

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 3855H.01I  
Bill No.: HB 1721  
Subject: Motor Vehicles  
Type: Original  
Date: January 29, 2024

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Bill Summary: This proposal modifies provisions relating to catalytic converters.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
FUND AFFECTED	FY 2025	FY 2026	FY 2027
General Revenue	(\$433,141) or (\$1,333,141)	(\$217,276)	(\$191,038)
<b>Total Estimated Net Effect on General Revenue</b>	<b>(\$433,141) or (\$1,333,141)</b>	<b>(\$217,276)</b>	<b>(\$191,038)</b>

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
FUND AFFECTED	FY 2025	FY 2026	FY 2027
<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>
General Revenue	2 FTE	2 FTE	2 FTE
<b>Total Estimated Net Effect on FTE</b>	<b>2 FTE</b>	<b>2 FTE</b>	<b>2 FTE</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 to (Unknown)</b>	<b>\$0 to (Unknown)</b>	<b>\$0 to (Unknown)</b>

## FISCAL ANALYSIS

### ASSUMPTION

#### §407.300 – Sale of certain materials

Officials from the **Department of Corrections (DOC)** state section 407.300 is modified to include provisions related to keeping records for the sale of catalytic converters and it enhances the penalty for violations to include a class E felony.

Officials from the **Department of Revenue (DOR)** assume the following:

#### Administrative Impact

To implement the proposed changes, the Department will be required to:

- Update procedures, correspondence letters, forms, and the Department website;
- Update the Dealer and Business Operating Manual;
- Send communications to stakeholders as applicable; and
- Need additional FTE; however, it is unknown at this time. At the time of implementation, the department may pursue additional FTE through the appropriation process.
- Install a new phone number or options for these calls.
- Equipment for new FTE.

To implement the proposed legislation, DOR agrees they can absorb the phone calls with our general line but will need two (2) additional FTE for processing any paper forms that come into the department. The current number of scrap metal operators, junk dealers and other collectors and sellers of secondhand property is unknown to the department; therefore, the number of businesses that fall into such category required to report is unknown.

#### FY2024 - Motor Vehicle Bureau additional FTE cost

Associate Customer Service Representative \$33,914  
Equipment costs for laptops and accessories \$664 each  
Additional monitors needed 2 @ \$95 each  
Cubicle, chair, calculator \$8,438 each  
Phone \$525 each  
Headset \$125 each  
\$43,856 x 2  
Total = \$87,712

#### FY 2025 – Motor Vehicle Bureau

Lead Administrative Support Assistant 80 hrs. @ \$18.54 per hr. = \$ 1,483  
Research/Data Analyst 60 hrs. @ \$27.00 per hr. = \$ 1,620  
Administrative Manager 40 hrs. @ \$29.31 per hr. = \$ 1,172  
Associate Research/Data Analyst 100 hrs. @ \$25.22 per hr. = \$ 2,522

FY 2026 – Systems Analysis and Support

Research/Data Analyst 249 hrs. @ \$27.00 per hr. = \$ 6,723

Administrative Manager 125 hrs. @ \$29.31 per hr. = \$ 3,664

Associate Research/Data Analyst 996 hrs. @ \$21.64 per hr. = \$ 21,553

FY 2027 – Strategy and Communications Office

Associate Research/Data Analyst 120 hrs. @ \$21.64 per hr. = \$2,597

**Total Costs = \$129,046**

The fiscal impact estimated above is based on changes in the current Department's Motor Vehicle and Driver Licensing system environment. The implementation of this legislation will be coordinated with the integration of the Department's Motor Vehicle and Driver Licensing software system approved and passed by the general assembly in 2020 (Senate Bill 176). To avoid duplicative technology development and associated costs to the state, it is recommended a delayed effective date be added to this bill to correlate with the installation of the new system.

Fusion Impact

The costs associated with these legislative changes may be outside of the current contract and identified programming work for our incoming integrated system. As such, the department has included the potential costs associated with making the changes to the integrated system by the department's current vendor.

To implement reporting mechanism within fusion for salvage dealers and dismantlers, rebuilders, body shops, and scrap processors to report purchases of copper, brass, or bronze; aluminum wire, cable, pipe, tubing, bar, ingot, rod, fitting, and fasteners; material containing copper or aluminum used for farming purposes; detached catalytic converter; motor vehicle, heavy equipment, or tractor batteries.

FAST estimates a \$900,000 change request to add this to the scope of Motor Vehicles rollout.

Additionally, DOR notes OA-ITSD services will be required at a cost of **\$278,964** in FY 2025 (2,656.80 hours x \$105 per hour).

Last year, DOR stated a minimal impact of \$3,246. However, DOR states after further review by our Motor Vehicle Bureau, additional impact has been considered. The Motor Vehicle and Driver Licensing system integration had not begun. Any fiscal note from now until our system integration is completed will reflect an in-house system change costs, as well as a vendor cost for our new system, unless the bill has a delayed implementation date that is tied to our system integration implementation date. Therefore, DOR will have to make the changes right away in the current system environment, than make the changes into the new system as well. For this reason, DOR is asking for delayed implementation dates for any bill that impacts driver licensing

or motor vehicle to avoid cost duplicity. Anticipated completion date for the Driver Licensing System is November 2024, and Motor Vehicle systems should be updated by July of 2026.

**Oversight** notes the \$900,000 cost associated with these legislative changes may be outside of the current contract with DOR's current vendor, FAST. Therefore, Oversight will reflect a range of (\$408,918) (no change request required from FAST) to (\$1,308,918) (change request required) for FY 2025; (\$157,979) for FY 2026; and (\$130,555) for FY 2027.

**Oversight** notes that violations of section 407.300.5 currently result in fines or penalties. Oversight also notes per Article IX Section 7 of the Missouri Constitution fines and penalties collected by counties are distributed to school districts. However, this proposal removes the fines that are currently imposed under statute. Therefore, Oversight will reflect a potential negative fiscal impact of \$0 to Unknown to local school districts.

#### §570.030 – Stealing

**DOC** states this section is modified to include the additional clause that an individual receiving, retaining, or disposing of a catalytic converter that they reasonable suspect has been stolen is considered a felony offense. The associated penalty is a class E felony.

#### §570.031 – Unlawful possession

**DOC** states this section added to create the offense of unlawful possession of a detached catalytic converter with the intent to sell. The associated penalty is a class E felony.

As these are new crimes, there is little direct data on which to base an estimate, and as such, the department estimates an impact comparable to the creation of three new class E felonies.

For each new nonviolent class E felony, the department estimates one person could be sentenced to prison and two to probation. The average sentence for a nonviolent class E felony offense is 3.4 years, of which 2.1 years will be served in prison with 1.4 years to first release. The remaining 1.3 years will be on parole. Probation sentences will be 3 years.

#### Combined Cumulative Estimated Impact

The combined cumulative estimated impact on the department is 6 additional offenders in prison and 21 additional offenders on field supervision by FY 2027.

## Change in prison admissions and probation openings with legislation

	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
<b>New Admissions</b>										
Current Law	0	0	0	0	0	0	0	0	0	0
After Legislation	3	3	3	3	3	3	3	3	3	3
<b>Probation</b>										
Current Law	0	0	0	0	0	0	0	0	0	0
After Legislation	6	6	6	6	6	6	6	6	6	6
<b>Change (After Legislation - Current Law)</b>										
Admissions	3	3	3	3	3	3	3	3	3	3
Probations	6	6	6	6	6	6	6	6	6	6
<b>Cumulative Populations</b>										
Prison	3	6	6	6	6	6	6	6	6	6
Parole	0	0	3	3	3	3	3	3	3	3
Probation	6	12	18	18	18	18	18	18	18	18
<b>Impact</b>										
Prison Population	3	6	6	6	6	6	6	6	6	6
Field Population	6	12	21	21	21	21	21	21	21	21
<b>Population Change</b>	<b>9</b>	<b>18</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>

	# to prison	Cost per year	Total Costs for prison	Change in probation & parole officers	Total cost for probation and parole	# to probation & parole	Grand Total - Prison and Probation (includes 2% inflation)
Year 1	3	(\$9,689)	(\$24,223)	0	\$0	6	(\$24,223)
Year 2	6	(\$9,689)	(\$59,297)	0	\$0	12	(\$59,297)
Year 3	6	(\$9,689)	(\$60,483)	0	\$0	21	(\$60,483)
Year 4	6	(\$9,689)	(\$61,692)	0	\$0	21	(\$61,692)
Year 5	6	(\$9,689)	(\$62,926)	0	\$0	21	(\$62,926)
Year 6	6	(\$9,689)	(\$64,185)	0	\$0	21	(\$64,185)
Year 7	6	(\$9,689)	(\$65,468)	0	\$0	21	(\$65,468)
Year 8	6	(\$9,689)	(\$66,778)	0	\$0	21	(\$66,778)
Year 9	6	(\$9,689)	(\$68,113)	0	\$0	21	(\$68,113)
Year 10	6	(\$9,689)	(\$69,476)	0	\$0	21	(\$69,476)

If this impact statement has changed from statements submitted in previous years, it could be due to an increase/decrease in the number of offenders, a change in the cost per day for institutional offenders, and/or an increase in staff salaries.

If the projected impact of legislation is less than 1,500 offenders added to or subtracted from the department's institutional caseload, the marginal cost of incarceration will be utilized. This cost of incarceration is \$26.545 per day or an annual cost of \$9,689 per offender and includes such costs as medical, food, and operational E&E. However, if the projected impact of legislation is 1,500 or more offenders added or removed to the department's institutional caseload, the full cost of incarceration will be used, which includes fixed costs. This cost is \$99.90 per day or an annual cost of \$36,464 per offender and includes personal services, all institutional E&E,

medical and mental health, fringe, and miscellaneous expenses. None of these costs include construction to increase institutional capacity.

DOC's cost of probation or parole is determined by the number of P&P Officer II positions that are needed to cover its caseload. The DOC average district caseload across the state is 51 offender cases per officer. An increase/decrease of 51 cases would result in a cost/cost avoidance equal to the salary, fringe, and equipment and expenses of one P&P Officer II. Increases/decreases smaller than 51 offender cases are assumed to be absorbable.

In instances where the proposed legislation would only affect a specific caseload, such as sex offenders, the DOC will use the average caseload figure for that specific type of offender to calculate cost increases/decreases.

**Oversight** does not have any information contrary to that provided by DOC. Therefore, Oversight will reflect DOC's impact for fiscal note purposes.

Officials from the **Missouri Office of Prosecution Services (MOPS)** assume the proposal will have no measurable fiscal impact on MOPS. The enactment of a new crime (570.031) creates additional responsibilities for county prosecutors and the circuit attorney which may, in turn, result in additional costs, which are difficult to determine.

Officials from the **Office of the State Public Defender (SPD)** state per the recently released National Public Defense Workload Study, the new charge contemplated by the change to Sections 301.218 and 570.031 would take approximately thirty-five hours of SPD work for reasonably effective representation. If one hundred cases were filed under this section in a fiscal year, representation would result in a need for an additional one to two attorneys. Because the number of cases that will be filed under this statute is unknown, the exact additional number of attorneys necessary is unknown. Each case would also result in unknown increased costs in the need for core staff, travel, and litigation expenses.

**Oversight** assumes this proposal will not create the number of new cases required to request additional FTE for the SPD and that the SPD can absorb the additional caseload required by this proposal with current staff and resources. Therefore, Oversight will reflect no fiscal impact to the SPD for fiscal note purposes. However, if multiple bills pass which require additional staffing and duties, the SPD may request funding through the appropriation process.

#### Responses regarding the proposed legislation as a whole

Officials from the **Office of Attorney General (AGO)** assume any potential litigation costs arising from this proposal can be absorbed with existing resources. However, the AGO may seek additional appropriations if there is a significant increase in litigation or investigation.

**Oversight** does not have any information to the contrary. Therefore, Oversight assumes the AGO will be able to perform any additional duties required by this proposal with current staff and resources and will reflect no fiscal impact to the AGO for fiscal note purposes.

Officials from the **Department of Natural Resources**, the **Department of Public Safety - Missouri Highway Patrol**, the **Missouri Department of Agriculture**, the **Missouri Department of Transportation**, the **Office of the State Courts Administrator**, the **City of Kansas City**, the **Phelps County Sheriff's Department**, 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** only reflects the responses received from state agencies and political subdivisions; however, other cities, counties, and local law enforcement 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.

<u>FISCAL IMPACT – State Government</u>	FY 2025 (10 Mo.)	FY 2026	FY 2027
<b>GENERAL REVENUE</b>			
<u>Cost – DOC (§§407.300, 570.030, 570.031) Increased incarceration costs</u>	(\$24,223)	(\$59,297)	(\$60,483)
<u>Cost – DOR (§407.300)</u>			
Personal Service	(\$56,523)	(\$69,185)	(\$70,568)
Fringe Benefits	(\$46,940)	(\$56,854)	(\$57,390)
Expense and Equipment	(\$19,694)	\$0	\$0
Vendor Implementation (FAST)	\$0 or (\$900,000)	\$0	\$0
OA-ITSD Services	(\$278,964)	\$0	\$0
Administrative Costs	(\$6,797)	(\$31,940)	(\$2,597)
<u>Total Cost - DOR</u>	<u>(\$408,918) or (\$1,308,918)</u>	<u>(\$157,979)</u>	<u>(\$130,555)</u>
FTE Change – DOR	2 FTE	2 FTE	2 FTE
<b>ESTIMATED NET EFFECT ON GENERAL REVENUE</b>	<b><u>(\$433,141) or (\$1,333,141)</u></b>	<b><u>(\$217,276)</u></b>	<b><u>(\$191,038)</u></b>
Estimated Net FTE Change on General Revenue	2 FTE	2 FTE	2 FTE



<u>FISCAL IMPACT – Local Government</u>	FY 2025 (10 Mo.)	FY 2026	FY 2027
<b>LOCAL POLITICAL SUBDIVISIONS</b>			
<u>Loss – Schools districts (\$407,300.5)</u> Removal of specific fines from violations	<u>\$0 to</u> <u>(Unknown)</u>	<u>\$0 to</u> <u>(Unknown)</u>	<u>\$0 to</u> <u>(Unknown)</u>
<b>ESTIMATED NET EFFECT TO LOCAL POLITICAL SUBDIVISIONS</b>	<b><u>\$0 to</u></b> <b><u>(Unknown)</u></b>	<b><u>\$0 to</u></b> <b><u>(Unknown)</u></b>	<b><u>\$0 to</u></b> <b><u>(Unknown)</u></b>

#### FISCAL IMPACT – Small Business

Small scrap businesses would be impacted by this proposal.

#### FISCAL DESCRIPTION

This bill requires a salvage license from the Department of Revenue to engage in the buying or selling of catalytic converters.

The bill requires scrap metal dealers and others regulated under Section 407.300 to require proof that the seller of a detached catalytic converter is a bona fide automobile repair shop or an affidavit that the converter was lawfully acquired. The make, model, year, and vehicle identification number of the vehicle from which the converter originated will be required and maintained for four years. Records will be submitted at least monthly to the Department of Revenue on a form provided by the Department in either a paper or electronic format as specified in the bill.

Transactions involving catalytic converters must occur at the fixed place of business of the scrap metal dealer or person regulated under Section 407.300. Such individuals must possess the catalytic converter for five days before modifying it in any way. Currently, anyone who knowingly purchases a stolen catalytic converter in violation of this section shall be subject to penalties as provided in the section. This bill removes the requirement that the purchaser knows the catalytic converter is stolen and provides anyone convicted of violating this section is guilty of a class E felony in addition to being subject to having any business license revoked.

The bill clarifies that minor parts of heating and cooling equipment and equipment used in the generation and transmission of electrical power or telecommunications, including any catalytic converter of such equipment, remains subject to the provisions of the bill.

The bill adds that a person commits the offense of stealing if, for the purpose of depriving the owner of a lawful interest therein, he or she receives, retains, or disposes of a catalytic converter and knows it has been stolen, believes it has been stolen, or reasonably should have suspected that such property was stolen.

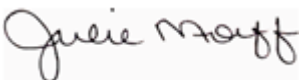
The bill establishes the offense of unlawful possession of a detached catalytic converter. This offense is a class E felony. A person commits the offense of unlawful possession of a detached catalytic converter if the person possesses a catalytic converter with the intent to sell unless:

- (1) The catalytic converter is possessed in the course of legitimate business;
- (2) The catalytic converter is a component or constituent part of an item or equipment owned by the individual; or
- (3) The possession of the catalytic converter is for some other lawful purpose.

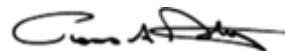
This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

#### SOURCES OF INFORMATION

Attorney General's Office  
Department of Corrections  
Department of Natural Resources  
Department of Public Safety - Missouri Highway Patrol  
Department of Revenue  
Missouri Department of Agriculture  
Missouri Department of Transportation  
Missouri Office of Prosecution Services  
Office of the State Courts Administrator  
Office of the State Public Defender  
City of Kansas City  
Phelps County Sheriff's Department  
Kansas City Police Department  
St. Louis County Police Department



Julie Morff  
Director  
January 29, 2024



Ross Strobe  
Assistant Director  
January 29, 2024