

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 5331-06
Bill No.: Truly Agreed To and Finally Passed CCS for SS for HB 1707
Subject: Education, Higher; Law Enforcement Officers and Agencies
Type: Original
Date: June 11, 2014

Bill Summary: This proposal modifies provisions relating to the operation of motor vehicles.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2015	FY 2016	FY 2017
Total Estimated Net Effect on General Revenue Fund	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2015	FY 2016	FY 2017
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 2015	FY 2016	FY 2017
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2015	FY 2016	FY 2017
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 2015	FY 2016	FY 2017
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

According to officials from the **Department of Higher Education (DHE)**, this proposal would add community colleges to the statutory authority of higher education institutions to implement and enforce traffic regulations on their campuses. This proposal will have no direct fiscal impact on the DHE.

Granting this authority to community college districts may result in additional revenue from fines or financial penalties assessed and received by the institutions as a result of the enforcement of those regulations. This could have a positive fiscal impact on those institutions. DHE defers to the community colleges for the actual fiscal impact estimated by those individual entities.

Officials from the **Department of Public Safety - Missouri State Highway Patrol and Office of the Director** each assume no fiscal impact to their agency as a result of this proposal.

In response to a previous version of this bill, officials from the **Department of Transportation** assumed no fiscal impact to their agency.

Officials from the **Office of State Courts Administrator** assume there is no fiscal impact on the Courts.

Officials from the **Department of Revenue (DOR)** assume this proposal will result in an unknown increase in convictions to be processed by the Driver License Bureau. With the increase in convictions, the number of point warning and suspension/revocation notices issued for accumulation of points will also increase.

There are no statistics available to determine how many additional convictions DOR may be required to process; however, one FTE processes 320 convictions per day. DOR assumes that a minimum of one FTE (Revenue Licensing Tech) will be needed to process the additional convictions that will result from this legislation. If the volume of convictions exceeds 320 per day, then additional FTE will be required and requested through the appropriation process.

There are no statistics available to determine the volume of telephone calls that may be received; however, one Telephone Information Operator (Revenue Processing Tech) is required to handle 100 calls per day. DOR assumes that a minimum of one FTE will be needed to answer the additional phone calls. If the volume exceeds 100 calls per day, additional FTE will be required and requested through the appropriation process.

ASSUMPTION (continued)

Fees collected will be distributed as follows: Highway Funds - 75%, Cities - 15%, and Counties - 10%.

Oversight assumes the proposal is permissive and, for fiscal note purposes only, will assign no fiscal impact. Oversight also assumes the amount of traffic violations will not change, only the entities permitted to enforce traffic regulations.

Officials from the **Springfield Police Department** and the **Cole County Sheriff's Department** each assume no fiscal impact on their respective departments.

Officials from **St. Louis Community College** and **Linn State Technical College** assume no fiscal impact on their respective colleges.

Officials from **Jefferson College** responded but gave no indication of fiscal impact.

§304.154.3 - Tow trucks company regulations

Officials from the **City of Kansas City** indicated there would be no fiscal impact as a result of this proposal.

§300.320 (REPEAL) - Identifying insignia for funeral processions

Officials at the **Department of Public Safety's Missouri Highway Patrol** assume no fiscal impact from this proposal.

Officials at the **Cole County Sheriff's Department**, the **Jefferson City Police Department**, the **Springfield Police Department** and the **Columbia Police Department** each assume no fiscal impact to their respective organizations from this proposal.

<u>FISCAL IMPACT - State Government</u>	FY 2015 (10 Mo.)	FY 2016	FY 2017
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2015 (10 Mo.)	FY 2016	FY 2017
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT - Small Business

Small business towing companies may be impacted by this proposal.

FISCAL DESCRIPTION

The proposed legislation appears to have no direct 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

Department of Higher Education
Department of Transportation
Office of State Courts Administrator
Department of Revenue
 Division of Motor Vehicles/Drivers License Bureau
Department of Public Safety
 Missouri State Highway Patrol
Local Law Enforcement
 Springfield Police Department
 Cole County Sheriff's Department
Community Colleges
 St. Louis Community College
 Linn State Technical College
 Jefferson College
City of Kansas City



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