

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 1725-01
Bill No.: HB 713
Subject: Law Enforcement Officers and Agencies; Motor Vehicles; Roads and Highways
Type: Original
Date: March 7, 2011

Bill Summary: This proposal requires the driver and each front-seat passenger in cars and trucks to wear safety belts with certain exceptions.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Total Estimated Net Effect on General Revenue Fund	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Total Estimated Net Effect on <u>Other</u> State Funds	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.
This fiscal note contains 4 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Total Estimated Net Effect on FTE	0	0	0

- 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).

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2012	FY 2013	FY 2014
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Office of Prosecution Services, City of Raytown** and **City of Kansas City** assume there will be no fiscal impact to their agencies.

Officials from the **Office of State Courts Administrator (CTS)** assume this proposal would allow an officer to stop a vehicle for non-compliance with the seat belt law if the officer reasonably believes that the driver or occupant is not wearing a seat belt.

Depending on the degree of enforcement, there could be a significant increase in the number of cases filed. However, the CTS has not way of estimating that increase. Any significant increase would be reflected in future budget requests.

Officials from the **Department of Transportation (MoDOT)** assume this proposal would provide for primary enforcement of Missouri's safety belt law, which would qualify the state to receive an approximate \$500,000 grant under section 405 pursuant to SAFETEA-LU.

If, upon federal interpretation the TAFP legislation is found to be in compliance with section 406 of SAFETEA-LU, Missouri would receive a one time grant of at least approximately \$16 million.

Oversight assumes this proposal would allow Missouri to apply for the grants listed above.

<u>FISCAL IMPACT - State Government</u>	FY 2012 (10 Mo.)	FY 2013	FY 2014
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2012 (10 Mo.)	FY 2013	FY 2014
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT - Small Business

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

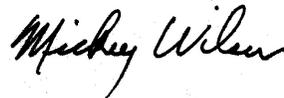
FISCAL DESCRIPTION

The proposed legislation appears to have no fiscal impact.

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 Prosecution Services
Office of State Courts Administrator
Department of Transportation
City of Kansas City
City of Raytown



Mickey Wilson, CPA
Director
March 7, 2011