

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 3962-01  
Bill No.: HB 1255  
Subject: Children and Minors; Motor Vehicles; Roads and Highways  
Type: Original  
Date: February 14, 2006

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**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
FUND AFFECTED	FY 2007	FY 2008	FY 2009
<b>Total Estimated Net Effect on General Revenue Fund</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
FUND AFFECTED	FY 2007	FY 2008	FY 2009
<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.  
This fiscal note contains 5 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2007	FY 2008	FY 2009
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2007	FY 2008	FY 2009
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## FISCAL ANALYSIS

### ASSUMPTION

Officials from the **Department of Revenue, Department of Transportation, Missouri Highway Patrol, Department of Public Safety, State Auditor's Office and Secretary of State's Office** assume not fiscal impact to their agency.

In response to a similar proposal from this year (HB 994) officials with the **Department of Mental Health (DMH)** assume this proposal could require only individuals under the age of 21 to wear protective headgear while operating a motorcycle or motortricycle. The DMH assumes this would not result in an increase in the number of persons served by the Division of Mental Retardation and Developmental Disabilities because persons who are over the age of 22 when they obtain a head injury are not eligible for Division services. Officials assume no fiscal impact.

In response to a similar proposal from this year (HB 994) officials with the **Department of Health and Senior Services (DHSS)** estimate that changing the helmet-use law to apply to just motorcycle riders under the age of 21 would increase the number of head-injured patients by 509 per year. Of these, it is estimated that 4.3 would become clients of the Head Injury Services Program of DHSS, and that this would add \$33,000 per year in program costs. DHSS assumes growth in the following years (to six for the year 2 and 8 for the year 3) based on the experience

ASSUMPTION (continued)

of previous new enrollment growth in the program. In summary, DHSS assumed an increase in cost to the Adult Head Injury Program of \$27,509 in FY 2007, \$47,444 in FY 2008 and \$65,156 in FY 2009.

**Oversight** assumes statutes or regulations would not require the DHSS to include these individuals in its Head Injury Program.

In response to a similar proposal this year (HB 994) officials with the **Department of Social Services (DOS) – Division of Medical Services** did not respond to our request for fiscal impact. However, in response to a similar proposal in a previous year (HB 307 in 2005), DOS assumed there could be an estimated 9 uninsured head injury cases due to the elimination of the helmet law for persons age 21 and over. If these individuals qualify for Medicaid as permanently and totally disabled (PTD) clients, the annual cost to the program could range from \$0 to \$399,510. (An estimate of the head injury cases is provided to the DOS by the Department of Health and Senior Services). The annual cost estimate is based on inpatient hospital charges, rehabilitation, and ongoing medical costs. DOS estimated the annual cost as follows:

Inpatient Hospital Charge	
(Additional charge for unhelmeted)	\$5,186
Rehabilitation Cost – 30 days	\$23,640
Ongoing Medical Costs	<u>\$15,564</u>
Total Cost Per Individual	<u>\$44,390</u>
Total Cost for 9 Individuals	<u>\$399,510</u>

DOS estimated the annual cost of the proposal to be \$0 to \$399,510 in the first year. An inflation forecast of 4.5% was applied to subsequent years bringing the cost estimate range to \$0 to \$417,488 and \$0 to \$436,275, respectively.

**Oversight** assumes some people over 21 could choose not to wear protective headgear as a result of this proposal. Accordingly, there may be an increase in injuries or the severity of injuries to motorcyclists not wearing protective headgear which may **indirectly** result in increased costs to the state. Oversight assumes no **direct** fiscal impact to state and local governments from the protective headgear exemption.

<u>FISCAL IMPACT - State Government</u>	FY 2007 (10 Mo.)	FY 2008	FY 2009
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2007 (10 Mo.)	FY 2008	FY 2009
	<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.

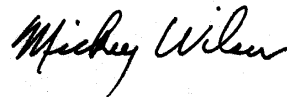
DESCRIPTION

This bill requires only persons younger than 21 years of age to wear protective headgear when operating or riding as a passenger on any motorcycle or motortricycle. Currently, all motorcyclists are required to wear protective headgear.

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 Transportation  
Missouri Highway Patrol  
Department of Public Safety  
Secretary of State's Office  
State Auditor's Office  
Department of Mental Health  
Department of Health  
Department of Social Services



Mickey Wilson, CPA  
Director  
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