

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. NO.: 3860-01
BILL NO.: HB 1645
SUBJECT: Motor Vehicles; Truck Speed Limit Reduction
TYPE: Original
DATE: February 14, 2000

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Highway Road Fund	(\$164,697 to \$368,504)	(\$8,210)	(\$8,210)
Total Estimated Net Effect on <u>All</u> State Funds	(\$164,697 to \$368,504)	(\$8,210)	(\$8,210)

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None	\$0	\$0	\$0
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 4 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Revenue** and the **Department of Public Safety - Missouri Highway Patrol** assume this proposal would not fiscally impact their agencies.

Officials from the **Department of Economic Development - Division of Motor Carrier and Rail Road Safety (DED)** assume this proposal would amend section 304.190 which would no longer require carriers operating in Franklin or Jefferson Counties to register with DED and pay a \$10 fee per vehicle. Also, they would not have to file proof of insurance with DED. For the 1999 renewal period, DED issued 821 credentials to carriers located in Franklin and Jefferson counties. At \$10 per credential, DED would lose approximately \$8,210 per year in revenues to the Highway Fund. This number is probably understated because of carriers who may be located outside of the commercial zone, but conduct all of their business in the commercial zone.

Officials from the **Department of Transportation (DHT)** assume this proposal would result in increased costs for road signs and posts on Missouri roadways. Separate road signs will need to be created and installed to identify the speed limits for the trucks impacted by this legislation. It is estimated that an additional 553 signs would be needed, at an average cost of \$309 per sign, for a total anticipated cost of \$164,697 in FY01. Additionally, a second sign may be required to restrict trucks over 12 tons to the right lane. An average of 633 signs at a cost of \$309 per sign, for a total of \$195,597.

Therefore, assuming DHT designates the right lane only provision, the grand total of this legislation is \$360,294. However, if DHT does not designate the right lane only provision, the cost would only be \$164,697.

<u>FISCAL IMPACT - State Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
HIGHWAY ROAD FUND			
Costs - Department of Transportation Road signs and posts	(\$164,697 to \$360,294)	\$0	\$0
Loss of fee revenue - Division of Motor Carrier and Rail Road Safety (DED)	(\$8,210)	(\$8,210)	(\$8,210)
ESTIMATED EFFECT ON HIGHWAY ROAD FUND	<u>(\$164,697 to \$368,504)</u>	<u>(\$8,210)</u>	<u>(\$8,210)</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
	\$0	\$0	\$0

FISCAL IMPACT - Small Business

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

DESCRIPTION

The proposed legislation sets the maximum speed limit for trucks with a gross weight of more than 24,000 pounds on rural interstates and expressways at 65 miles per hour and 55 miles per hour on urban interstates, freeways, or expressways. Trucks weighing more than 12 tons, including cargo, are prohibited from operating in the far left lane of highways having 2 or more lanes except when making left turns or directed by traffic markings, signs, or signals.

This proposal sets the speed limit for trucks weighing over 27 tons, including load, at 65 miles per hour. The Department of Transportation will have the authority to designate truck travel lanes for trucks weighing over 27 tons when there are 3 or more lanes of travel in the same direction. Such trucks will be allowed to travel outside of such lanes when passing or when preparing to make a proper left turn or when directed by a traffic sign or signal. The commercial zone for St. Louis City is extended to include the counties of St. Charles, Jefferson, and Franklin.

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 Public Safety - Missouri Highway Patrol
Department of Transportation
Department of Economic Development - Division of Motor Carrier and Rail Road Safety

A handwritten signature in black ink, appearing to read "Jeanne Jarrett". The signature is stylized and cursive.

Jeanne Jarrett, CPA
Director
February 14, 2000