

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 0834-02
Bill No.: Perfected HCS for HB 275
Subject: Motor Vehicles; Cities, Towns, and Villages; Roads and Highways;
 Transportation; Transportation, Department of
Type: Original
Date: March 29, 2017

Bill Summary: This proposal prohibits the use of automated traffic enforcement systems and requires any political subdivision to complete or terminate any automated traffic enforcement contract within one year.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
Total Estimated Net Effect on General Revenue	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
Total Estimated Net Effect on <u>Other</u> State Funds	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.
 This fiscal note contains 6 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
Total Estimated Net Effect on FTE	0	0	0

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

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2018	FY 2019	FY 2020
Local Government	\$0	\$0 to (Unknown)	\$0 to (Unknown)

FISCAL ANALYSIS

ASSUMPTION

In response to a previous version, officials at the **St. Louis County Police Department** assumed this proposal would require the Department cease all use of red light traffic cameras to enforce traffic law. The proposal would also set restrictions for the use of current License Plate Reader (LPR) vehicles. The proposal advises that the LPR system can not be used, “to establish evidence that a motor vehicle or its operator is not in compliance with traffic signals, traffic speeds, or other traffic laws, ordinances, rules, or regulations on any public street, road, or highway within this state or to impose or collect any civil or criminal fine, fee, or penalty for any such noncompliance.” If the proposal refers only to traffic, the impact would be minimal, however, if this proposal refers to stopping the vehicle for any reason following an LPR ‘hit’, there would be a significant impact.

Additionally, the proposal states that within one year of the effective date, all maintenance and installation contracts for LPR systems must be terminated. There are four ELSAF LPR units which each cost approximately \$25,000 and one LPR system used by the Intelligence/Fusion Center that cost approximately \$40,000. The software and the customization of the internal applications cost an additional \$50,000. An incalculable amount of revenue generated from traffic stops initiated through the LPR system would also be lost, however, it is assumed that the amount is small and the effect, in this regard, would be minimal.

Officials at the City of St. Louis assume this proposal has a potential negative impact on the revenues of the City. As a result of a recent state Supreme Court ruling, the City of St. Louis currently does not issue red-light camera tickets. However, the proposed legislation would preclude the City from addressing any deficiencies in the previous ordinance and eliminate the possibility of reintroducing this method of public safety traffic enforcement. Previously, the red light traffic light program provided approximately \$3,500,000 in net revenue annually.

Oversight assumes an unknown loss in revenues would be effected from this proposal on the LPR system for St. Louis County and the City of St. Louis. Therefore, Oversight will assume a \$0 to unknown revenue loss for fiscal years 2019 and 2020 for this proposal since all contracts will be terminated within one year of the effective date.

Officials at the **City of Kansas City** assume the proposed §302.335 in this proposal may have a small negative fiscal impact on the City of an indeterminate amount. The other provisions of this proposal would have no fiscal impact on the City.

ASSUMPTION (continued)

Officials at the **Office of the Secretary of State**, the **Office of the State Courts Administrator**, the **Department of Public Safety's Missouri Highway Patrol**, the **Department of Revenue** and the **Missouri Department of Transportation** each assume no fiscal impact to their respective agencies from this proposal.

Officials at the **Callaway County Commission**, the **Springfield Police Department** and the **St. Louis County Department of Justice Services** each assume no fiscal impact to their respective entities from this proposal.

In response to a previous version, officials at the **City of Columbia**, the **Cole County Sheriff's Department** and the **Boone County Sheriff's Department** each assumed no fiscal impact to their respective entities from this proposal.

House Amendment #1

Officials at the **Office of the State Courts Administrator**, the **Missouri Department of Transportation**, the **Department of Revenue**, the **Department of Public Safety's Missouri Highway Patrol** and the **Department of Agriculture** each assume no fiscal impact to their respective agencies from this proposal.

Officials at the **City of Kansas City**, **Platte County** and the **Springfield Police Department** each assume no fiscal impact to their respective entities from this proposal.

House Amendment #2

Officials at the **Office of the State Courts Administrator**, the **Missouri Department of Transportation**, the **Department of Revenue**, the **Department of Public Safety's Missouri Highway Patrol** and the **Department of Agriculture** each assume no fiscal impact to their respective agencies from this proposal.

Officials at the **City of Kansas City**, **Platte County** and the **Springfield Police Department** each assume no fiscal impact to their respective entities from this proposal.

House Amendment #3

Officials at the **City of Kansas City** assume this proposal may have a negative fiscal impact of an indeterminate amount because the City would not be able to increase a fine in excess of what is allowed by the Supreme Court's schedule of fines.

Officials at the **Office of the State Courts Administrator**, the **Missouri Department of Transportation**, the **Department of Revenue**, the **Department of Public Safety's Missouri Highway Patrol** and the **Department of Agriculture** each assume no fiscal impact to their respective agencies from this proposal.

ASSUMPTION (continued)

Officials at **Platte County** and the **Springfield Police Department** each assume no fiscal impact to their respective entities from this proposal.

<u>FISCAL IMPACT - State Government</u>	FY 2018 (10 Mo.)	FY 2019	FY 2020
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2018 (10 Mo.)	FY 2019	FY 2020
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LOCAL POLITICAL SUBDIVISIONS

<u>Loss</u> - Local Political Subdivisions - of revenue from LPR hits and fines on municipal ordinances	<u>\$0</u>	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>
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ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS	<u>\$0</u>	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>
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FISCAL IMPACT - Small Business

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

FISCAL DESCRIPTION

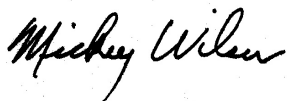
This bill requires motorists charged with traffic violations to receive notification, in person, from an officer employed by the law enforcement agency issuing the violation, within 24 hours of the violation. This does not apply to parking tickets, incidents requiring further investigation, or any other situation in which in-person notification is not possible. This bill prohibits any state agency or political subdivision of this state from enacting or enforcing any law that authorizes the use of an automated traffic system which records images of cars, drivers, or the license plates in order to establish that a violation occurred. Any state agency or political subdivision that currently has an automated traffic enforcement system installation or maintenance contract must complete or terminate the contract within one year.

FISCAL DESCRIPTION (continued)

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

Office of the Secretary of State
Office of the State Courts Administrator
Department of Public Safety
 Missouri Highway Patrol
Department of Agriculture
Department of Revenue
Missouri Department of Transportation
Callaway County Commission
Platte County
City of St. Louis
City of Kansas City
City of Columbia
Cole County Sheriff's Department
Boone County Sheriff's Department
Springfield Police Department
St. Louis County Justice Services
St. Louis County Police Department



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March 29, 2017

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