

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 5881H.01I  
Bill No.: HB 2849  
Subject: Roads and Highways; Transportation; Cities, Towns, and Villages  
Type: Original  
Date: March 13, 2024

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Bill Summary: This proposal prohibits the use of automated red light enforcement systems.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
<b>FUND AFFECTED</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
<b>Total Estimated Net Effect on General Revenue</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
<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.

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</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 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
<b>Total Estimated Net Effect on FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

- Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.
- Estimated Net Effect (savings or increased revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**FISCAL ANALYSIS**

**ASSUMPTION**

**§304.286 – Automated Photo Red Light Enforcement Systems**

Officials from the **Office of the State Courts Administrator**, the **Department of Revenue**, the **Department of Public Safety (Office of the Director & Missouri Highway Patrol)**, the **Missouri Department of Transportation, Kansas City**, the **Phelps County Sheriff’s Office**, the **Kansas City Police Department** and the **St. Louis County Police Department** each assume the proposal will have no fiscal impact on their respective organizations. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for these agencies.

**Oversight** notes according to a Missouri Supreme Court ruling issued August 18, 2015, the City of St. Louis’s ordinance 66868 for red light cameras was unconstitutional and the City could not issue red-light camera tickets to violators because the ordinance creates a rebuttable presumption that improperly shifts the burden of persuasion onto the defendant to prove that he or she was not operating the motor vehicle at the time of the violation.

The City of St. Louis previously stated in HCS for HB 1945 from 2016 that the red light traffic light program provided approximately \$3.5 million in net revenue annually. St. Louis City did not respond to Oversight’s request for fiscal impact. Oversight assumes St. Louis City (and all other cities and counties) is currently not receiving any revenue because of the 2015 Supreme Court ruling. This proposal would codify in statute that no local political subdivision who is authorized to issue a notice for a violation of a state or local traffic law or regulation shall use or employ an automated photo red light enforcement system to produce recorded images.

**Oversight** assumes because of the 2015 Supreme Court ruling being in place, there would be no loss of ticket revenues and will reflect no fiscal impact to local political subdivisions from this proposal.

**Oversight** only reflects the responses received from state agencies and political subdivisions; however, other cities, counties and local law enforcement agencies were requested to respond to this proposed legislation but did not. A listing of political subdivisions included in the Missouri Legislative Information System (MOLIS) database is available upon request.

<b><u>FISCAL IMPACT – State Government</u></b>	<b>FY 2025 (10 Mo.)</b>	<b>FY 2026</b>	<b>FY 2027</b>
	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>

<u>FISCAL IMPACT – Local Government</u>	FY 2025 (10 Mo.)	FY 2026	FY 2027
	<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.

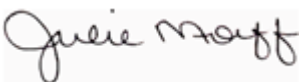
FISCAL DESCRIPTION

The proposed legislation appears to have no direct fiscal impact.

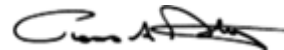
This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Revenue  
Department of Public Safety  
    Office of the Director  
        Missouri Highway Patrol  
Missouri Department of Transportation  
Kansas City  
Phelps County Sheriff's Office  
Kansas City Police Department  
St. Louis County Police Department  
Office of the State Courts Administrator



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March 13, 2024



Ross Strobe  
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