

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 2116-01
Bill No.: SB 565
Subject: Interstate Cooperation; Roads & Highways; Transportation Dept.
Type: Original
Date: March 9, 2001

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
None	\$0	\$0	\$0
Total Estimated Net Effect on <u>All</u> State Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
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 2002	FY 2003	FY 2004
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials with the **Department of Transportation (MoDOT)** assume the proposal will have no fiscal impact on the agency.

MoDOT notes that the proposal duplicates provisions in federal law (23 USC 111[a]), which specifically denies states the opportunity to partner with private industry at interstate rest areas, as well as provisions in state law (Section 226.790, RSMo), which states "The commission shall not operate any commercial facilities in any rest or recreation areas." According to MoDOT, the legislation will have the effect of limiting funding options for rest areas.

The concept currently in practice in Vermont & Utah is to use a logo designation of "rest exit" for private businesses located at exits along the highways. **Oversight** notes that the legislation requires the "examination and research" of these programs, which is assumed will be completed with existing resources.

<u>FISCAL IMPACT - State Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT - Small Business

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

DESCRIPTION

This act prohibits the Department of Transportation from contracting with private entities to operate truck stops, fueling stations, convenience stores or restaurants near interstate public rest areas. This act requires the Department of Transportation to examine the Vermont and Utah programs which have phased out interstate public rest areas. These state programs have implemented a public/private partnership with designated rest exits. This act does not prohibit the Department of Transportation from maintaining existing public rest areas or constructing new rest areas.

DESCRIPTION (continued)

This legislation is not federally mandated and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Transportation



Jeanne Jarrett, CPA
Director

March 9, 2001