

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 6965H.02I
Bill No.: HB 3317
Subject: Roads and Highways; Motor Vehicles; Licenses - Driver's
Type: Original
Date: April 10, 2026

Bill Summary: This proposal allows for the installation of intelligent speed assistance devices in lieu of driver's license revocation for certain traffic offenses.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND

FUND AFFECTED	FY 2027	FY 2028	FY 2029
General Revenue	(\$701,468)	(\$266,007)	(\$270,020)
Total Estimated Net Effect on General Revenue	(\$701,468)	(\$266,007)	(\$270,020)

ESTIMATED NET EFFECT ON OTHER STATE FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on <u>Other</u> State Funds	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)

FUND AFFECTED	FY 2027	FY 2028	FY 2029
General Revenue	4 FTE	4 FTE	4 FTE
Total Estimated Net Effect on FTE	4 FTE	4 FTE	4 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 2027	FY 2028	FY 2029
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

§§302.304, 320.475 & 302.477 – Intelligent Speed Assistance Devices

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

Administrative Impact

During fiscal year 2025, the Department applied 1,215-point revocations that had 2 or more speeding tickets contributing to the total point accumulation. While the opt-in rate for the early reinstatement option is unknown, the Department estimates it may be around 25% of those eligible, as many may opt for other lower cost options, such as obtaining a limited driving privilege. Of those 1,215-point revocations above, 516 had a second or subsequent point revocation applied within one year of the first.

Proposed changes will require:

- Collaboration between intelligent speed assistance device manufactures and the Department to discuss creating data exchange files and defining processes
- Define project team, develop workplan and complete project intake documents
- Define required change and submit request to vendor for system update.
- Modification to current point evaluation routines, new sanction for failing to maintain the device, new reinstatement requirement for subsequent point revocations, change eligible point revocations to allow for early reinstatement
- Modification to call center interactive voice response system to include automated information regarding intelligent speed assistance device
- A total of 4 FTE would be required to support the new processes and answer additional customer telephone inquiries. 1 program specialist, 1 associate customer service representative for processing and 2 associate customer service representatives for call center
- Development and finalization of rules and regulations
- Vendor complete programming for in-person and online applications
- Analyst complete user acceptance testing
- Update fields in the law enforcement extract to provide device requirement information
- Update procedures, forms, and the Department website
- Obtain necessary device certification information from the state highways and transportation commission
- Update the Missouri Driver Guide (on-line and printed versions)
- Develop training materials
- Train internal staff, contracted staff, and external agency partners as needed

FY 2027 - Driver License Bureau

Associate Research/Data Analyst 1200 hrs. @ \$31.16 per hr. =\$37,392

Research/Data Analyst 1000 hrs. @ \$37.14 per hr. =\$37,140

Administrative Manager 500 hrs. @ \$51.40 per hr. =\$25,700

FY 2027 - Personnel Services Bureau

Associate Research/Data Analyst 100 hrs. @ \$31.16 per hr. = \$3,116

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.

DOR notes 4 FTE will be required:

Program Specialist 1 @ \$37,100 =\$ 37,100

Associate Customer Service Representative 3 @ \$34,400 =\$103,200

Cubicle 4 @ \$10,000 =\$ 40,000

File Cabinet 4 @ \$1,197 =\$ 4,788

Chair 4 @ \$759 =\$ 3,036

Desk 4 @ \$959 =\$ 3,836

Data Line Pulls 4 @ \$1,000 =\$ 4,000

Expendable Supplies 4 @ \$427 =\$ 1,708

Telephone Headset 2 @ \$125 =\$ 250

Leased Floor Space 4 @ \$180 =\$ 720

Laptop 4 @ \$843 =\$ 3,372

Monitor 8 @ \$161 =\$ 1,288

Docking Station 4 @ \$145 =\$ 580

Software Licenses 4 @ \$80 =\$ 320

Unified Communication Phone 4@ \$169 =\$ 676

FUSION Impact

Implementation Consultant Estimated 1,860 hrs. @ \$225 per hr. = **\$418,500**

The fiscal impact above could potentially be extended into future fiscal years due to the timeline needed to complete all requirements to implement this bill.

The Department suggests a delayed implementation date of July 1, 2028, due to the significant programming changes required for this proposed legislation and the current ongoing programming of the integrated system for the Motor Vehicle Bureau which is anticipated to implement spring 2027.

Oversight does not have information to the contrary and therefore, Oversight will reflect the estimates for 4 FTE and FUSION as provided by DOR.

Revenue Impact

DOR notes there could be a possible increase in reinstatement fees associated with additional proposed revocations if violations occur.

Oversight assumes any increase in revenue due to an increase in reinstatement fees will be minimal; therefore, Oversight will not reflect a fiscal impact for a potential increase in revenue.

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

Rule Promulgation

Officials from the **Joint Committee on Administrative Rules** assume this proposal is not anticipated to cause a fiscal impact beyond its current appropriation.

Officials from the **Office of the Secretary of State (SOS)** note many bills considered by the General Assembly include provisions allowing or requiring agencies to submit rules and regulations to implement the act. The SOS is provided with core funding to handle a certain amount of normal activity resulting from each year's legislative session. The fiscal impact for this fiscal note to the SOS for Administrative Rules is less than \$5,000. The SOS recognizes that this is a small amount and does not expect that additional funding would be required to meet these costs. However, the SOS also recognizes that many such bills may be passed by the General Assembly in a given year and that collectively the costs may be in excess of what the office can sustain with its core budget. Therefore, the SOS reserves the right to request funding for the cost of supporting administrative rules requirements should the need arise based on a review of the finally approved bills signed by the governor.

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
GENERAL REVENUE			
<u>Cost - DOR (§§302.304, 320.475 & 302.477) p.4</u>			
Personal Service	(\$116,917)	(\$143,106)	(\$145,968)
Fringe Benefits	(\$101,477)	(\$122,901)	(\$124,052)
Expense and Equipment	(\$64,574)	\$0	\$0
Total Costs – DOR	(\$282,968)	(\$266,007)	(\$270,020)
FTE Change – DOR	4 FTE	4 FTE	4 FTE
<u>Cost - DOR (§§302.304, 320.475 & 302.477) FUSION p.4</u>	(\$418,500)	\$0	\$0
ESTIMATED NET EFFECT ON GENERAL REVENUE	(\$701,468)	(\$266,007)	(\$270,020)
Estimated Net FTE Change on General Revenue	4 FTE	4 FTE	4 FTE

<u>FISCAL IMPACT – Local Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
	\$0	\$0	\$0

FISCAL IMPACT – Small Business

Local service centers that install, maintain and remove intelligent speed devices could be impacted as a result of this proposal.

FISCAL DESCRIPTION

This bill addresses the use of Intelligent Speed Assistance (ISA) devices. These are devices that use GPS to monitor the speed of a vehicle and prevent the vehicle from speeding.

The bill allows an individual whose license is revoked as a result of an assessment of points with at least 40% of the points resulting from speeding offenses to apply to the Department of Revenue to have his or her driving privileges reinstated upon the installation of a certified ISA

device. For a period of at least one year, the individual must drive only vehicles equipped with an ISA device.

This bill requires a person's driving privilege to be revoked for one year if:

- (1) The monthly monitoring reports show the person has tampered with or circumvented the ISA device;
- (2) The person fails to maintain proof with the Department that such device is in use on all motor vehicles operated by the person; or
- (3) The person is convicted of speeding while operating a vehicle that is not equipped with an ISA device.

If a person's driver's license is revoked a second time for points while he or she is required to use an ISA device, any reinstatement of driving privileges must require use of an ISA device for an additional year after the revocation.

The bill prevents motor vehicle manufacturers, distributors, and retailers from being held liable for loss, injury, or damages caused by the design, manufacture, installation, or use of an aftermarket ISA device. However, liability will exist if the entity knowingly engages in a repair of or an update to the ISA and such repair or update causes loss, injury, or damage.

The State Highways and Transportation Commission must certify or cause certification of the ISA devices, publish a list of approved devices, and adopt guidelines for proper use of the ISA, as specified in the bill.

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 Public Safety - Missouri Highway Patrol
Missouri Department of Transportation
Office of the Secretary of State
Joint Committee on Administrative Rules



Julie Morff
Director
April 10, 2026



Jessica Harris
Assistant Director
April 10, 2026