

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 1417H.01I  
Bill No.: HB 570  
Subject: Roads and Highways; Motor Vehicles  
Type: Original  
Date: January 29, 2021

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Bill Summary: This proposal allows motor vehicles to turn left on red light when turning onto a one-way street.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
<b>FUND AFFECTED</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>
<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>			
<b>FUND AFFECTED</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>
State Road Fund	(\$46,350)	\$0	\$0
<b>Total Estimated Net Effect on <u>Other</u> State Funds</b>	<b>(\$46,350)</b>	<b>\$0</b>	<b>\$0</b>

Numbers within parentheses: () indicate costs or losses.

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</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 2022</b>	<b>FY 2023</b>	<b>FY 2024</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 \$250,000 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 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>
<b>Local Government</b>	<b>\$0 or (Unknown)</b>	<b>\$0 or (Unknown)</b>	<b>\$0 or (Unknown)</b>

## FISCAL ANALYSIS

### ASSUMPTION

Officials from the **Department of Transportation (MoDOT)** assume the fiscal impact of this proposal is a cost of \$46,350, based on \$450 per sign and 103 left turn signal indications in diverging diamond interchanges on state highways.

**Oversight** does not have any information to the contrary in regards to MoDOT's assumptions; therefore, Oversight will reflect MoDOT's costs on the fiscal note.

Officials from the **Department of Revenue (DOR)** assume the following regarding this proposal:

### Administrative Impact

To implement the proposed legislation, the Department will be required to:

- Work with Missouri State Highway Patrol (MSHP) to update the Missouri Driver Guide to include the new information (online and printed versions).

### FY 2022-Driver License Bureau

Research/Data Analyst	15 hrs. @ \$23.82 per hr.	= \$357
Administrative Manager	10 hrs. @ \$22.24 per hr.	= \$222
Total		\$579

### FY2022-Personnel Services Bureau

Associate Research/Data Analyst	15 hrs. @ \$19.08 per hr.	= \$286
Associate Research/Data Analyst	15 hrs. @ \$19.08 per hr.	= \$286
Total		\$572

**Total Costs** **\$1,151**

The proposed legislation would require updates to the Missouri Driver Guide that could be absorbed, unless there are changes required to the driver examination questions administered by the Missouri State Highway Patrol. If changes to the driver examination are required, the updated driver guide must be available in printed form which will result in potential destruction and printing costs outside of normal reordering.

The printing costs of the driver guide are currently covered by the Missouri State Highway Patrol (MSHP).

**Oversight** assumes DOR is provided with core funding to handle a certain amount of activity each year. Oversight assumes DOR could absorb the costs related to this proposal. If multiple bills pass which require additional staffing and duties at substantial costs, DOR could request funding through the appropriation process.

Officials from the **Missouri Highway Patrol, Office of the State Public Defender, Missouri Office of Prosecution Services** and **Office of the State Courts Administrator** each assume the proposal will have no fiscal impact on their respective organizations. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for these agencies.

**Oversight** also notes that local governments are allowed to forbid left turns with reference to intersections which are under local government control. Oversight does not know how many intersections might be impacted (if any); however, local governments would be responsible for signage. Therefore, Oversight will reflect a potential cost to political subdivisions for additional signage in FY 2022.

<u>FISCAL IMPACT –</u> <u>State Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
<b>STATE ROAD FUND</b>			
Cost - MoDOT - additional signs	<u>(\$46,350)</u>	<u>\$0</u>	<u>\$0</u>
<b>ESTIMATED NET EFFECT ON THE STATE ROAD FUND</b>	<u>(\$46,350)</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT – Local Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
<b>LOCAL POLITICAL SUBDIVISIONS</b>			
<u>Costs</u> - additional signs	\$0 or (Unknown)	<u>\$0</u>	<u>\$0</u>
<b>ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS</b>	<b>\$0 or (Unknown)</b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>

FISCAL IMPACT – Small Business

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

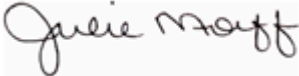
FISCAL DESCRIPTION

This bill allows drivers, when following certain criteria, to turn left after stopping at a red light on a one-way street.

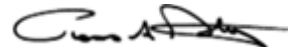
This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Missouri Department of Transportation  
Department of Revenue  
Missouri Highway Patrol  
Office of the State Public Defender  
Missouri Office of Prosecution Services  
Office of the State Courts Administrator



Julie Morff  
Director  
January 29, 2021



Ross Strobe  
Assistant Director  
January 29, 2021