

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 5331-02  
Bill No.: Perfected HB 1707  
Subject: Education, Higher; Law Enforcement Officers and Agencies  
Type: Original  
Date: March 27, 2014

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Bill Summary: This proposal allows community college police officers to establish regulations to control vehicular traffic on any thoroughfare owned or maintained by the college.

**FISCAL SUMMARY**

| <b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>       |            |            |            |
|---|------------|------------|------------|
| FUND AFFECTED   | FY 2015    | FY 2016    | FY 2017    |
|   |            |            |            |
|   |            |            |            |
| <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>              |            |            |            |
|---|------------|------------|------------|
| FUND AFFECTED   | FY 2015    | FY 2016    | FY 2017    |
|   |            |            |            |
|   |            |            |            |
| <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 6 pages.

| <b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>                  |                |                |                |
|---|----------------|----------------|----------------|
| <b>FUND AFFECTED</b>  | <b>FY 2015</b> | <b>FY 2016</b> | <b>FY 2017</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 2015</b> | <b>FY 2016</b> | <b>FY 2017</b> |
|   |                |                |                |
|   |                |                |                |
| <b>Total Estimated Net Effect on FTE</b>                  | <b>0</b>       | <b>0</b>       | <b>0</b>       |

- 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).

| <b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b> |                |                |                |
|--|----------------|----------------|----------------|
| <b>FUND AFFECTED</b>                       | <b>FY 2015</b> | <b>FY 2016</b> | <b>FY 2017</b> |
| <b>Local Government</b>                    | <b>\$0</b>     | <b>\$0</b>     | <b>\$0</b>     |

## 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 Transportation** and the **Department of Public Safety - Missouri State Highway Patrol** each assume no fiscal impact to their respective agencies as a result of this proposal.

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.

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

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ASSUMPTION (continued)

**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 the Boone County Sheriff's Department, Buchanan County Sheriff's Department, Clark County Sheriff's Department, Columbia Police Department, Independence Police Department, Jackson County Sheriff's Department, Jefferson City Police Department, Platte County Sheriff's Department, St. Charles Police Department, St. Joseph Police Department, St. Louis County Department of Police, and the St. Louis Metropolitan Police Department did not respond to **Oversight's** request for fiscal impact.

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.

Officials from the following colleges: Crowder College, East Central Community College, Kansas City Metro Community College, Moberly Area Community College, State Fair Community College, St. Charles Community College, and Three Rivers Community College did not respond to **Oversight's** request for fiscal impact.

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

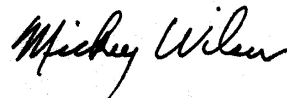
FISCAL DESCRIPTION

The proposed legislation appears to have no 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



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