

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

LR No.: 3243-01
Bill No.: HB 1201
Subject: Motor Vehicles
Type: Original
Date: March 9, 2004

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Total Estimated Net Effect on General Revenue Fund	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Total Estimated Net Effect on <u>Other</u> State Funds	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.
This fiscal note contains 4 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2005	FY 2006	FY 2007
Local Government	\$0 or Unknown	\$0 or Unknown	\$0 or Unknown

FISCAL ANALYSIS

ASSUMPTION

Officials of the **Office of Attorney General** assume no fiscal impact.

Officials of the **Department of Revenue** assume no fiscal impact.

Officials of the **Office of State Court Administrator** assume no fiscal impact on the Courts.

Officials of the **Department of Public Safety - State Highway Patrol** assume no fiscal impact.

Officials of the **Office of Kansas City Manager** stated this proposal would generate savings to the city because it would allow the city to dispose of the cars faster. Officials estimate this could generate as much as \$25,000 annually.

Officials of **St. Louis City** stated they currently conduct all of the regulations found in this proposal and would expect no fiscal impact.

ASSUMPTION (continued)

Officials of the **City of Springfield** assume this proposal would result in additional costs to the City of \$20,000 annually, based upon 1000 vehicles towed per year and 1 hour additional administrative time per tow at \$20 per hour.

Oversight assumes the revision found in this proposal sets forth some additional requirements for a city or county should that city or county decide to pass an ordinance regulating the removal and sale of abandoned vehicles. **Oversight assumes no fiscal impact to local governments, unless the governing body elects to regulate abandoned vehicles.** Oversight assumes the additions to current law would facilitate the disposal of abandoned vehicles for cities and counties. Oversight will show fiscal impact as \$0 or a positive Unknown savings.

<u>FISCAL IMPACT - State Government</u>	FY 2005 (10 Mo.)	FY 2006	FY 2007
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	\$0	\$0	\$0
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<u>FISCAL IMPACT - Local Government</u>	FY 2005 (10 Mo.)	FY 2006	FY 2007
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CERTAIN CITIES AND COUNTIES

<u>Savings</u> to Certain Cities and Counties from revised law on abandoned car disposal	<u>\$0 or Unknown</u>	<u>\$0 or Unknown</u>	<u>\$0 or Unknown</u>
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ESTIMATED NET EFFECT TO LOCAL GOVERNMENT	<u>\$0 or Unknown</u>	<u>\$0 or Unknown</u>	<u>\$0 or Unknown</u>
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FISCAL IMPACT - Small Business

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

DESCRIPTION

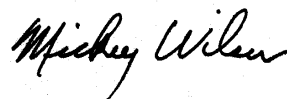
This bill amends the law regulating the removal and sale of abandoned property by requiring:

- (1) The Department of Revenue to search the records to determine ownership of the abandoned property;
- (2) Notification to the owner by mail advising of the towing and impoundment;
- (3) Vehicles older than six years and more than 50% damaged by collision, fire, or decay be held at least 10 days before being sold to a licensed salvage or scrap business; and
- (4) All other vehicles be held at least 30 days before being sold.

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

Office of Attorney General
Department of Revenue
Department of Public Safety- Highway Patrol
Office of State Court Administrator
City of St. Louis
Office of Kansas City Manager
City of Springfield



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Director
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