Effect on FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

- Estimated Total Net Effect on All funds expected to exceed \$100,000 savings or (cost).
- Estimated Net Effect on General Revenue Fund expected to exceed \$100,000 (cost).

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2011</b>	<b>FY 2012</b>	<b>FY 2013</b>
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

---

## FISCAL ANALYSIS

### ASSUMPTION

Officials at the **Missouri Department of Transportation, Office of the State Courts Administrator** and the **Missouri Highway Patrol** assume that there is no fiscal impact from this proposal.

Officials at the **Office of the Attorney General (AGO)** assume that any cost arising from litigation or administrative duties related to placing this measure on the ballot could be absorbed with existing resources. AGO also assumes that if the measure were to pass, any legal counsel related to the substance of the proposal would be provided by Missouri Department of Transportation.

Officials at the **Department of Revenue** assume the following costs:

#### Motor Vehicle Bureau (Section 226.1230):

To enter the voids ordered by the court into the General Registration System additional overtime would be needed. A Revenue Processing Tech I can process 32 suspensions in one day. It is unknown how many voided registrations there will be due to this proposal; therefore, the Department is assuming there will be 500 voids per year. This would require 125 hours of overtime at time and a half for a Revenue Processing Tech I at a cost of \$1,985 in FY 11, \$2,453 in FY12, and \$2,527 in FY 13 for salary.

The amount of telephone calls to the Department generated due to this proposal is unknown, but of the 500 voids per year that are anticipated, the Department assumes there will be 300 additional phone calls per year pertaining to voided registrations due to unpaid toll fees. This will require 4 hours of overtime for one Telephone Information Operator I to answer these calls at a cost of \$64 in FY 11, \$79 in FY12, and \$81 in FY 13 for salary.

Procedures will need to be revised by a Management Analyst Specialist I requiring 40 hrs of overtime at a cost of \$805 in FY 11.

Assuming there are 500 voids per year due to this proposal, there would be funding for notices, envelopes, and postage required to issue void notices (although this proposal does not specifically require such notices) at a cost of \$210 in FY 11, \$261 in FY 12, and \$267 in FY 13.

ASSUMPTION (continued)

Revenue Impact

Based on the language in this proposal it is assumed that the intent is for those registrations to be "voided" and no longer valid.

The Department is assuming there will be 500 voids per year due to this proposal. Registration fees are based on the individual horsepower of the vehicle and vary from vehicle to vehicle; therefore a total revenue amount based on the 500 voids per year cannot be shown. Due to this, there will be an unknown increase in registration fees collected on voided registrations that are issued upon payment of toll road fees. This unknown increase in registration fees will be distributed as follows:

- 75% Highway Fund- unknown
- 15% Cities- unknown
- 10% Counties- unknown

Officials at the **Office of the State Treasurer** assume the state accounting system cannot handle accounting for separate accounts within a fund, therefore changes would need to be made to the system. The impact is unknown.

**Oversight** assumes the Department of Revenue and the Office of the State Treasurer will have no expenses unless MoDOT decides to pursue the construction of a toll facility.

Officials from the **Office of the Secretary of State (SOS)** state many bills considered by the General Assembly include provisions allowing or requiring agencies to submit rules and regulations to implement the act. The SOS is provided with core funding to handle a certain amount of normal activity resulting from each year's legislative session. The fiscal impact for this fiscal note to the SOS for Administrative Rules is less than \$2,500. The SOS recognizes that this is a small amount and does not expect that additional funding would be required to meet these costs. However, the SOS also recognizes that many such bills may be passed by the General Assembly in a given year and that collectively the costs may be in excess of what the office can sustain with the core budget. Therefore, the SOS reserves the right to request funding for the cost of supporting administrative rules requirements should the need arise based on a review of the finally approved bills signed by the governor.

**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.

<u>FISCAL IMPACT - State Government</u>	FY 2011 (10 Mo.)	FY 2012	FY 2013
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2011 (10 Mo.)	FY 2012	FY 2013
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT - Small Business

Small businesses that must pay to drive on the toll road would have a fiscal impact.

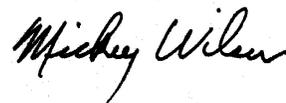
FISCAL DESCRIPTION

The proposed legislation appears to have no fiscal impact.

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

Office of the Attorney General  
Office of the State Courts Administrator  
Office of the Secretary of State  
Office of the State Treasurer  
Missouri Department of Transportation  
Missouri Highway Patrol  
Department of Revenue



Mickey Wilson, CPA

L.R. No. 3564-01  
Bill No. SB 585  
Page 6 of 6  
February 4, 2010

Director  
February 4, 2010

JH:LR:OD