

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. NO.: 3894-01  
BILL NO.: HB 1623  
SUBJECT: Transportation  
TYPE: Original  
DATE: February 8, 2000

**FISCAL SUMMARY**

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

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None	\$0	\$0	\$0
<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 2001	FY 2002	FY 2003
<b>Local Government</b>	\$0	\$0	\$0

Numbers within parentheses: ( ) indicate costs or losses.

This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials of the following agencies assume there would be no fiscal impact to them as a result of the proposal: **Department of Economic Development - Division of Motor Carrier and Railroad Safety, Department of Transportation, Department of Revenue, and the Department of Insurance.**

Officials of the **Office of the Secretary of State (SOS)** assume that based on experience with other divisions, the rules, regulations and forms issued for changes in the division of motor carrier and safety law could require as many as approximately 24 pages in the *Code of State Regulations*. For any given rule, roughly half again as many pages are published in the *Missouri Register*. SOS officials estimate the cost based on costs per page of \$26.50 for the *Code* and \$22.50 for the *Register* to be approximately \$1,446. Future fiscal impact is unknown and depends upon the frequency and length of rules filed, amended, rescinded or withdrawn.

**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. Any decisions to raise fees to defray costs would likely be made in subsequent fiscal years.

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

FISCAL IMPACT - Small Business

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

DESCRIPTION

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This proposal revises statutory sections under the Division of Motor Carrier and Railroad Safety to conform them to changes in the authority of the division which occurred in 1996 legislation. The proposal also allows the division by rule to provide for the electronic filing by insurance companies of certificates of insurance. The motor carrier annual license renewal date is changed from the end of February to December 31st. Anyone failing to comply with the renewal provision will be guilty of a class C misdemeanor (currently a misdemeanor).

Charter buses will conform to the same provisions required for property carriers when applying for a certificate for operation. The bill also contains language dealing with the time for bringing of a suit, use of credit cards for payment of charges or fees, the release of information relating to the safety of a carrier, and warning flagman or track-out-of-service signs at rail crossings.

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 Economic Development - Division of Motor Carrier and Railroad Safety  
Department of Transportation  
Department of Revenue  
Department of Insurance  
Office of the Secretary of State



Jeanne Jarrett, CPA  
Director  
February 8, 2000