

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. NO. 2606-02
BILL NO. SB 814
SUBJECT: Motor Vehicles; Transportation; Safety Belts
TYPE: Original
DATE: January 28, 2000

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None			
Total Estimated Net Effect on <u>All</u> State Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Highway Safety	\$1,250,000	\$1,250,000	\$1,250,000
Total Estimated Net Effect on <u>All</u> Federal Funds	\$1,250,000	\$1,250,000	\$1,250,000

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses

This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Transportation** assume the proposed legislation would have an unknown fiscal impact on their agency. In FY99, Missouri's share of the federal money was \$986,000, of which MoDOT received \$400,000. The Missouri Division of Highway Safety and Missouri State Highway Patrol shared the remainder to fund education and enforcement programs. In FY00, Missouri did not receive any of these safety belt incentive funds due to drastic increases in safety belt use in other states. Enforcement would almost certainly affect safety belt use in Missouri thereby increasing the state's share of the federal incentive money, depending on other state's usage rates.

Officials from the **Department of Public Safety - Division of Highway Safety (DHS)** assume the proposed legislation may enable Missouri to qualify for Federal incentive grants for implementing and enforcing occupant protection programs. Grants are available in years 2001, 2002, and 2003 and would total at least \$1,250,000 each year. Funds would be administered by DHS according to federal guidelines. One of the federal grants (\$250,000) Section 405a under Chapter 4 of Title 23 USC, requires that a state must meet four of six criteria - primary seat belt enforcement is one of these criteria. The other federal grant (\$1,000,000) Section 157 of Chapter 1 of Title 23 USC, requires the state to have an increased safety belt use rate, which passage of primary enforcement legislation would assure.

Officials from the **Department of Public Safety - Missouri State Highway Patrol** and the **Office of State Courts Administrator** assume the proposed legislation would have no fiscal impact on their agencies.

Oversight notes that increases in fines which would go to school districts would be offset by reduced payments to those districts through the State Foundation Formula.

<u>FISCAL IMPACT - State Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
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FEDERAL FUNDS

<u>Income</u> - Division of Highway Safety			
Missouri's share of safety belt incentives	\$1,250,000	\$1,250,000	\$1,250,000

FISCAL IMPACT - Small Business

No direct fiscal impact on small businesses would be expected due to this proposal.

L.R. NO. 2606-02
BILL NO. SB 814
PAGE 3 OF 3
January 28, 2000

DESCRIPTION

The proposed legislation allows police officers to enforce the safety belt law if the violation is clearly visible to the officer without stopping the vehicle. This would change Missouri from a secondary enforcement state to a primary enforcement state. The punishment remains an infraction with a fine not to exceed \$10.

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 Transportation
Department of Public Safety - Division of Highway Safety
Department of Public Safety - Missouri State Highway Patrol
Office of State Courts Administrator



Jeanne Jarrett, CPA
Director
January 28, 2000