

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 0544H.02P
Bill No.: Perfected HCS for HB 87
Subject: Drunk Driving/Boating; Crimes and Punishment; Motor Vehicles; Criminal Procedure
Type: Original
Date: March 12, 2025

Bill Summary: This proposal modifies provisions relating to driving while intoxicated.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND				
FUND AFFECTED	FY 2026	FY 2027	FY 2028	Fully Implemented (FY 2035)
General Revenue	(Could exceed \$701,059)	(Could exceed \$827,592)	(Could exceed \$1,170,943)	(Could exceed \$3,544,622)
Total Estimated Net Effect on General Revenue	(Could exceed \$701,059)	(Could exceed \$827,592)	(Could exceed \$1,170,943)	(Could exceed \$3,544,622)

ESTIMATED NET EFFECT ON OTHER STATE FUNDS				
FUND AFFECTED	FY 2026	FY 2027	FY 2028	Fully Implemented (FY 2035)
Highway Fund (0644)	(\$92,423)	(\$110,903)	(\$110,903)	(\$110,903)
Total Estimated Net Effect on Other State Funds	(\$92,423)	(\$110,903)	(\$110,903)	(\$110,903)

Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS				
FUND AFFECTED	FY 2026	FY 2027	FY 2028	Fully Implemented (FY 2035)
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)				
FUND AFFECTED	FY 2026	FY 2027	FY 2028	Fully Implemented (FY 2035)
General Revenue	4 FTE	3 FTE	3 FTE	3 FTE
Total Estimated Net Effect on FTE	4 FTE	3 FTE	3 FTE	3 FTE

- ☒ 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.

ESTIMATED NET EFFECT ON LOCAL FUNDS				
FUND AFFECTED	FY 2026	FY 2027	FY 2028	Fully Implemented (FY 2035)
Local Government	(\$30,807)	(\$36,967)	(\$36,967)	(\$36,967)

FISCAL ANALYSIS

ASSUMPTION

§§302.304, 302.440, 302.525, 302.574 & 577.010 – Driving While Intoxicated Provisions

Officials from the **Department of Corrections (DOC)** assume the proposed legislation modifies §577.010 to increase punishment from a class E felony to class D felony if a person commits the offense of driving while intoxicated and acts with criminal negligence to cause physical injury to another person. Proposed legislation raises the punishment from a class D felony to a class C felony if serious physical injury occurs. Legislation also raises punishment from a class C felony to a class B felony if death occurs and person would not be eligible for probation or parole for a minimum of 5 years. If death of 2 or more persons, the felony class is raised from current class B to a class A felony, and if while driving while intoxicated the defendant acts with criminal negligence to cause the death of any person while the defendant has a blood alcohol content of at least fifteen hundredths of one percent by weight of alcohol, person is not eligible for probation or parole for a minimum of 10 years.

Class E to Class D

In FY 2024, 69 offenders were sentenced to probation and 7 offenders were sentenced to prison for Class E DWI – Physical Injury. The average sentence for a violent class E felony offense is 4 years, of which 3 years will be served in prison with 2.2 years to first release. The remaining 1.0 year will be on parole. Probation sentences will be 4 years. The average sentence for a violent class D felony offense is 5.7 years, of which 4 years will be served in prison with 3 years to first release. The remaining 1.7 years will be on parole. Probation sentences will be 4 years.

Class D to Class C

In FY 2024, 64 offenders were sentenced to probation and 13 offenders were sentenced to prison for Class D DWI – Serious Physical Injury. The average sentence for a violent class D felony offense is 5.7 years, of which 4 years will be served in prison with 3 years to first release. The remaining 1.7 years will be on parole. Probation sentences will be 4 years. The average sentence for a class C felony offense is 6.9 years, of which 3.7 years will be served in prison with 2.1 years to first release. The remaining 3.2 years will be on parole. Probation sentences will be 3 years.

Class C to Class B

In FY 2024, 8 offenders were sentenced to probation and 10 offenders were sentenced to prison for Class C DWI – Death of Another. The average sentence for a class C felony offense is 6.9 years, of which 3.7 years will be served in prison with 2.1 years to first release. The remaining 3.2 years will be on parole. Probation sentences will be 3 years. Offenders committed to prison with a class B felony as their most serious sentence, have an average sentence length of 9.0 years and served, on average, 3.4 years in prison prior to first release.

Given that the legislation assumes all class B felonies will serve 5 years in prison prior to probation or parole, they assume these sentences will be served with 5 years to first release.

Class B to Class A

In FY 2024, 1 offender was sentenced to probation and 2 offenders were sentenced to prison for Class B DWI – Death of 2 or More. 2 offenders were sentenced to probation and 0 offenders were sentenced to prison for Class B DWI – BAC > OR = .18 And Death of a Person. Due to not having sufficient information on prior offenses involving BAC between .15 and .18 and death of a person, they are unable to estimate the impact of lowering the threshold of BAC from .18 to .15 for the felony listed above. Offenders committed to prison with a class B felony as their most serious sentence, have an average sentence length of 9.0 years and served, on average, 3.4 years in prison prior to first release. The department assumes one third of the remaining sentence length will be served in prison as a parole return, and the rest of the sentence will be served on supervision in the community. Probation sentences will be 5 years. Offenders committed to prison with a class A felony have an average sentence length of 17.1 years and serve, on average, 12.3 years in prison prior to first release. The department assumes one third of the remaining sentence length will be served in prison as a parole return, and the rest of the sentence will be served on supervision in the community.

Class B - 5 years probation and parole ineligible (excluding two offenses in prior section)

In FY 2024, 13 offenders were sentenced to probation and 38 offenders were sentenced to prison for Class B DWI offenses not mentioned above. Offenders committed to prison with a class B felony as their most serious sentence, have an average sentence length of 9.0 years and served, on average, 3.4 years in prison prior to first release. The department assumes one third of the remaining sentence length will be served in prison as a parole return, and the rest of the sentence will be served on supervision in the community. For the purposes of determining impact of making this offenses parole ineligible, they assume a probation term of 5 years for those sentenced to originally sentenced to probation and 5.0 years served prior to first release for all offenders.

Class A - 10 years probation and parole ineligible

In FY 2024, no offenders were sentenced to probation or prison for Class A DWI offenses. As a result, no impact is estimated.

Combined Estimated Cumulative Impact

The combined estimated cumulative impact on the department is 266 additional offenders in prison and 81 less offenders on field supervision by FY 2035.

	# 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	29	(\$10,485)	(\$253,387)	0	\$0	(29)	(\$253,387)
Year 2	58	(\$10,485)	(\$620,292)	(1)	\$85,769	(58)	(\$534,523)
Year 3	88	(\$10,485)	(\$959,955)	(1)	\$86,680	(88)	(\$873,275)
Year 4	123	(\$10,485)	(\$1,368,591)	(2)	\$175,203	(113)	(\$1,193,388)
Year 5	160	(\$10,485)	(\$1,815,886)	(2)	\$177,066	(133)	(\$1,638,820)
Year 6	225	(\$10,485)	(2,604,662)	(3)	\$268,431	(160)	(\$2,336,231)
Year 7	251	(\$10,485)	(\$2,963,758)	(2)	\$180,860	(145)	(\$2,782,898)
Year 8	256	(\$10,485)	(\$3,083,253)	(2)	\$182,789	(113)	(\$2,900,464)
Year 9	261	(\$10,485)	(\$3,206,342)	(1)	\$92,370	(81)	(\$3,113,972)
Year 10	266	(\$10,485)	(\$3,333,122)	(1)	\$93,357	(81)	(\$3,239,765)

Oversight does not have information to the contrary and therefore, Oversight will reflect the estimates as provided by DOC.

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

Administrative Impact

Driver License Bureau

The Department currently requires the installation of an ignition interlock device (IID), for any second or subsequent intoxicated-related enforcement contact (administrative and point accumulation actions) added to a driver's record, as a condition of reinstatement. This includes administrative alcohol suspensions and revocations; chemical refusals; point suspensions, and revocations; as well as any limited or restricted driving privileges granted to these offenders.

This legislation is requiring the department to add the ignition interlock device 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 current Missouri driver license system, internally referred to as FUSION, to evaluate both administrative actions and convictions processed by the department 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 (RDP) to have the ignition interlock installed before the department issues the privilege. 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 will add multiple additions to systematic evaluation routines that exist today and require the department to revise all correspondence that is generated to the driver and notices issued roadside by law enforcement.

In FY 2024, the department issued 2,553 sixty-day RDPs for first time offenders.

DOR records indicate that 13,125 records currently require the installation of an ignition interlock device for reinstatement monitoring or to comply with a court order.

In FY 2024, the department received 4,747 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 7,300 additional records.

Ignition interlock manufacturers are required by State code of Regulations, 7 CSR 60-2, to submit all device status' (installs, deinstalls, and failure to maintain) and certification of completion of the monitoring period. The department anticipates an increase in telephone inquiries, correspondence and additional communication required between our office and the ignition interlock manufacturers to ensure the integrity of the data and to 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 50% increase in call volume, the department is requesting one (1) FTE to answer these additional telephone inquiries. If the increase is more significant than anticipated, additional FTE's 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
x 50%	Percent which will generate telephone inquiries
16,000	Telephone inquiries received per year
/ 252	Workdays per year
63	Telephone inquiries received per day
/ 60	Telephone inquiries processed per day
1.05	1 FTE needed to answer telephone inquiries

Customer Service Representative – Zone 3 (\$3,536/month)

FY2026: \$35,360 (10 months)

FY2027: \$42,432 yearly salary

FY2028: \$42,432 yearly salary

Oversight does not have information to the contrary and therefore, Oversight will reflect the costs for 1 FTE as provided by DOR.

DOR notes, to implement the proposed legislation, the Department will:

- Complete programming and user acceptance testing of FUSION for the new evaluation for ignition interlock requirement for first time offenders based on .15% BAC or higher
- Evaluate conviction routines
- Update interactive applications for automated responses to customers through telephone system (current vendor Genesys) or online (DORA)
- Update the Department website
- Update forms, correspondence and procedures
- Update the Missouri Driver Guide
- Provide training to team members

FY 2026 – Driver License Bureau (testing of forms and website updates)

Research/Data Analyst 1300 hrs. @ \$28.75 per hr. = \$37,375

Research/Data Assistant 1300 hrs. @ \$19.29 per hr. = \$25,077

Administrative Manager 1000 hrs. @ \$31.21 per hr. = \$31,210

FY 2026 – Strategy and Communications Office (forms and website updates)

Associate Research/Data Analyst 336 hrs. @ \$23.04 per hr. = \$ 7,741

Total = **\$101,403**

Oversight assumes DOR will use existing staff and will not hire additional FTE to conduct these activities; therefore, Oversight will not reflect the administrative costs DOR has indicated on the fiscal note. If multiple bills pass which require additional staffing and duties at substantial costs, DOR could request funding through the appropriation process.

FUSION Impact

DOR notes:

Implementation Consultant 300 hrs. @ \$225 per hr. = **\$67,500**

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

Officials from the **Missouri Highway Patrol**, **Missouri Department of Transportation** and **Missouri Office of Prosecution Services** 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.

In response to a previous version, officials from the **Office of the State Public Defender** and **Office of the State Courts Administrator** each assumed the proposal would 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.

§§302.520, 302.530 & 557.520 – Driving While Intoxicated Provisions (House Amendment 1)

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

Administrative Impact

Extensive programming to the current Missouri Driver License (MODL) system, internally referred to as FUSION, would be required to enter court ordered diversion information received from the prosecuting or circuit attorney and notifying the program participant of their compliance requirements through system generated notices.

This proposed language is requiring DOR to be notified of violations from the ignition interlock device for program participants. DOR does not currently receive or maintain records of violations. Currently, DOR requires the approved Missouri manufacturers to track and maintain this data and only certify a driver once they have successfully completed the required monitoring time-period. These legislative changes would require DOR to track and interpret this data specifically related to this diversion program. There are currently six (6) approved manufacturers in Missouri. Multiple new electronic file exchanges to each manufacturer would need to be developed to exchange data daily between DOR and each manufacturer. This would require an additional file reporting violations to be developed and electronically exchanged for each approved manufacturer. Multiple reports would need to be generated to ensure the integrity of the data and meet the current DOR auditing processes.

Any defendant who is found guilty of any intoxicated-related traffic offense and who has previously utilized the DWI diversion program, DOR will evaluate the conviction as a second offense. This would cause the point value related to the conviction to increase from 8 points to 12 points and add an ignition interlock (IID) requirement for reinstatement. This also would require changes made to the five and ten-year denial evaluation routine.

In FY 2024, DOR received 37,647 DWI reports making the potential for offenders enrolled into this diversion program to be extensive. If DOR assumes that 50% of offenders would be accepted into this new program, DOR would plan to receive approximately 18,824 court orders notifying enrollment. DOR would require a new team of personnel to receive these enrollments, track and process the compliance paperwork, manage the vendor relationships with IID changes, and develop/implement a continuous monitoring process for any device violations and court actions for program participants.

A customer service representative can process 224 court-ordered documents per day. DOR anticipates receiving approximately 59 each day, which would require one additional staff member for processing.

Associate Customer Service Rep. (\$2,917 month)
FY25 = \$29,170 (10 months)
FY26 = \$35,004
FY27 = \$35,004

In addition to a processing FTE, DOR anticipates the need for an additional FTE for call center inquiries.

Customer Service Representative – Zone 3 (\$3,536 month)
FY25 = \$35,360 (10 months)
FY26 = \$42,432
FY27 = \$42,432

DOR estimates a need for at least one FTE to oversee the implementation and management of this new program. This position would require a more robust skill set including knowledge of the court and administrative process, customer and vendor relationship management, and quality assurance tracking and reporting.

Customer Service Rep. (\$3,150 month)
FY25 = \$31,500 (10 months)
FY26 = \$37,800
FY27 = \$37,800

Oversight does not have information to the contrary and therefore, Oversight will reflect the estimates for 3 FTE as provided by DOR.

DOR notes, to implement the proposed legislation, DOR will be required to:

- Complete business requirements and design documents to modify the Missouri Driver License System (FUSION)

- Complete programming and user acceptance testing for the new diversion program for driving privileges, IID violation reporting and tracking of the violations, dismissed charges of the program, criminal cases imposed and their penalties on the drivers.
- Testing with the ignition interlock manufacturers of the new files exchanges
- FUSION generated notices
- Conviction routine evaluation
- Update policies, procedures, reports, forms, and the DOR website.
- Update Code of Regulation
- Training for employees

FY 2026 – Driver License Bureau (testing of forms and website updates)

Research/Data Analyst 1300 hrs. @ \$30.19 per hr. = \$39,247

Research/Data Assistant 1300 hrs. @ \$20.25 per hr. = \$26,325

Administrative Manager 1000 hrs. @ \$32.77 per hr. = \$32,770

FY 2026 – Strategy and Communications Office (forms and website updates)

Associate Research/Data Analyst 336 hrs. @ \$24.19 per hr. = \$8,128

Total = **\$106,470**

Oversight assumes DOR will use existing staff and will not hire additional FTE to conduct these activities; therefore, Oversight will not reflect the administrative costs DOR has indicated on the fiscal note. If multiple bills pass which require additional staffing and duties at substantial costs, DOR could request funding through the appropriation process.

FUSION Impact

DOR notes

Implementation Consultant 600 hrs. @ \$225 per hr. = **\$135,000**

Oversight does not have information to the contrary and therefore, Oversight will reflect the FUSION impact as provided by DOR.

Revenue Impact

DOR notes previous fiscal note responses did not include the potential for a loss in reinstatement fees collected by the department. After further review, the department may see a loss in revenue generated due to not receiving first-time DWI convictions, resulting in an action that would require a reinstatement fee to be paid.

In FY 2022 DOR generated 3,222 point suspensions for non CDL first time alcohol convictions.

In FY 2023 DOR generated 3,299 point suspensions for no CDL first time alcohol convictions.

In FY 2024 DOR generated 3,286 point suspensions for no CDL first time alcohol convictions.

The reinstatement fee for a first-time alcohol conviction point suspension is \$45.00.

FY 2026

\$147,870	Reinstatement fees for 3,286 point suspension actions
/ 12	Number of months in a year
\$ 12,323	Decrease in reinstatement fees collected monthly
x 10	Number of months in first year after bill passage
\$123,230	Decrease in reinstatement fees collected in first year of bill passage

FY 2027 & FY 2028

\$147,870 Reinstatement fees for 3,286 point suspension actions

Estimated potential decrease in reinstatement fees collected annually = \$147,870

Fees collected are distributed 75% Highway Fund, 15% Cities, and 10% Counties.

It is unknown how many people will be enrolled in this DWI Diversion program. For the purposes of the revenue impact estimate, 100% enrollment is being used to calculate the loss in highway funds.

Oversight notes §557.520.13 requires the person in the program to pay a fee that is based on a discounted schedule for offenders with income at or below 150% of the federal poverty level. Oversight will assume the fee is paid to the ignition interlock device producer and not to the state. Oversight also notes DOR's response includes that the proposal duplicates another program located in the State Code of Regulations 7, CSR 60-2.

In response to a similar proposal from 2025 (HCS for HB 273), officials from the **Office of State Courts Administrator (OSCA)** stated there may be some impact but there is no way to quantify that currently. Any significant changes will be reflected in future budget requests.

Oversight notes OSCA assumes this proposal may have some impact on their organization although it can't be quantified at this time. As OSCA is unable to provide additional information regarding the potential impact, Oversight assumes the proposed legislation will have a \$0 to (Unknown) cost to the General Revenue Fund. For fiscal note purposes, Oversight also assumes the impact will be under \$250,000 annually. If this assumption is incorrect, this would alter the fiscal impact as presented in this fiscal note.

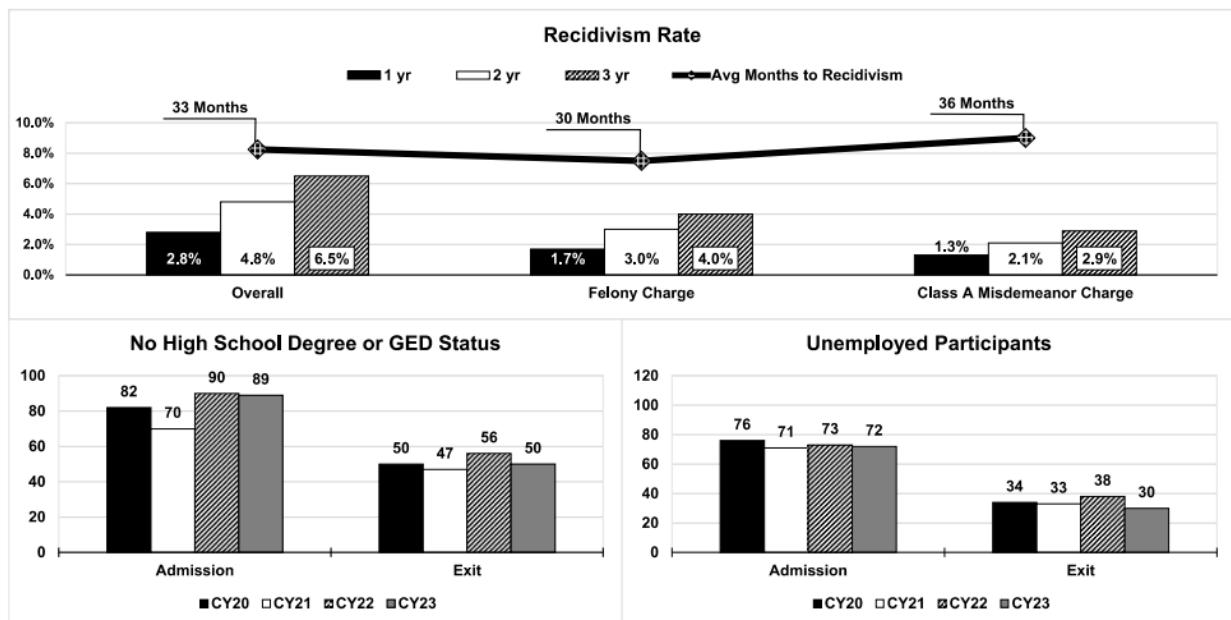
If additional information is received, Oversight will review it to determine if an updated fiscal note should be prepared and seek approval to publish a new fiscal note.

Oversight provides the following information from OSCA's DWI Treatment Court Program according to their FY 2026 Budget Book Request:

DWI Treatment Court Activity

DWI Court focuses on addressing the substance use disorder or co-occurring disorder of defendants who have pleaded guilty to or been found guilty of driving while intoxicated or driving with excessive blood alcohol content.

						5 Year
<u>PROGRAM STATISTICS</u>	<u>CY23</u>	<u>CY22</u>	<u>CY21</u>	<u>CY20</u>	<u>CY19</u>	<u>Average</u>
Participants Served	1,016	985	956	966	1,194	1,023
Programs	27	25	23	23	23	24
Community Service Hours Performed	67,926	66,026	60,790	80,829	81,088	71,332
Retention Rate	N/A	N/A	93%	94%	93%	N/A
Graduation Rate	91%	88%	88%	92%	89%	90%
Source: OSCA FY26 Budget Request						



Officials from the **Department of Corrections**, the **Department of Public Safety (Office of the Director, Missouri Highway Patrol)**, **Missouri Department of Transportation** and **Missouri Office of Prosecution Services** 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.

In response to a similar proposal from 2025 (HCS for HB 273), officials from the **Office of the State Public Defender** assumed the proposal would have no fiscal impact on their organization. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note.

In response to a similar proposal from 2025 (HCS for HB 273), officials from the **City of Kansas City**, **City of Osceola**, **Phelps County Sheriff's Office**, **Kansas City Police Department**, **Branson Police Department** and **St. Louis County Police Department** each assumed the proposal would 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.

In response to similar legislation from 2024, SCS for SB 1200, officials from the **City of O'Fallon** and the **City of Springfield** each assumed 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, county prosecutors and local law enforcement agencies 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 2026 (10 Mo.)	FY 2027	FY 2028	Fully Implemented (FY 2035)
GENERAL REVENUE FUND				
<u>Savings – DOC (§577.010) p. 4-5</u>				
Personal Service	\$0	\$47,303	\$47,776	\$51,222
Fringe Benefits	\$0	\$34,909	\$35,258	\$37,801
Exp. & Equip.	\$0	\$3,557	\$3,646	\$4,334
Total Savings - DOC	\$0	\$85,769	\$86,680	\$93,357
FTE Change - DOC	0 FTE	(1) FTE	(1) FTE	(1) FTE

<u>FISCAL IMPACT – State Government</u>	FY 2026 (10 Mo.)	FY 2027	FY 2028	Fully Implemented (FY 2035)
<u>Cost – DOC - increase in offenders confined to prison rather than on probation and parole (§577.010) p. 4-5</u>	(\$253,387)	(\$620,292)	(\$959,955)	(\$3,333,122)
<u>Cost – DOR (§§302.304, 302.440, 302.525, 302.574 & 577.010) p. 6-7</u>				
Personal Service	(\$29,467)	(\$36,067)	(\$36,789)	(\$39,364)
Fringe Benefits	(\$24,970)	(\$30,248)	(\$30,537)	(\$32,675)
Expense and Equipment	(\$3,463)	(\$2,799)	(\$2,855)	(\$3,056)
<u>Total Costs – DOR</u>	<u>(\$57,900)</u>	<u>(\$69,114)</u>	<u>(\$70,181)</u>	<u>(\$75,095)</u>
FTE Change - DOR	1 FTE	1 FTE	1 FTE	1 FTE
<u>Cost – DOR – FUSION costs (§§302.304, 302.440, 302.525, 302.574 & 577.010) p. 7</u>	(\$67,500)	\$0	\$0	\$0
<u>Cost – DOR (§557.520) p. 9</u>				
Personal Service	(\$96,030)	(\$117,541)	(\$119,892)	(\$121,091)
Fringe Benefits	(\$77,969)	(\$94,486)	(\$95,429)	(\$96,383)
Equipment and Expense	(\$13,273)	(\$11,928)	(\$12,166)	(\$12,288)
<u>Total Costs – DOR</u>	<u>(\$187,272)</u>	<u>(\$223,955)</u>	<u>(\$227,487)</u>	<u>(\$229,762)</u>
FTE Change - DOR	3 FTE	3 FTE	3 FTE	3 FTE
<u>Cost – DOR – FUSION impact (§557.520) p. 10</u>	(\$135,000)	\$0	\$0	\$0
<u>Cost – OSCA - potential increase in additional case work from this program (§557.520) p. 11</u>	<u>\$0 to (Unknown)</u>	<u>\$0 to (Unknown)</u>	<u>\$0 to (Unknown)</u>	<u>\$0 to (Unknown)</u>
ESTIMATED NET EFFECT ON THE GENERAL REVENUE FUND	(Could exceed <u>\$701,059</u>)	(Could exceed <u>\$827,592</u>)	(Could exceed <u>\$1,170,943</u>)	(Could exceed <u>\$3,544,622</u>)
Estimated Net FTE Change on the General Revenue Fund	4 FTE	3 FTE	3 FTE	3 FTE

<u>FISCAL IMPACT – State Government</u>	FY 2026 (10 Mo.)	FY 2027	FY 2028	Fully Implemented (FY 2035)
HIGHWAY FUND (0644)				
<u>Revenue Loss</u> – DOR - from reinstatement fees (§557.520) p. 11	(\$92,423)	(\$110,903)	(\$110,903)	(\$110,903)
ESTIMATED NET EFFECT ON THE HIGHWAY FUND (0644)	(\$92,423)	(\$110,903)	(\$110,903)	(\$110,903)

<u>FISCAL IMPACT – Local Government</u>	FY 2026 (10 Mo.)	FY 2027	FY 2028	Fully Implemented (FY 2035)
LOCAL POLITICAL SUBDIVISIONS				
<u>Revenue Reduction/Loss</u> – Cities (15%) - reduction in reinstatement fees received (§557.520) p. 11	(\$18,484)	(\$22,180)	(\$22,180)	(\$22,180)
<u>Revenue Reduction/Loss</u> – Counties (10%) - reduction in reinstatement fees received (§557.520) p. 11	(\$12,323)	(\$14,787)	(\$14,787)	(\$14,787)
ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS	(\$30,807)	(\$36,967)	(\$36,967)	(\$36,967)

FISCAL IMPACT – Small Business

Small businesses who install and/or service a certified ignition-interlock system could be impacted from this proposal.

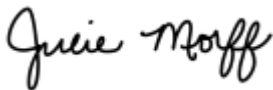
FISCAL DESCRIPTION

This proposal modifies provisions relating to driving while intoxicated.

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 Corrections
Department of Revenue
Missouri Highway Patrol
Missouri Department of Transportation
Office of the State Courts Administrator
Office of the State Public Defender
Missouri Office of Prosecution Services
Department of Public Safety - Office of the Director
City of Kansas City
Phelps County Sheriff's Office
Kansas City Police Department
St. Louis County Police Department
City of O'Fallon
City of Springfield
City of Osceola
Branson Police Department



Julie Morff
Director
March 12, 2025



Jessica Harris
Assistant Director
March 12, 2025