

**FISCAL NOTE  
PRIVATE COST**

- I. Department Title:** 7 – Department of Transportation  
**Division Title:** 60 – Traffic and Highway Safety Division  
**Chapter Title:** 2 – Breath Alcohol Ignition Interlock Device Certification and Operational Requirements

<b>Rule Number and Title:</b>	7 CSR 60-2.040 – Responsibilities of Authorized Service Providers
<b>Type of Rulemaking:</b>	Proposed Amendment

**II. SUMMARY OF FISCAL IMPACT**

Estimate of the number of entities by class which would likely be affected by the adoption of the rule:	Classification by types of the business entities which would likely be affected:	Estimate in the aggregate as to the cost of compliance with the rule by the affected entities:
2	Ignition Interlock Manufacturers	Unknown fiscal impact
2	Ignition Interlock Distributors	Unknown fiscal impact
75	Ignition Interlock Installers	Unknown fiscal impact

**III. WORKSHEET**

There are currently four breath alcohol ignition interlock manufacturers with six devices that are on the list of approved devices. All of the ignition interlock devices are similar in that they provide a physical barrier to prevent the operation of a motor vehicle by drivers who have a breath alcohol concentration above a specified percent. A breath sample must be provided each time the driver attempts to start their vehicle and at variable times during operation of the vehicle. Each of the manufacturers differ a little in their business models in terms of providing service to their clients (DWI offenders) and how the information is transmitted from their local installation sites and service centers. In addition, features such as photo identification vary in terms of what is captured in the photo and the quality.

Mobile service is allowed in the state but needs to be defined in terms of what is allowable to ensure integrity in the program and public safety. The proposed amendment will define mobile service and what will be allowed in the state.

The fiscal impact to ignition interlock manufacturers and installers is unknown. It is impossible to predict if they will be able to meet the requirements and the number of new

installations that this rule will impact. It is also difficult to determine the number of devices that will need to be switched to another device after the rule goes into effect. The manufacturers that provide mobile service may have sufficient fixed locations within Missouri to comply with the 100 air-mile radius for the mobile installation sites.

It is also difficult to know what changes will need to be made to change the business model and account for the new requirements for mobile services. This may only impact one ignition interlock manufacturer and it is uncertain if the radius defined in the proposed amendment will impact their ignition interlock program.

**Total Estimated Costs for FY'17 and Subsequent Years**      Unknown Fiscal Impact

#### IV. ASSUMPTIONS

1. Research used to support information about the ignition interlock detection methods and program requirements: *Best Practices for Alcohol Interlock Programs*, Traffic Injury Research Foundation, April 2001; and *Evaluation of State Ignition Interlock Programs: Interlock Use Analyses From 28 States, 2006-2011*, National Highway Traffic Safety Administration, May 2015.
2. Any other costs not identified in this fiscal note are unforeseeable.