

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 5605-01
Bill No.: SB 1046
Subject: Department of Public Safety; Missouri Highway Patrol; Law Enforcement Officers and Agencies
Type: Original
Date: April 26, 2016

Bill Summary: This proposal defines "motorcycle profiling" and creates regulations to eliminate motorcycle profiling.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2017	FY 2018	FY 2019
General Revenue	(Less than \$100,000)	(Less than \$100,000)	(Less than \$100,000)
Total Estimated Net Effect on General Revenue	(Less than \$100,000)	(Less than \$100,000)	(Less than \$100,000)

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2017	FY 2018	FY 2019
Total Estimated Net Effect on Other 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 2017	FY 2018	FY 2019
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2017	FY 2018	FY 2019
Total Estimated Net Effect on FTE	0	0	0

Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$100,000 in any of the three fiscal years after implementation of the act.

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2017	FY 2018	FY 2019
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

Oversight was unable to receive some of the agency responses in a timely manner due to the short fiscal note request time. Oversight has presented this fiscal note on the best current information that we have or on prior year information regarding a similar bill. Upon the receipt of agency responses, Oversight will review to determine if an updated fiscal note should be prepared and seek the necessary approval of the chairperson of the Joint Committee on Legislative Research to publish a new fiscal note.

Officials from the **Department of Public Safety (DPS)** state that the fiscal impact for this legislation is unknown as we are unsure the cost to store the certifications provided by the police agencies. We feel it could require staffing to accomplish this requirement, thus the cost could include (1) FTE and associated costs, and would total \$50,000 - \$60,000.

The Department of Public Safety has no authority over county and municipal police agencies in the state should they be out of compliance, to establish and enforce a written anti-motorcycle profiling policy.

Officials from the **Missouri Highway Patrol** assume the proposal will not fiscally impact their agency.

Officials from the **Columbia Police Department** states this would create some impact in creating a policy, rolling it out to 165 officers and likely implementing it into training.

Oversight will assume that local law enforcement agencies would be able to implement the changes with existing resources.

<u>FISCAL IMPACT - State Government</u>	FY 2017 (10 Mo.)	FY 2018	FY 2019
GENERAL REVENUE			
<u>Costs</u> - Department of Public Safety - to develop and implement a statewide model training policy designed to eliminate motorcycle profiling	(Less than <u>\$100,000</u>)	(Less than <u>\$100,000</u>)	(Less than <u>\$100,000</u>)
ESTIMATED NET EFFECT TO THE GENERAL REVENUE FUND	(Less than <u>\$100,000</u>)	(Less than <u>\$100,000</u>)	(Less than <u>\$100,000</u>)

FISCAL IMPACT - Local Government

FY 2017
(10 Mo.)

FY 2018

FY 2019

\$0

\$0

\$0

FISCAL IMPACT - Small Business

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

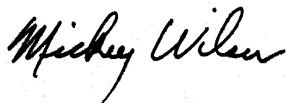
FISCAL DESCRIPTION

This act defines "motorcycle profiling" as the illegal use of the fact that a person rides a motorcycle or wears motorcycle-related accoutrements as a factor in deciding to stop and question, take enforcement action, arrest, or search a person or vehicle. This act requires the Department of Public Safety to develop a statewide model training policy by January 1, 2016, designed to eliminate motorcycle profiling from law enforcement. This act also requires the chief law enforcement officer of each state and local law enforcement agency to comply by November 1, 2016, with several measures enumerated in the act to eliminate motorcycle profiling. This act gives the Department of Public Safety authority to inspect state and local agency policies relating to motorcycle profiling to ensure compliance.

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 Public Safety
Columbia Police Department



Mickey Wilson, CPA
Director
April 26, 2016

Ross Strobe
Assistant Director
April 26, 2016