

are invalid. In cases where the tickets are considered invalid, the local authority would forgo the revenue generated from the fines.

- **Timing of yellow lights.** The bill also requires local authorities to conform the timing of yellow lights and yellow arrows of traffic law photo-monitoring devices in accordance with ODOT's Manual of Uniform Traffic Control Devices for Streets and Highways. Local authorities may incur minimal administrative expenses to consult with ODOT regarding conformity.
- **Signage costs.** Counties, municipalities, and townships that choose to use traffic law photo-monitoring devices to enforce traffic laws may experience an increase in costs to post signs on every highway that is part of the state highway system that enters the local authority. This does not include freeways. In some cases some local authorities may already do this, thus incurring fewer costs compared to local authorities that currently do not. Smaller signs located on state routes may cost a few hundred dollars each, whereas larger signs could cost more.

Detailed Fiscal Analysis

The bill

The bill prohibits any local authority from using traffic law photo-monitoring devices to enforce any traffic law until after it has erected signs on every highway that is not a freeway that is part of the state highway system, and that enters the local authority, informing inbound traffic that the local authority utilizes traffic law photo-monitoring devices to enforce traffic laws. The bill also requires local authorities to conform the timing of yellow lights and yellow arrows of traffic law photo-monitoring devices in accordance with ODOT's Manual of Uniform Traffic Control Devices for Streets and Highways.

Past research

There is no readily available statewide source of information that lists which local authorities use traffic law photo-monitoring devices. Based on past LSC research from Sub. H.B. 56 from the 126th General Assembly, LSC determined that very few local authorities currently use traffic law photo-monitoring devices, commonly termed red light cameras (RLCs). The exceptions appear to be the cities of Cleveland, Columbus, Middletown, Norwood, Springfield, and Toledo, as well as Sylvania Township. The cities of Akron, Northwood, and Cleveland apparently also use cameras to detect speeding violations.

Signage costs

Cost factors. Counties, municipalities and townships that choose to use traffic law photo-monitoring devices to enforce traffic laws may experience an increase in costs to post signs on every highway that is part of the state highway system that enters the local authority. Local governments will not need to post signs on freeways. In some cases local authorities may already post such signs, thus incurring fewer costs compared to a local authority that does not. Ultimately, the costs to local governments will depend on (1) the number of locations where highways enter the local authority, (2)

the number of signs already posted and that are in compliance with the bill, and (3) the costs to manufacture, install, and maintain the signs.

Signage examples. Based on discussions with the traffic and engineering department at the City of Columbus, smaller signs located on state routes are estimated to cost between \$250 and \$350 each. At all locations where photo-monitoring devices are located the city already has signs posted. Whether the location of the signs are in compliance with the parameters specified in the bill is unknown at this time. However, if the city is required to post signs on several state routes coming into the city, the city could experience costs of several thousand dollars. For example, if the city has to post 20 additional signs at a cost of \$350 each, a total cost of \$7,000 could be incurred.

However, this is not to say that all cities would incur similar costs or that other cities' costs to manufacture signs would be the same as those of Columbus. For instance, Springfield estimates that it will have to post very few signs, and in locations where new signs would be required, the cost is likely to be no more than \$100 per sign.

Ohio Department of Transportation (ODOT) involvement. Furthermore, ODOT may be involved with the approval and oversight process of the installation of signs and the timing of yellow lights. Any administrative costs associated with these duties are expected to be minimal.

Ticket revenue

The bill states that if the signs are not erected and tickets continue to be issued for such moving violations, the tickets are invalid. In cases where the tickets are considered invalid, the local authority would forgo the revenue generated from the fine. An estimate of how much this possible revenue loss may be is unknown.

LSC fiscal staff: Jonathan Lee, Senior Budget Analyst

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