

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 1572-01  
Bill No.: HB 675  
Subject: Motor Vehicles; Cities, Towns, and Villages; Counties, Transportation  
Type: Original  
Date: February 15, 2015

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Bill Summary: This proposal changes the laws regarding motor vehicle height and weight limits in certain city commercial zones.

**FISCAL SUMMARY**

| <b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>  |            |            |            |
|--|------------|------------|------------|
| FUND AFFECTED  | FY 2016    | FY 2017    | FY 2018    |
|  |            |            |            |
| <b>Total Estimated Net Effect on General Revenue</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |

| <b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>              |   |   |   |
|---|---|---|---|
| FUND AFFECTED   | FY 2016                                 | FY 2017                                 | FY 2018                                 |
| Road Fund   | (Unknown greater than \$100,000)        | (Unknown greater than \$100,000)        | (Unknown greater than \$100,000)        |
|   |   |   |   |
| <b>Total Estimated Net Effect on <u>Other</u> State Funds</b> | <b>(Unknown greater than \$100,000)</b> | <b>(Unknown greater than \$100,000)</b> | <b>(Unknown greater than \$100,000)</b> |

Numbers within parentheses: ( ) indicate costs or losses.

This fiscal note contains 5 pages.

| <b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>                  |                |                |                |
|---|----------------|----------------|----------------|
| <b>FUND AFFECTED</b>  | <b>FY 2016</b> | <b>FY 2017</b> | <b>FY 2018</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 2016</b> | <b>FY 2017</b> | <b>FY 2018</b> |
|   |                |                |                |
|   |                |                |                |
| <b>Total Estimated Net Effect on FTE</b>                  | <b>0</b>       | <b>0</b>       | <b>0</b>       |

Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$100,000 in any of the three fiscal years after implementation of the act.

| <b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b> |   |   |   |
|--|---|---|---|
| <b>FUND AFFECTED</b>                       | <b>FY 2016</b>                          | <b>FY 2017</b>                          | <b>FY 2018</b>                          |
| <b>Local Government</b>                    | <b>(Unknown greater than \$100,000)</b> | <b>(Unknown greater than \$100,000)</b> | <b>(Unknown greater than \$100,000)</b> |

## FISCAL ANALYSIS

### ASSUMPTION

**Oversight** was unable to receive some of the agency responses in a timely manner due to the short fiscal note request time. Oversight has presented this fiscal note on the best current information that we have or on prior year information regarding a similar bill. Upon the receipt of agency responses, Oversight will review to determine if an updated fiscal note should be prepared and seek the necessary approval of the chairperson of the Joint Committee on Legislative Research to publish a new fiscal note.

In response to a similar proposal (HB 2163) from 2014, officials from the **Department of Public Safety - Missouri Highway Patrol** assumed the proposal will have no fiscal impact on their organization.

In response to a similar proposal (HB 2163) from 2014, officials from the **City of Columbia** assumed the area described in the bill appears to start at the City of Columbia's southern city limits, go north to Highway WW and then east to Route J, putting a potential destination in the Mark Twain National Forest on the Callaway County side.

Columbia Regional Airport, owned and operated by the City, is located in that general area. If, for some reason, this puts heavier trucks on the airport access road, the City would have additional road maintenance costs from wear on pavement, shoulders and possible damage to adjoining right-of-way.

In response to a similar proposal (HB 2163) from 2014, officials from the **Department of Transportation (MoDOT)** assumed an unknown negative impact to the Road Fund from the increased cost of additional wear and tear to the highways and bridges.

**Oversight** assumes this proposal extends the municipal commercial zone for the City of Columbia.

Oversight will estimate a cost to the Road Fund and the Local Political Subdivisions of “(Unknown greater than \$100,000)”, since there is no way to quantify the dollar amount of additional wear and tear to the highways and bridges for additional maintenance.

| <u>FISCAL IMPACT - State Government</u>           | FY 2016<br>(10 Mo.)                                    | FY 2017  | FY 2018  |
|---|--|--|--|
| <b>ROAD FUND</b>                                  |  |  |  |
| <u>Cost - MoDOT</u><br>Increased maintenance cost | (Unknown<br>greater than<br><u>\$100,000</u> )         | (Unknown<br>greater than<br><u>\$100,000</u> )         | (Unknown<br>greater than<br><u>\$100,000</u> )         |
| <b>ESTIMATED NET EFFECT ON<br/>ROAD FUND</b>      | <b>(Unknown<br/>greater than<br/><u>\$100,000</u>)</b> | <b>(Unknown<br/>greater than<br/><u>\$100,000</u>)</b> | <b>(Unknown<br/>greater than<br/><u>\$100,000</u>)</b> |

| <u>FISCAL IMPACT - Local Government</u>                         | FY 2016<br>(10 Mo.)                                    | FY 2017  | FY 2018  |
|---|--|--|--|
| <b>LOCAL POLITICAL SUBDIVISIONS</b>                             |  |  |  |
| <u>Cost - City of Columbia</u><br>Increased maintenance cost    | (Unknown<br>greater than<br><u>\$100,000</u> )         | (Unknown<br>greater than<br><u>\$100,000</u> )         | (Unknown<br>greater than<br><u>\$100,000</u> )         |
| <b>ESTIMATED NET EFFECT TO<br/>LOCAL POLITICAL SUBDIVISIONS</b> | <b>(Unknown<br/>greater than<br/><u>\$100,000</u>)</b> | <b>(Unknown<br/>greater than<br/><u>\$100,000</u>)</b> | <b>(Unknown<br/>greater than<br/><u>\$100,000</u>)</b> |

FISCAL IMPACT - Small Business

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

FISCAL DESCRIPTION

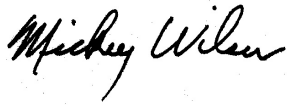
This bill adds Boone County to the municipal commercial zone previously defined for the City of Columbia. The bill also extends that zone north of U.S. Highway 63 to State Route NN and west and south along Route NN to State Route 124. The bill further extends the municipal commercial zone to include State Route 124 from State Route NN to U.S. Highway 63.

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 Transportation  
Department of Public Safety  
City of Columbia

A handwritten signature in black ink that reads "Mickey Wilson". The signature is written in a cursive style with a large initial "M".

Mickey Wilson, CPA  
Director  
February 15, 2015

Ross Strobe  
Assistant Director  
February 15, 2015