

COMMITTEE OF ORIGIN: Committee on Crime Prevention and Public Safety

Currently, a truck registered for a gross weight of over 48,000 pounds must not be driven in the far left-hand lane of a highway, freeway, or expressway in an urban area with three or more lanes of traffic except in specified situations. This bill allows a truck registered for a gross weight of over 48,000 pounds to drive in the far left-hand lane on any interstate highway, freeway, or expressway in Missouri.

The bill requires the Department of Transportation to issue emergency utility response permits that allow motor carriers to transport equipment and the infrastructure necessary for repair work immediately following a disaster where utility service has been disrupted. Under exigent circumstances, verbal approval of the operation may be made by the motor carrier compliance supervisor or other designated motor carrier services representative. The motor carriers may operate on state highways and roads at any time on any day to assist utility companies granted a permit.

The bill specifies that any conviction for an infraction based solely upon evidence obtained from an automated traffic enforcement system must not result in any points assessed against a person's driving record and a court having jurisdiction over the violation must not forward a record of any plea or finding of guilty of any person in the court for the infraction to the Department of Revenue.

A person found to have committed a violation of a county or municipal traffic ordinance or regulation that was charged solely upon evidence obtained from an automated system will be guilty of an infraction punishable by a fine of up to \$135.

The bill requires any jurisdiction utilizing an automated traffic enforcement system at an intersection controlled by traffic signals exhibiting different colored lights or colored lighted arrows to enforce red-light violations must have:

- (1) An ordinance which authorizes the jurisdiction's utilization of the system;
- (2) A contract and permit from the agency that owns the highway, street, or road for installation or use if it is not owned by the jurisdiction;

- (3) An engineering review that includes a site evaluation and a crash study if installed on or after January 1, 2014;
- (4) Yellow light change intervals that comply with Section 304.289 RSMo;
- (5) A peace officer standards and training (POST) certified law enforcement officer to review and determine whether a red-light violation occurred;
- (6) A sign located in advance of each intersection containing the words, "SIGNAL IS PHOTO ENFORCED"; and
- (7) A public awareness campaign at the initial deployment of the new program with only warning notices sent 30 days prior to issuing citations.

Any jurisdiction utilizing an automated traffic enforcement system to enforce speed limits must have:

- (1) An ordinance which authorizes the jurisdiction's utilization of the system;
- (2) A contract and permit with the agency that owns the highway, street, or road if it is not owned by the jurisdiction;
- (3) Restricted the use to only school zones, work zones, and safety zones;
- (4) A POST certified law enforcement officer to review and determine whether a speed limit violation occurred;
- (5) Display signs located in advance that contain the words, "SPEED ENFORCED AHEAD PHOTO ENFORCED" or "SPEED LIMIT XX; PHOTO ENFORCED";
- (6) A sign to identify the end of the automated speed limit enforcement zone with a sign that contains the words, "END PHOTO ENFORCEMENT"; and
- (7) A public awareness campaign at the initial deployment of the new program with only warning notices sent 30 days prior to issuing citations.

When a jurisdiction uses an automated speed enforcement system in a school zone, the following conditions must be met:

- (1) Flashers must be installed where the school speed limit sign is posted;

(2) The flashers must only be activated at times when the school speed limit applies;

(3) The speed limit must only be active when children are likely to be present; and

(4) The system must not be allowed in school zones without a reduced speed limit or flashers.

When a jurisdiction uses an automated speed limit enforcement system in a work zone, the work zone must:

(1) Have a duration of at least four hours;

(2) Have reduced speed limits in effect;

(3) Have a normal posted speed limit of 60 MPH or greater;

(4) Be located within the jurisdiction's borders; and

(5) Be marked by "ROAD WORK AHEAD" and "END WORK ZONE" signs.

The work zone system must only be used when work zone workers are present, and only for the duration of the work zone, and only one system may be installed and in use per work zone.

In order for a jurisdiction to utilize an automated traffic enforcement system or to enforce red-light or speed limit violations on any highway included as part of the state highway system, the jurisdiction must have obtained prior approval through a contract with the Missouri Highways and Transportation Commission.

When a jurisdiction does not obtain prior approval from the agency that owns the highway, street, or road any violation issued after the effective date will not be enforceable.