

COMMITTEE ON LEGISLATIVE RESEARCH
 OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 3697-01
Bill No.: HB 1534
Subject: Crimes and Punishment; Motor Vehicles; Roads and Highways
Type: Original
Date: January 18, 2002

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Highway Funds	(\$131,848)	(\$89,632)	(\$91,644)
Total Estimated Net Effect on <u>All</u> State Funds	(\$131,848)	(\$89,632)	(\$91,644)

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
None			
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
Local Government	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.
 This fiscal note contains 4 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Transportation** and the **Department of Public Safety – Division of Highway Safety** assume the proposed legislation would have no fiscal impact on their agencies.

In response to an identical proposal from the current session (SB 1077), officials from the **Department of Public Safety – State Highway Patrol** assume the proposed legislation would have no fiscal impact on their agency.

Officials from the **Office of State Courts Administrator (CTS)** assume some cases may become protracted because of the increased penalties. CTS would not expect that the total number of cases would be great enough to impact the budget of the judiciary.

Officials from the **Department of Revenue (DOR)** assume the proposal creates a new thirty-day, ninety-day, and six-month suspension type. The Driver and Vehicle Services Bureau and the Information Technology Bureau must develop new codes, suspension types, suspension evaluation routines, notices of loss, and modify inquiry screens for the Missouri Drivers License System (MODL) to accommodate convictions for this legislation. DOR estimates the total cost of programming be \$33,644 (1,584 hours of overtime MODL programming x \$21.24/hour). This cost will impact FY 03.

DOR estimates this legislation will produce an estimated 15,213 suspensions per year. This figure is based on state charges of failure to yield right-of-way, and state charges of careless and imprudent driving that resulted in an injury accident. These figures were obtained from the State Highway Patrol. DOR estimates 64 “Orders of Suspension” per day. This will require approximately 10 hours per day to set up these suspensions. Ten hours = 1.25 Clerk Typists II, each at \$19,764 per year, plus fringe benefits and equipment.

DOR estimates the legislation to generate 15,213 telephone calls per year. This will require one Telephone Information Operator I at \$21,192 per year, plus fringe benefits and equipment.

The DOR estimates that 50 percent of these actions will generate correspondence, or 7,607 per year. This will require .75 of a Clerk Typist II, each at \$19,764 per year, plus fringe benefits and equipment.

The DOR assumes the State Data Center will incur costs of approximately \$5,000 for FY 03.

ASSUMPTION (continued)

The DOR assumes postage will be required for the additional suspension notices and correspondence. DOR estimates the postage costs to be \$7,920 in FY 03, \$9,504 in FY 04, and \$9,504 in FY 05.

The DOR assumes there will be no reinstatement fees on these suspensions, resulting in no revenue impact.

In summary, the total fiscal impact to the DOR is estimated to be \$141,235 in FY 03, \$101,001 in FY 04, and \$103,323 in FY 05.

Oversight has adjusted salaries to more closely reflect actual starting salaries. Oversight assumes the FTE would be housed within existing facilities. Therefore, no additional rent, renovation, janitorial, and utility expenses would be incurred.

<u>FISCAL IMPACT - State Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
HIGHWAY FUNDS			
<u>Costs – Department of Revenue</u>			
Personal Services (3 FTE)	(\$46,843)	(\$57,616)	(\$59,057)
Personal Services (Overtime)	(\$33,644)	\$0	\$0
Fringe Benefits	(\$16,868)	(\$20,748)	(\$21,266)
Equipment and Expense	<u>(\$34,493)</u>	<u>(\$11,268)</u>	<u>(\$11,321)</u>
Total – Department of Revenue	<u>(\$131,848)</u>	<u>(\$89,632)</u>	<u>(\$91,644)</u>
ESTIMATED NET EFFECT ON HIGHWAY FUNDS	<u>(\$131,848)</u>	<u>(\$89,632)</u>	<u>(\$91,644)</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2003 (10 Mo.)	FY 2004	FY 2005
	<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

BLG:LR:OD (12/01)

The proposed legislation would amend the right-of-way statute by imposing additional fines and driver's license suspensions when the violation results in physical injury, serious physical injury, or death to any person.

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

SOURCES OF INFORMATION

Department of Transportation
Department of Public Safety
 – Division of Highway Safety
 – State Highway Patrol
Office of State Courts Administrator
Department of Revenue



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