

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 0818-01  
Bill No.: SB 252  
Subject: Motor Vehicles; Transportation  
Type: Original  
Date: February 9, 2007

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Bill Summary: This proposal exempts motorcyclists age 21 and older from wearing a helmet when operating a motorcycle or motortricycle.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
<b>FUND AFFECTED</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>
<b>Total Estimated Net Effect on General Revenue Fund</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</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.  
This fiscal note contains 5 pages.

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</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 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>
<b>Total Estimated Net Effect on FTE</b>	<b>0</b>	<b>0</b>	<b>0</b>

Estimated Total Net Effect on All funds expected to exceed \$100,000 savings or (cost).

Estimated Net Effect on General Revenue Fund expected to exceed \$100,000 (cost).

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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## FISCAL ANALYSIS

### ASSUMPTION

Officials at the **Missouri Department of Transportation (MoDOT)** assume the educational materials with revised law information would have to be redesigned and printed, but the cost will be absorbed by MoDOT. MoDOT assumes there is no fiscal impact.

Officials at the **Department of Health and Senior Services (DHSS)** estimate that changing the helmet use law to just motorcycle riders under the age of 21, would increase the number of head-injured patients by 509 per year. It is estimated that up to 5 of these individuals would become clients of the Head Injury Services Program of the DHSS, and that this would add \$33,000 per year in program costs. DHSS assumes the number could increase to 6 for the following year and 8 for the year after based on the experience of previous new enrollment growth in the program. DHSS assumes an increase in program costs for FY 2009 would be \$48,525 and \$66,641 in Fiscal Year 2010.

**Oversight** assumes neither this proposal nor statutes nor state regulations would require DHSS to include these individuals in its Head Injury Program.

Officials at the **Department of Social Services (DOS)** assume there will be 7 additional uninsured head-injury cases each year if the helmet law is repealed for people age 21 and over. In 2003, the average initial cost was \$11,616 per person higher for an injured un-helmeted rider than for a helmeted rider in 2003. This initial cost was inflated by 5.8% annually from 2003 to arrive at an estimate for 2008 through 2010. Therefore, the initial cost is estimated to be \$15,399 in FY08. The cost per person for on-going medical costs for one year is \$14,988. The total cost to treat one un-helmeted rider is \$27,889.

DOS estimated the cost for the 7 riders in the first year to be \$195,223. Assuming all 7 FY08 injured people survive, the estimated cost for FY09 for these people will be a full year of on-going medical cost but will not include the initial hospitalization costs. In addition, there will be the initial hospitalization cost and on-going medical costs for 7 new people estimated to be injured in FY 09. Costs are inflated by 5.8% annually. Total costs for FY 2009 is \$336,047. And in Fiscal Year 2010 the total costs would be \$472,977.

**Oversight** assumes some people over 21 could choose not to wear a helmet as a result of this proposal. Accordingly, there may be an increase in injuries or the severity of injuries to motorcyclists not wearing a helmet which may indirectly result in increased costs to the state. Oversight assumes no direct fiscal impact to the state from this proposal.

Officials at the **Department of Public Safety, Department of Mental Health, Office of State Courts Administrator, Department of Insurance, Financial Institutions and Professional Registration, Missouri Highway Patrol, Office of Prosecution Services** and the **Department of Revenue** each assume no fiscal impact to their departments from this proposal.

<u>FISCAL IMPACT - State Government</u>	FY 2008 (10 Mo.)	FY 2009	FY 2010
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2008 (10 Mo.)	FY 2009	FY 2010
	<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.

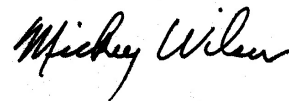
FISCAL DESCRIPTION

The proposed legislation appears to have no fiscal impact.

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

Office of State Courts Administrator  
Missouri Department of Transportation  
Department of Insurance, Financial Institutions and Professional Registration  
Department of Mental Health  
Department of Health and Senior Services  
Department of Revenue  
Department of Social Services  
Department of Public Safety  
Office of Prosecution Services  
Missouri Highway Patrol



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