

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

LR No.: 1383-02  
Bill No.: SB 340  
Subject: Automated Traffic Control: City of St. Louis  
Type: Original  
Date: March 7, 2005

---

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
<b>FUND AFFECTED</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>
<b>Total Estimated Net Effect on General Revenue Fund</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 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>
<b>Total Estimated Net Effect on <u>Other</u> State Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Numbers within parentheses: ( ) indicate costs or losses.

This fiscal note contains 5 pages.

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</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 LOCAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>
<b>Local Government</b>	<b>\$0 to Unknown</b>	<b>\$0 to Unknown</b>	<b>\$0 to Unknown</b>

**FISCAL ANALYSIS**

**ASSUMPTION**

Officials of the **Department of Public Safety** assume no fiscal impact.

Officials of the **Department of Revenue** assume there is some fiscal impact related to the driver checks, however, officials assume they can absorbed this cost with existing resources.

Officials of the **Office of State Courts Administrator** stated that if the City of St. Louis were to authorize an automated traffic control system, there would be an increase in the number of violations for the offenses covered. Officials assume since the legislation provides for an administrative process, there would be no fiscal impact on the Courts. **Officials assume the fines for city ordinance violations would go to the City, so there would be no loss of state revenue.**

Officials of the **City of St. Louis Metropolitan Police Department** stated that this proposal does not mandate the city to install an automated traffic control system. Officials assume that before any system would be installed an analysis would need to be conducted to determine to what extent increased fine revenue would offset the cost of installing and maintaining the system. Officials assume because this proposal is permissive there would be no fiscal impact.

ASSUMPTION (continued)

Officials of the **Missouri Department of Transportation** assume no fiscal impact, however, future fiscal impact could occur. The signs advising this system is in place must be maintained. The outputs from the signal controller to the automated enforcement equipment must be maintained. Unforeseen signal maintenance issues will have to be dealt with as a result of having non-state maintained equipment connected to state signal equipment. The legislation does not clarify who is responsible for the cost of ongoing maintenance and operations, therefore, there is no estimate as to the cost of maintaining these systems.

Officials of the **City of St. Louis** assume this proposal is permissive and would have no fiscal impact.

**Oversight** has no way of knowing if the City of St. Louis would install an automated traffic control system, therefore, Oversight will show fiscal impact as either \$0 or a positive Unknown annual balance. Oversight assumes the City of St. Louis would not adopt the use of such a system if it would result in an annual negative fiscal impact.

<u>FISCAL IMPACT - State Government</u>	FY 2006 (10 Mo.)	FY 2007	FY 2008
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2006 (10 Mo.)	FY 2007	FY 2008

**CITY OF ST. LOUIS**

<b><u>Income</u></b> to City of St. Louis from fines	\$0 to Unknown	\$0 to Unknown	\$0 to Unknown
---	----------------	----------------	----------------

<b><u>Cost</u></b> to City of St. Louis from cost of installation of system, maintenance of system, and administration of system	<u>\$0 to (Unknown)</u>	<u>\$0 to (Unknown)</u>	<u>\$0 to (Unknown)</u>
---	-----------------------------	-----------------------------	-----------------------------

<b>ESTIMATED NET EFFECT TO LOCAL GOVERNMENT *</b>	<u><b>\$0 to Unknown</b></u>	<u><b>\$0 to Unknown</b></u>	<u><b>\$0 to Unknown</b></u>
---	------------------------------	------------------------------	------------------------------

\* **Oversight assumes annual fiscal impact would be either \$0 or a positive unknown.**

### FISCAL IMPACT - Small Business

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

### DESCRIPTION

This act authorizes the City of St. Louis to adopt ordinances to use automated traffic control systems. The ordinance must provide that:

- (1) The owner of the vehicle shall be given notice of a violation within 30 days of its occurrence. The notice shall include copies of any photos, videotape or other recorded images generated by the automated traffic control system;
- (2) The owner shall be responsible for the violation unless the owner can furnish evidence that the vehicle was in the care or control of another person. The owner can submit an affidavit stating that another person was in control of the vehicle or that the vehicle was stolen at the time of the violation.

If conclusive evidence is submitted that another person was in control of the vehicle, then a citation may be issued to the person identified in the affidavit.

Under this act, advance warning signs must be posted not more than 300 feet from the location of the automated traffic control system location.

A violation detected by an automated traffic control system shall be deemed a noncriminal violation. A civil penalty of \$50 shall be assessed and no points shall be assessed against the owner's driver's license.

The act provides that St. Louis may enter into an agreement with private vendors to perform operational and administrative tasks associated with such systems. Any compensation paid to vendors shall not be based upon a contingency basis or be based upon revenues generated from the use of such a system.

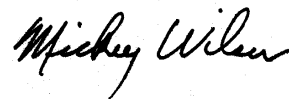
The act provides that one year following the adoption of the St. Louis City ordinance, the Department of Public Safety must issue a report as to the effectiveness of the use of such systems and whether such a system should be instituted on a statewide basis.

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

LR No. 1383-02  
Bill No. SB 340  
Page 5 of 5  
March 7, 2005

SOURCES OF INFORMATION

Missouri Department of Transportation  
Department of Revenue  
Office of State Courts Administrator  
Department of Public Safety  
City of St. Louis Metropolitan Police Department  
City of St. Louis



Mickey Wilson, CPA  
Director  
March 7, 2005