

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 1902H.02C
Bill No.: HCS for HB 996
Subject: Transportation; Roads and Highways; Tourism
Type: Original
Date: April 22, 2025

Bill Summary: This proposal establishes the "Route 66 Signage Maintenance and Enhancement Act of 2025".

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
General Revenue	Could exceed (\$553,000)	\$0	\$0
Total Estimated Net Effect on General Revenue	Could exceed (\$553,000)	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
Route 66 Supplemental Signage Fund*	\$0 to (Unknown)	\$0 to (Unknown)	\$0 to (Unknown)
Total Estimated Net Effect on <u>Other</u> State Funds	\$0 to (Unknown)	\$0 to (Unknown)	\$0 to (Unknown)

*Oversight assumes any potential grant program costs will not exceed \$250,000.

Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
Total Estimated Net Effect on FTE	0	0	0

- ☒ Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.
- ☐ Estimated Net Effect (savings or increased revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
Local Government	\$0 to Unknown	\$0 to Unknown	\$0 to Unknown

FISCAL ANALYSIS

ASSUMPTION

§§226.796, 226.804 & 620.2200 – Route 66 Signage and Maintenance Enhancement Act

Officials from the **Missouri Department of Transportation (MoDOT)** assume the following regarding this proposal:

There are currently approximately 540 sign assemblies on state routes and 250 assemblies on city or county routes that would likely need to be replaced. The initial installation cost is estimated to be \$700 per assembly, for a total of \$553,000 for existing assemblies. Costs may increase due to a compressed schedule, required theft prevention mechanisms, and additional locations identified for signing. The fund affected would be determined by appropriation.

The bill mandates that additional signage shall highlight historical roadside features, landmarks, and infrastructure elements, including businesses like motels and service stations. Advertising is prohibited by the Manual on Uniform Traffic Control Devices (MUTCD), which represents the national standard for the application of traffic control devices on all roadways open to public travel. The Code of Federal Regulations requires MoDOT to comply with the MUTCD. Noncompliance could jeopardize federal highway funds as determined by the Federal Highway Administration, with an unknown negative fiscal impact.

Oversight does not have information to the contrary and therefore, Oversight will reflect a cost of “Could exceed \$553,000” to the newly established Route 66 Supplemental Signage Fund in FY 2026 as the proposal requires existing signage to be replaced and new signage to be installed no later than May 30, 2026. For fiscal note purposes, Oversight will also reflect a transfer from the General Revenue Fund to the newly established fund as it is unknown if the new fund will receive any grants or private donations.

In addition, Oversight will reflect a \$0 to “Unknown” cost to MoDOT if they establish a program to provide matching grants for local governments and organizations for signage needs and a corresponding \$0 or “Unknown” source of revenue to local political subdivisions.

Rule Promulgation

Officials from the **Joint Committee on Administrative Rules** assume this proposal is not anticipated to cause a fiscal impact beyond its current appropriation.

Officials from the **Office of the Secretary of State (SOS)** note many bills considered by the General Assembly include provisions allowing or requiring agencies to submit rules and regulations to implement the act.

The SOS is provided with core funding to handle a certain amount of normal activity resulting from each year's legislative session. The fiscal impact for this fiscal note to the SOS for Administrative Rules is less than \$5,000. The SOS recognizes that this is a small amount and does not expect that additional funding would be required to meet these costs. However, the SOS also recognizes that many such bills may be passed by the General Assembly in a given year and that collectively the costs may be in excess of what the office can sustain with its core budget. Therefore, the SOS reserves the right to request funding for the cost of supporting administrative rules requirements should the need arise based on a review of the finally approved bills signed by the governor.

<u>FISCAL IMPACT – State Government</u>	FY 2026 (10 Mo.)	FY 2027	FY 2028
GENERAL REVENUE FUND			
<u>Transfer Out – to the Route 66 Supplemental Signage Fund (\$226.804)</u>	Could exceed (<u>\$553,000</u>)	<u>\$0</u>	<u>\$0</u>
ESTIMATED NET EFFECT ON THE GENERAL REVENUE FUND	Could exceed (<u>\$553,000</u>)	<u>\$0</u>	<u>\$0</u>
ROUTE 66 SUPPLEMENTAL SIGNAGE FUND			
<u>Transfer In - to MoDOT from GR (\$226.804)</u>	Could exceed \$553,000	\$0	\$0
<u>Cost – MoDOT – replace existing signage and install new signage along Route 66 (\$226.804)</u>	Could exceed (<u>\$553,000</u>)	\$0	\$0
<u>Cost – MoDOT – potential to establish a matching grant program to local political subdivisions or organizations (\$226.804)*</u>	\$0 to (<u>Unknown</u>)	\$0 to (<u>Unknown</u>)	\$0 to (<u>Unknown</u>)
ESTIMATED NET EFFECT ON THE ROUTE 66 SUPPLEMENTAL SIGNAGE FUND	\$0 to (<u>Unknown</u>)	\$0 to (<u>Unknown</u>)	\$0 to (<u>Unknown</u>)

*Oversight assumes any potential grant program costs will not exceed \$250,000.

<u>FISCAL IMPACT – Local Government</u>	FY 2026 (10 Mo.)	FY 2027	FY 2028
LOCAL POLITICAL SUBDIVISIONS			
<u>Revenue</u> - potential to establish a matching grant program to local political subdivisions or organizations (\$226.804)	<u>\$0 to Unknown</u>	<u>\$0 to Unknown</u>	<u>\$0 to Unknown</u>
ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS	<u>\$0 to Unknown</u>	<u>\$0 to Unknown</u>	<u>\$0 to Unknown</u>

FISCAL IMPACT – Small Business

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

FISCAL DESCRIPTION

Currently, the Department of Transportation may not use state money for Route 66 signs. This bill repeals that prohibition and creates the "Route 66 Signage Maintenance and Enhancement Act of Missouri".

The bill establishes the Route 66 Maintenance and Enhancement Program within the Department to maintain and repair existing Route 66 supplemental signage across the state. The program may be expanded to include enhancement of the signage, including beyond right-of-ways to include county and city roads. Signs must highlight historical roadside features and comply with certain department standards.

No later than January 31, 2026, the Department, in coordination with the Missouri Route 66 Centennial Commission, must establish guidelines for supplemental signage design and collaborate with counties and municipalities to implement the installation and maintenance of the signage. The replacement of existing signage and installation of new signage must be completed by May 30, 2026. The program must implement theft prevention measures for the signage.

The Department must seek guidance from the Route 66 Association of Missouri with respect to historical context and expertise on signage placement and seek assistance from the Association on public outreach and education campaigns.

The bill also specifies that the Missouri Route 66 Centennial Commission may use its funds for the signage program. Currently, the Commission must submit its final report by June 30, 2027. This bill extends the date to June 30, 2030.

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

Missouri Department of Transportation
Office of the Secretary of State
Joint Committee on Administrative Rules



Julie Morff
Director
April 22, 2025



Jessica Harris
Assistant Director
April 22, 2025