

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. NO.: 3155-03
BILL NO.: SB 799
SUBJECT: Motor Vehicles; Aggressive Driving
TYPE: Original
DATE: January 25, 2000

FISCAL SUMMARY

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

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 of the **Department of Transportation (DOT)** assume no fiscal impact on their department.

The **Department of Revenue (DOR)**, Drivers License Bureau (DLB) contacted the Missouri State Highway Patrol and obtained statistical data on the number of crashes that occurred due to aggressive driving (road rage). The Patrol stated there were 764 persons killed and 49,819 persons injured in aggressive-driver involved traffic crashes in 1998. Of the 764 people killed, 52% acted as the aggressive driver. Of the 49,819 persons injured, 33% acted as the aggressive driver. This volume only involves crashes, however, the DLB believes this legislation would have minimal impact and could be implemented with existing resources.

Officials from the **State Courts Administrator (CTS)** stated the proposed legislation would create the offense of aggressive driving, a class A misdemeanor, with provisions for license suspension or revocation by the court. Depending on the degree of enforcement, there may be an increase in the number of cases filed, however, there is no way of quantifying the increase at this time. CTS officials would not anticipate a significant impact to the workload of the courts to result from this proposal.

Officials of the **State Public Defender (SPD)** assume that existing staff could provide representation for those 100-150 cases arising where the indigent persons were charged with aggressive driving. However, passage of more than one similar bill would require the State Public Defender System to request increased appropriations to cover the cumulative cost of representing the indigent accused in additional cases.

<u>FISCAL IMPACT - State Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
	\$0	\$0	\$0

<u>FISCAL IMPACT - Local Government</u>	FY 2001 (10 Mo.)	FY 2002	FY 2003
	\$0	\$0	\$0

FISCAL IMPACT - Small Business

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

DESCRIPTION

This proposal creates the offense of aggressive driving. Under this act a person commits the offense of aggressive driving if he or she, during a single, continuous period of driving, does two things: 1) commits a speeding violation plus commits two other traffic violations (failure to obey traffic signals; passing a vehicle on the right hand side of the road; tailgating; failing to yield the right of way; and brandishing a firearm) and 2) and the person's driving is an immediate hazard to another driver. A person convicted of aggressive driving will be guilty of a Class A misdemeanor. A person convicted of the offense will also have to complete a traffic safety course concentrating on aggressive driving. The person's license will be suspended for 30 days for the first offense. A person convicted of a subsequent offense of aggressive driving with a two-year period shall have his or her driver's licensed revoked for a period of one year.

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 Revenue
State Courts Administrator
State Public Defender



Jeanne Jarrett, CPA
Director
January 25, 2000