

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 3188-01  
Bill No.: HJR 50  
Subject: Constitutional Amendments; Transportation; Transportation Department  
Type: Original  
Date: January 7, 2008

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Bill Summary: This proposal proposes a constitutional amendment replacing the Highways and Transportation Commission with a Director of Transportation.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
FUND AFFECTED	FY 2009	FY 2010	FY 2011
<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 2009	FY 2010	FY 2011
Road Fund	\$0 or \$27,000	\$0 or \$54,000	\$0 or \$54,000
<b>Total Estimated Net Effect on <u>Other</u> State Funds</b>	<b>\$0 or \$27,000</b>	<b>\$0 or \$54,000</b>	<b>\$0 or \$54,000</b>

Numbers within parentheses: ( ) indicate costs or losses.  
This fiscal note contains 5 pages.

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
FUND AFFECTED	FY 2009	FY 2010	FY 2011
<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>			
FUND AFFECTED	FY 2009	FY 2010	FY 2011
<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>			
FUND AFFECTED	FY 2009	FY 2010	FY 2011
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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## **FISCAL ANALYSIS**

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### **ASSUMPTION**

Officials at the **Missouri Department of Transportation (MoDOT)** assume the average yearly expenses for the Commission is \$54,000. This average is based on FY2001-FY2006 expenditures. Due to this legislation going to the vote of the people in November 2008, we assume that the earliest this legislation will be enacted is January, 2009; therefore, there will be 6 months of impact in FY09 while FY10 and FY11 will be for the full amount.

**Oversight** assumes that this proposal will save the Road Fund the yearly expenses currently outlaid for the Commission. Oversight also assumes this proposal will be voted on in the general election to be held in November 2008, and the savings for this proposal will begin in FY09.

**Oversight** assumes that the funding for the current director appointed by the Commission would also be the funding for the new director position and there would be no fiscal impact.

Officials at the **Office of the Secretary of State (SOS)** assume many joint resolutions are considered by the General Assembly that would require the SOS to pay for publishing in local newspapers the full text of each statewide ballot measure as directed by Article XII, Section 2(b) of the Missouri Constitution and Section 116.230-116.290, RSMo. The SOS is provided with core funding to handle a certain amount of normal activity resulting from each year's legislative session. Funding for this item is adjusted each year depending upon the election cycle with \$1.6 million historically appropriated in even numbered fiscal years and \$100,000 appropriated in odd numbered fiscal years to meet these requirements. The appropriation has historically been an estimated appropriation because the final cost is dependent upon the number of ballot measures approved by the General Assembly and the initiative petitions certified for the ballot. In FY 2007 at the August and November elections there were 6 statewide Constitutional Amendments or ballot propositions that cost \$1.2 million to publish (an average of \$193,000 per issue). Therefore, the SOS assumes, for the purposes of this fiscal note, that it should have the full appropriation authority it needs to meet the publishing requirements. However, because these requirements are mandatory, we reserve the right to request funding to meet the cost of our publishing requirements if the Governor and the General Assembly change the amount or eliminate the estimated nature of our appropriation.

**Oversight** assumes the SOS could absorb the costs of advertising the statewide ballot measure related to this proposal within their current appropriation level. If multiple bills pass or if multiple ballot initiatives are validated which require similar advertising at substantial costs, the SOS could request funding through the appropriation process.

<u>FISCAL IMPACT - State Government</u>	FY 2009 (10 Mo.)	FY 2010	FY 2011
<b>ROAD FUND</b>			
<u>Savings - Department of Transportation</u> Expenses of Commission	<u>\$0 or \$27,000</u>	<u>\$0 or \$54,000</u>	<u>\$0 or \$54,000</u>
<b>ESTIMATED NET EFFECT ON ROAD FUND</b>	<b><u>\$0 or \$27,000</u></b>	<b><u>\$0 or \$54,000</u></b>	<b><u>\$0 or \$54,000</u></b>
<u>FISCAL IMPACT - Local Government</u>	FY 2009 (10 Mo.)	FY 2010	FY 2011
	<u><b>\$0</b></u>	<u><b>\$0</b></u>	<u><b>\$0</b></u>

FISCAL IMPACT - Small Business

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

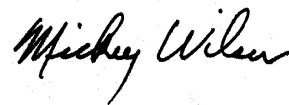
FISCAL DESCRIPTION

Upon voter approval, this proposed constitutional amendment replaces the Highways and Transportation Commission with a Director of Transportation appointed by the Governor with the advice and consent of the Senate. The present members of the commission will serve until a director is appointed.

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 Transportation  
Office of the Secretary of State



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