

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 4068H.011  
Bill No.: HB 1476  
Subject: Transportation; Crimes and Punishment; Licenses - Driver's; Motor Vehicles  
Type: Original  
Date: January 17, 2024

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Bill Summary: This proposal modifies provisions relating to ignition interlock device requirements for certain intoxication-related traffic offenses.

**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>
General Revenue	(\$136,828)	(\$73,207)	(\$74,371)
<b>Total Estimated Net Effect on General Revenue</b>	<b>(\$136,828)</b>	<b>(\$73,207)</b>	<b>(\$74,371)</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>
General Revenue	1 FTE	1 FTE	1 FTE
<b>Total Estimated Net Effect on FTE</b>	<b>1 FTE</b>	<b>1 FTE</b>	<b>1 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</b>	<b>\$0</b>	<b>\$0</b>

## FISCAL ANALYSIS

### ASSUMPTION

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

#### Administrative Impact

##### Driver License Bureau

The Department currently requires the ignition interlock for any second or subsequent intoxicated-related enforcement contact (administrative and point accumulation actions) added to a driver's record. This includes Administrative Alcohol suspensions and revocations; chemical refusals; point suspensions, and revocations; and any limited or restricted driving privileges granted to these offenders.

This legislation is requiring the Department to add the ignition interlock device (IID) requirement to any person with a blood alcohol content .15% or more for a first time offense.

This proposed legislation would require programming to the Missouri Driver License (MODL) system to evaluate both administrative actions and convictions being processed, and add the ignition interlock requirement to those actions even if there is not a prior alcohol-related enforcement contact to the drivers' record if the blood alcohol content is .15% or more.

This language is changing requirements for all restricted driving privileges to have the ignition interlock installed before these privileges are issued. Currently, a sixty-day restricted privilege is issued without the ignition interlock requirement for first time offenders and are automatically generated systematically without the driver having to request one from the department. This would require multiple additions to existing MODL evaluation routines that exist today. This would also require the Department to revise all correspondence that is generated to the driver and notices issued roadside by law enforcement.

In FY 2023, the department issued 2,285 sixty-day Restricted Driving Privileges (RDP) for first time offenders.

DOR records indicate that 20,822 records currently require the installation of an ignition interlock device for reinstatement monitoring or to comply with a court order.

In FY 2023, DOR received 4,181 administrative alcohol cases that showed a blood alcohol content (BAC) of .15% or more as a first-time offense.

Passage of this bill will add IID requirements and monitoring to approximately **6,466** additional records.

Ignition interlock manufacturers are required by State Code of Regulations, 7 CSR 60-2, to submit all device status' (installs, de-installs, and failure to maintain) and certification of completion of the monitoring period. The Department expects an influx of telephone inquiries, correspondence both through mail and email; and additional communications required between their office and the ignition interlock manufacturers to ensure the integrity of the data and meet the current department auditing processes. The department already answers approximately 32,000 calls a year regarding reinstatement requirements. The Department anticipates a significant increase in calls due to this proposed language.

The impact to the Department is estimating a 25% to 50% increase in call volume; therefore, DOR is requesting **one FTE** to answer these additional telephone inquiries. If the increase is more significant than anticipated, additional FTE may be requested through the appropriations process.

#### Telephone Inquiries

A telephone operator is expected to process 60 telephone inquiries daily.

32,000	Current call volume for reinstatement requirements
<u>x 50%</u>	Percent which will generate telephone inquiries
16,000	Telephone inquiries received per year
<u>/ 252</u>	Work days per year
63	Telephone inquiries received per day
<u>/ 60</u>	Telephone inquiries processed per day
1.05	1 FTE needed to answer telephone inquiries

Total of 1 Customer Service Representative (\$3,426 month)

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

- Complete business requirements and design documents to modify the Missouri Driver License System (MODL)
- Complete programming and user acceptance testing for the new evaluation for ignition interlock requirement for first time offenders based on .15% BAC or higher
- Revision of MODL generated notices
- Revision of CTG notices
- Conviction routine evaluation
- Update policies, procedures, reports, forms, and the Department website
- Training for employees

FY 2025 – Driver License Bureau (testing of forms and website updates)

Research/Data Analyst 1300 hrs. @ \$28.89 per hr. = \$37,557  
Research/Data Assistant 1300 hrs. @ \$19.38 per hr. = \$25,194  
Administrative Manager 1000 hrs. @ \$31.36 per hr. = \$31,360  
Total = \$94,111

FY 2025 – Personnel Services Bureau (forms and website updates)

Associate Research/Data Analyst 336 hrs. @ \$23.15 per hr. = \$7,778

**Total= \$101,889**

**Oversight** assumes DOR will use existing staff and will only hire the one additional FTE to conduct these activities; therefore, Oversight will only reflect the cost for the additional FTE as administrative costs DOR has indicated on the fiscal note.

**DOR** notes OA-ITSD services will be required at a cost of **\$3,720** in FY 2025 (35.42 hours x \$105 per hour).

**Oversight** assumes DOR is provided with core funding to handle a certain amount of activity each year. Oversight assumes DOR could absorb the OA-ITSD costs related to this proposal. If multiple bills pass which require additional staffing and duties at substantial costs, DOR could request funding through the appropriation process.

**DOR** notes, the costs associated with these legislative changes may be outside of the current contract and identified programming work for DOR's 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.

*Fusion Impact*

Implementation Consultant 300 hrs. @ \$250 per hr. = **\$75,000**

**Oversight** does not have information to the contrary and therefore, Oversight will reflect the implementation consultant costs as provided by DOR.

Officials from the **Missouri Department of Transportation** and **Missouri Highway Patrol** 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.

<u>FISCAL IMPACT – State Government</u>	FY 2025 (10 Mo.)	FY 2026	FY 2027
<b>GENERAL REVENUE FUND</b>			
<u>Costs - DOR</u>			
Personnel Service	(\$34,260)	(\$41,934)	(\$42,773)
Fringe Benefits	(\$25,795)	(\$31,273)	(\$31,598)
Expense & Equipment	(\$1,773)	\$0	\$0
<u>Total Costs - DOR</u>	(\$61,828)	(\$73,207)	(\$74,371)
FTE Change	1 FTE	1 FTE	1 FTE
<u>Cost – DOR – Fusion implementation consultant</u>	(\$75,000)	\$0	\$0
<b>ESTIMATED NET EFFECT ON GENERAL REVENUE</b>	<b>(\$136,828)</b>	<b>(\$73,207)</b>	<b>(\$74,371)</b>
Estimated Net FTE Change to the General Revenue Fund	1 FTE	1 FTE	1 FTE

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

FISCAL IMPACT – Small Business

Small ignition interlock manufacturers and installers could be impacted as a result of this proposal.

FISCAL DESCRIPTION

Currently, a person who has had his or her driver's license suspended or revoked because of an assessment of points for an intoxication-related traffic offense conviction and who has a prior alcohol-related enforcement contact must show proof to the Director of Revenue that any motor vehicle driven by the person has a certified ignition interlock device installed, and the ignition interlock device must be installed for at least six months.

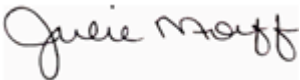
Under this bill, the requirement applies only to a person who has an intoxication-related traffic offense conviction in which the person's blood alcohol content was at least .08 but less than .15 and who has a prior alcohol-related enforcement contact or to a person who has an assessment of points for an intoxication-related traffic offense conviction in which the person's blood alcohol content was found to be .15 or more.

The bill also prohibits restricted driving privileges to be issued to any person whose driving record shows an intoxication-related traffic offense in which the person's blood alcohol content was found to be .15 or more, until the person files proof with the Department of Revenue that any motor vehicle operated by the person is equipped with a functioning, certified ignition interlock device.

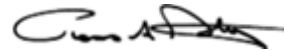
This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Revenue  
Missouri Department of Transportation  
Missouri Highway Patrol



Julie Morff  
Director  
January 17, 2024



Ross Strobe  
Assistant Director  
January 17, 2024