

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 1961-02  
Bill No.: HCS for SB 371  
Subject: Licenses - Motor Vehicle; Department of Revenue; Transportation  
Type: Original  
Date: April 26, 2019

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Bill Summary: This proposal modifies provisions relating to transportation.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
<b>FUND AFFECTED</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>
General Revenue	(\$281,750) or Could Exceed (\$815,837)	(\$1,968) or Could Exceed (\$343,863)	(\$1,968) or Could Exceed (\$345,904)
<b>Total Estimated Net Effect on General Revenue</b>	<b>(\$281,750) or Could Exceed (\$815,837)</b>	<b>(\$1,968) or Could Exceed (\$343,863)</b>	<b>(\$1,968) or Could Exceed (\$345,904)</b>

Numbers within parentheses: ( ) indicate costs or losses.

This fiscal note contains 40 pages.

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>
Blind Pension (0621)	\$0 to (Unknown)	\$0 to (Unknown)	\$0 to (Unknown)
Emergency Bridge Repair and Replacement Fund*	\$0	\$0	\$0
Highway Fund (0644)	From (\$361,977) or Up to (\$549,477)	From (\$40,534) or Up to \$190,466	From (\$40,534) or Up to \$190,466
Other State Sales Tax Funds	\$0 to (Unknown)	\$0 to (Unknown)	\$0 to (Unknown)
<b>Total Estimated Net Effect on <u>Other</u> State Funds</b>	<b>Could Exceed (\$361,977) to (\$554,477)</b>	<b>\$190,466 or Could Exceed (\$40,534)</b>	<b>\$190,466 or Could Exceed (\$40,534)</b>

\* Transfers and costs net to zero.

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>
Federal Highway Funds	\$0	\$0 or (Up to \$26,000,000)	\$0 or (Up to \$52,000,000)
Federal Motor Carrier Safety Assistance Program Fund	\$0	\$0 or (Up to \$200,000)	\$0 or (Up to \$500,000)
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0 or (Up to \$26,200,000)</b>	<b>\$0 or (Up to \$52,500,000)</b>

<b>ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)</b>			
<b>FUND AFFECTED</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>
General Revenue	0 or 8 FTE	0 or 3 FTE	0 or 3 FTE
<b>Total Estimated Net Effect on FTE</b>	<b>0 or 8 FTE</b>	<b>0 or 3 FTE</b>	<b>0 or 3 FTE</b>

Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$100,000 in any of the three fiscal years after implementation of the act.

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>
<b>Local Government</b>	<b>(\$11,259) Up to \$52,908</b>	<b>(\$13,510) Up to \$63,490</b>	<b>(\$13,510) Up to \$63,490</b>

## FISCAL ANALYSIS

### ASSUMPTION

#### §68.040 - Taxation on Port Authorities

**Oversight** notes this section is similar to HB 1061 from 2019.

In response to HB 1061 (2019), officials at the **Office of Administration Division of Budget and Planning (B&P)** assumed this proposal may reduce Total State Revenue and the may impact the calculation under Article X, Section 18(e).

Section 68.040.5 would exempt sales and leases of property by a port authority from all local and state sales or property taxes. B&P notes that sales from a port authority to a private entity are currently subject to sales tax. Therefore, B&P estimates that this proposal would exempt sales, such as those of vehicles, from taxation.

This may reduce revenues for the State Road Fund, State Road Bond Fund, State Transportation Fund, School District Trust Fund, Conservation Commission, as well as Parks, Soil, and Water (DNR). This proposal would also reduce local sales tax collections and funds deposited into the Fuel Local Deposit (FLOYD) Fund.

B&P further notes that this proposal would only exempt the sales or lease of such property and not future property tax collections if such a sale were to a private entity. Therefore, B&P estimates that this proposal will not impact the Blind Pension Trust Fund or local property tax collections.

In response to HB 1061 (2019), officials at the **State Tax Commission** assumed this would result in a nominal fiscal impact as port authorities have a tax exemption currently in law, and this proposal extends that exemption to leases.

In response to HB 1061 (2019), officials from the **Department of Revenue, Department of Social Services** and **Missouri Department of Transportation** each assumed the proposal would have no fiscal impact on their respective organizations.

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

ASSUMPTION (continued)

**Oversight** notes there are 15 port authorities in the State. They are:

Howard-Cooper County Regional Port Authority  
Jefferson County Port Authority  
Kansas City Port Authority  
Lewis County-Canton Port Authority  
Marion County Port Authority  
Mid-America Port Authority  
Mississippi County Port Authority  
New Bourbon Regional Port Authority  
New Madrid County Port Authority  
Pemiscot County Port Authority  
Pike - Lincoln County Port Authority  
Southeast Missouri Regional Port Authority  
St. Joseph Regional Port Authority  
St. Louis City Port Authority  
St. Louis County Port Authority

**Oversight** notes that Port Authorities are exempt from state and local assessment taxes. This proposal would extend that tax exemption to all sales and leases of real and personal property by the Port Authority. Oversight will show the impact as \$0 to Unknown to General Revenue, the Other State Sales Tax Funds (Conservation, School, and Park & Soil) and to Local Political Subdivisions on the fiscal note.

**Oversight** received notice that the New Madrid County Port Authority, Southeast Missouri Regional Port Authority, Howard-Cooper County Regional Port Authority and the Mid-America Port Authority do not currently issue Chapter 68 bonds. The KC Port Authority confirmed they use Chapter 68 bonds to develop property and buildings and then lease those buildings to private companies. Oversight notes that should those properties be currently taxable and then the Port Authority buys them, they become not taxable. If this proposal would exempt those companies that lease the building from paying taxes, then this would be a loss to the state and local governments of taxes due.

**Oversight** notes it is unsure if this bill will have any impact since, for-profit lessees of property from political subdivisions do not qualify for property tax exemption under Article X, § 6.1, and a statute granting such an exemption was struck down as unconstitutional. *St. Charles County v. Curators of University of Missouri*, 25 S.W.3d 159 (Mo. banc 2000).

ASSUMPTION (continued)

**Oversight** notes this proposal could also impact the Blind Pension Fund (0621). This fund receives money from the annual tax levy of \$0.03 of each \$100 valuation of assessed property. Oversight will show the loss of funding as \$0 to (Unknown).

§144.070 & §301.032 - Provisions for Motor Vehicle Rental or Leasing Companies

**Oversight** notes these sections are similar to HCS No. 2 for HB 626 from 2019.

In response to HCS No. 2 for HB 626 (2019), officials at the **Department of Revenue (DOR)** assumed the following regarding this proposal:

To implement the proposed legislation, the Department will be required to:

- Update or create procedures, correspondence, and the Department website;
- Update the Application for Permit to Operate as a Motor Vehicle/Marine Craft Leasing Company (DOR-901);
- Complete programming and user acceptance testing;
- Create or amend administrative rules; and
- Train staff.

FY 2020 - Motor Vehicle Bureau

Management Analysis Spec I	440 hrs. @ \$18.42 per hr.	= \$ 8,105
Administrative Analyst III	10 hrs. @ \$19.80 per hr.	= \$ 198
Administrative Office Support Asst.	15 hrs. @ \$13.78 per hr.	= \$ 207
Revenue Manager	80 hrs. @ \$20.59 per hr.	= \$ 1,647
Total		= \$10,157

FY 2020 - Personnel Services Bureau

Administrative Analyst III	10 hrs. @ \$19.80 per hr.	= \$ 198
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**Total Costs** = **\$10,355**

**Oversight** assumes DOR may hire additional staff due to the amount of hours required to implement this proposal. However, DOR also may handle this internal work without seeking additional appropriation authority. **Oversight** has summed the various personal service costs from the numerous sections in this bill on page 33.

**DOR** noted OA-ITSD services will be required at a cost of \$85,050 (1,134 hours x \$75 per hour) in FY 2020.

ASSUMPTION (continued)

Administrative Impact (continued)

Revenue Impact §301.032

**DOR** noted this legislation will allow licensed lease rental companies that have 3,500 or more vehicles registered in their fleet to be issued fleet license plates that can be transferred around within their fleet without having to transfer the registration through the Department of Revenue. The average passenger vehicle fee in FY 2018 was \$24. This legislation increases the cost of each plate to \$36 for lease rental companies that utilize this option, but the Department will not collect \$2 transfer fees since the qualifying lease rental companies will no longer be required to transfer their registration through the normal process, but rather will be able to transfer their registration within their fleet without doing so through the Department. It is unknown how many companies will utilize this option. Currently, there are 0 companies that registered their vehicles as a fleet that have 3,500 or more vehicles registered in their fleet. Larger companies this legislation is designed for do not currently register their vehicles as a lease rental, and since the name these entities use for titling purposes can vary, the Department is unable to obtain the number of vehicles that are titled in these larger companies names (Enterprise, Avis, Budget, etc).

For the purposes of this fiscal note, the Department is assuming there will be 4 companies that will utilize the provisions in this legislation. Assuming all 4 companies purchase 3,500 license plates, since the per plate cost (\$36) minus the \$2 transfer fee is \$10 more than the average passenger registration cost (\$24), there will be an estimated increase in registration fees that go to Highways, Cities, and Counties plates issued in the amount of **\$140,000** ( $3,500 \times 4 \times \$10$ ). This amount could significantly increase if the amount of plates purchased by lease rental companies is significantly higher than the assumptions used for this fiscal note.

ASSUMPTION (continued)

Revenue Impact (continued) §144.070.5

Some of these companies that register their vehicles as a lease rental prescribed in this legislation will have trucks in their fleet. The average cost for noncommercial truck registration is \$46. This will result in a decrease of \$12 per plate for trucks. A vast majority of vehicles in lease rental companies that will qualify for the provisions of this legislation are passenger vehicles, and so this decrease will be minimal.

**DOR** noted there was 673 lease rental companies in FY 2018. With the \$250 licensure fee this legislation creates, there would be an increase in the amount of **\$168,250** that would get distributed to highways, cities, and counties.

**Total Increase in Amount to Distribute \$308,250 (\$140,000 + \$168,250)**

	<b>FY 2020 (10 months)</b>	<b>FY 2021</b>	<b>FY 2022</b>
Highways	\$192,656	\$231,187	\$231,187
Cities	\$38,531	\$46,238	\$46,238
Counties	\$25,688	\$30,825	\$30,825
<b>Total</b>	<b>\$256,875</b>	<b>\$308,250</b>	<b>\$308,250</b>

Source: DOR

**Oversight** does not have any information to the contrary in regards to DOR’s assumptions for annual registration fees. Oversight will reflect the increase in revenue due to the annual \$250 registration fee required to rent and/or lease vehicles (Up to \$168,250).

**Oversight** will range the fiscal impact of the increase of fees for license plates from \$24 (average cost of license plate registration for passenger vehicles) to \$46 (average cost of license plate registration for trucks) rather than the \$36 indicated by DOR:

Proposal:  $\$360$  (first 10 plates) +  $3,490$  (plates remaining if all 3,500 plates are purchased) x  $\$36$  (proposed fee) =  $\$126,000$

Current (passenger vehicles):  $3,500$  plates x  $\$24$  (average passenger registration fee) =  $\$84,000$

Current (trucks):  $3,500$  x  $\$46$  (average truck registration fee) =  $\$161,000$



ASSUMPTION (continued)

Passenger vehicles difference: \$126,000 - \$84,000 = \$42,000 x 4 companies (DOR assumption) = \$168,000 - \$28,000 (loss of \$2 transfer fee for license plates, 3,500 x 4 x \$2) = \$140,000

Trucks difference: \$126,000 - \$161,000 = (\$35,000) x 4 companies (DOR assumption) = (\$140,000) - \$28,000 (loss of \$2 transfer fee for license plates, 3,500 x 4 x \$2) = (\$168,000)

§144.070 673 lease/rental companies x \$250 registration fee = Up to **\$168,250**

	<b>FY 2020 (10 months)</b>	<b>FY 2021</b>	<b>FY 2022</b>
Highways	Up to \$105,156	Up to \$126,187	Up to \$126,187
Cities	Up to \$21,031	Up to \$25,238	Up to \$25,238
Counties	Up to \$14,022	Up to \$16,825	Up to \$16,825
<b>Total</b>	<b>Up to \$140,209</b>	<b>Up to \$168,250</b>	<b>Up to \$168,250</b>

Source: Oversight

§301.032 Loss of truck registration fees (all trucks) **(\$168,000)** to increase in passenger vehicle fees (all cars) **\$140,000**

	<b>FY 2020 (10 months)</b>	<b>FY 2021</b>	<b>FY 2022</b>
Highways	(\$105,000) to \$87,500	(\$126,000) to \$105,000	(\$126,000) to \$105,000
Cities	(\$21,000) to \$17,500	(\$25,200) to \$21,000	(\$25,200) to \$21,000
Counties	(\$14,000) to \$11,667	(\$16,800) to \$14,000	(\$16,800) to \$14,000
<b>Total</b>	<b>(\$142,800) to \$116,667</b>	<b>(\$168,000) to \$140,000</b>	<b>(\$168,000) to \$140,000</b>

Source: Oversight

**Oversight** notes the \$3.50 agent fee in Section 301.032.7 is already being collected; therefore, there is no fiscal impact from this provision.

In response to HCS No. 2 for HB 626 (2019), officials from the **Office of the State Courts Administrator (OSCA)** assumed the proposal would have no fiscal impact on their organization.

ASSUMPTION (continued)

**Oversight** notes that OSCA has stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for OSCA.

§226.228 - Emergency Bridge Repair and Replacement Fund

**Oversight** notes this section is similar to HB 1097 from 2019.

In response to HB 1097 (2019), officials from the **Department of Transportation (MoDOT)** assumed this proposal would potentially, subject to appropriation by the General Assembly, have a positive fiscal impact on MoDOT. This proposal creates the Emergency Bridge Repair and Replacement Fund and states the appropriation will be from General Revenue.

The fund shall only be used for accelerated replacements of, or to make immediate repairs to, bridges constructed or maintained at the cost of the state that are located on state or interstate highways and are in critical disrepair. The impact is unknown at this time.

In response to HB 1097 (2019), officials from the **Office of Administration - Budget and Planning** assumed this proposal would impact General Revenue (GR) expenditures to the extent the General Assembly appropriates existing GR monies to the fund.

In response to HB 1097 (2019), officials from the **Office of the State Treasurer and Department of Revenue** each assumed the proposal would have no fiscal impact on their respective organizations.

**Oversight** will reflect the fiscal impact as \$0 (no General Revenue monies appropriated to the new fund) or an "Unknown - could exceed \$100,000" (unknown amount of General Revenue monies appropriated) to the Missouri Emergency Bridge Repair and Replacement Fund. Additionally, Oversight will assume that monies appropriated into the new fund will be spent in the same year.

§§300.155 & 304.281 - Turning Right on Red Traffic Light

**Oversight** notes these sections are similar to HB 402 from 2019.

In response to HB 402 (2019), officials from the **Department of Transportation (MoDOT)** assumed the fiscal impact of this proposal is a cost of \$20,700, based on \$450 per sign, two signs per intersection at 23 diverging diamond interchanges.

ASSUMPTION (continued)

**Oversight** does not have any information to the contrary in regards to MoDOT's assumptions; therefore, Oversight will reflect MoDOT's costs on the fiscal note.

In response to HB 402 (2019), officials from the **Department of Public Safety - Missouri Highway Patrol, Department of Revenue, Office of the State Courts Administrator, Office of the State Public Defender, Office of Prosecution Services**, the **City of Kansas City** and **Moniteau County** each assumed the proposal would have no fiscal impact on their respective organizations.

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

**Oversight** also notes that local governments are allowed to forbid left turns with reference to intersections which are under local government control. Oversight does not know how many intersections might be impacted (if any); however, local governments would be responsible for signage. Therefore, Oversight will reflect a potential cost to political subdivisions for additional signage.

§§301.010 & 301.067 - Recreational Trailers

**Oversight** notes these sections are the original version of SB 371 from 2019.

Officials from the **Department of Transportation** and **Department of Public Safety - Missouri Highway Patrol** each assume the proposal will have no fiscal impact on their respective organizations.

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

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

Administrative Impact

To implement the proposed changes, the Department will be required to:

ASSUMPTION (continued)

Administrative Impact (continued)

- Update procedures and the Department website;
- Update correspondence letters; and
- Complete programming and user acceptance testing for identified systems.

FY 2020 - Motor Vehicle Bureau

Management Analysis Spec I	240 hrs. @ \$18.42 per hr.	= \$4,421
Total		= \$4,421

FY 2020 - Personnel Services Bureau

Management Analysis Spec I	40 hrs. @ \$18.42 per hr.	= \$737
Administrative Analyst III	10 hrs. @ \$19.80 per hr.	= \$198
Total		= \$935

**Total Costs** = **\$5,356**

**Oversight** assumes DOR may hire additional staff due to the amount of hours required to implement this proposal. However, DOR also may handle this internal work without seeking additional appropriation authority. **Oversight** has summed the various personal service costs from the numerous sections in this bill on page 33.

**DOR** noted OA-ITSD services will be required at a cost of **\$15,471** (206.28 hours x \$75 per hour) in FY 2020.

It is assumed that "recreational trailer" one and three year registrations will still expire annually (December 31st) as prescribed for all trailers in §301.030. Currently, §301.030 allows all trailers to have an extension on fees payable until the last day of February.

ASSUMPTION (continued)

It is assumed this proposal extends (defers) this for recreational trailers until the last day of May.

**Oversight** notes the current due date for trailer registrations is in December. This proposal changes the due date (instead of December 2019) to May, 2020. Oversight notes December, 2019 and May, 2020 are both in the same fiscal year; therefore, Oversight assumes there will not be a revenue impact from this change in FY 2020 or any year going forward.

§301.451 - Purple Heart License Plates

**Oversight** notes this section is similar to HB 713 from 2019.

According to a report provided by the Department of Revenue, **Oversight** notes there are currently 196 different types of specialty license plate designs available in Missouri. From these 196 specialty license plates, there were 57,790 registrations as of January 31, 2019:

0 Registrations	Less than 100 Registrations	Less than 1,000 Registrations	More than 1,000 Registrations
42	87	52	15

Source: Department of Revenue

For most designs, there is a \$15 initial fee to apply for each specialty license plate and a \$15 annual renewal fee. However, the following designs do not have the \$15 fee; Congressional Medal of Honor (RSMo 301.145), Disabled Veteran (RSMo 301.071), Former Prisoner of War (RSMo 301.443), Purple Heart (RSMo 301.451), Retired Military Air Force (RSMo 301.441), Retired Military Army (RSMo 301.441), Retired Military Coast Guard (RSMo 301.441), Retired Military Marine (RSMo 301.441), Retired Military Marine Corps League (RSMo 301.441), Retired Military Merchant Marine (RSMo 301.441), Retired Military National Guard (RSMo 301.441), Retired Military Navy (RSMo 301.441), and We Shall Not Forget (RSMo 301.3142).

In response to HB 713 (2019), officials at the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

To implement the proposed legislation, the Department will be required to:

- Update procedures, specialty license plate charts, rejection verbiage, correspondence letters, and the Department website;



ASSUMPTION (continued)

Revenue Impact

Currently, Purple Heart recipients can obtain Purple Heart license plates without having to pay the personalization fee, but regular registration fees still apply. This legislation will allow Purple Heart recipients to receive their first set of license plates completely free of charge. Qualified applicants can apply for a second and subsequent set of license plates without having to pay the personalization fee, but regular registration fees still apply.

The Department collected \$60,294 in registration fees in FY 2018 for Purple Heart license plates. The Department does not have a way to determine the number of Purple Heart license plates that were a second or subsequent set of plates; therefore, the Department estimates that this legislation will result in a loss of \$60,294 in registration fees. Registration fees are distributed 75/15/10 to Highways, Cities and Counties.

	<b>FY 2020 (10 Mos.)</b>	<b>FY 2021</b>	<b>FY 2022</b>
Highways	(\$37,683)	(\$45,221)	(\$45,221)
Cities	(\$7,537)	(\$9,044)	(\$9,044)
Counties	(\$5,025)	(\$6,029)	(\$6,029)
Total	(\$50,245)	(\$60,924)	(\$60,924)

Source: Department of Revenue

This legislation allows the Purple Heart license plates to be transferred to a spouse in the event of the qualified person's death until the spouse's remarriage or death. It is unknown how many Purple Heart license plate holders will have their Purple Heart license plates transferred to a spouse upon their death, but it is anticipated that the additional loss in registration fees based on this provision will be minimal.

ASSUMPTION (continued)

Revenue Impact (continued)

**Oversight** assumes there will be a loss of registration fees due to the Purple Heart special license plates being free for the first set. It is unknown if any of the fees collected in FY 2018 were for a second set of special license plates; therefore, Oversight will reflect a loss to the Highway Fund, Cities and Counties as "Up to \$60,294" as indicated by DOR.

**Oversight** notes, according to DOR's Specialty Plate Chart as of February 6, 2019, there were 2,157 total Purple Heart plates issued. Using DOR's estimate of \$60,924 of registration fees per year, would compute to approximately \$28 per vehicle in forgone registration fees.

§301.560 - Dealer License Plates

**Oversight** notes this section is similar to HB 926 from 2019.

In response to HB 926 (2019), officials from the **Department of Revenue (DOR)** and **Department of Public Safety - Missouri Highway Patrol** each assumed the proposal would have no fiscal impact on their respective organizations.

In response to HB 926 (2019), officials from the **Department of Transportation** deferred to DOR for the fiscal impact of this proposal.

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

§§301.3066 and 301.3067 - Specialty License Plates

**Oversight** notes these sections are similar to SCS for HB 926 from 2019.

In response to SCS for HB 926 (2019), officials at the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

To implement the proposed legislation, the Department will be required to:

- Update procedures and the Department website;
- Update the Application for Missouri Personalized and Specialty License Plates (DOR-1716);



ASSUMPTION (continued)

Administrative Impact (continued)

- Communicate with the Association of Missouri Electric Cooperatives for the development of the license plate; and
- Complete programming and user acceptance testing for identified systems.

FY 2020 - Motor Vehicle Bureau

Management Analysis Spec I	320 hrs. @ \$18.42 per hr.	= \$5,894
Administrative Analyst II	160 hrs. @ \$17.13 per hr.	= \$2,741
Total		= \$8,635

FY 2020 - Personnel Services Bureau

Administrative Analyst III	20 hrs. @ \$19.80 per hr.	= \$ 396
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**Total Costs** = **\$9,031**

**Oversight** assumes DOR may hire additional staff due to the amount of hours required to implement this proposal. However, DOR also may handle this internal work without seeking additional appropriation authority. **Oversight** has summed the various personal service costs from the numerous sections in this bill on page 33.

**DOR** noted the following:

Set-up cost:

The Department is charged \$5,215 for the initial set-up, design, and programming for a new specialty plate for passenger, truck, RV, disabled and motorcycle plates. This is a one-time fee that will be charged upon passage of this bill, in FY 2020

Plate manufacturing cost:

The Department pays \$3.75 per plate for manufacturing flat plates through Missouri Vocational Enterprises (MVE).

It is unknown how many applicants would apply for these license plates. The Department is assuming 400 applicants (200 for each plate) per year at a cost to the Department of \$1,250 (10 months) in FY 2020 and \$1,500 in FY 2021 and FY 2022.

Mailings:

It currently costs the Department, on average, \$5.55 to ship a box of 10 sets of plates to contract offices once they have completed the manufacturing process through MVE.

ASSUMPTION (continued)

Administrative Impact (continued)

The mailing cost will be \$185 (10 months) in FY 2020 and \$222 in FY 2021 and FY 2022.

Note: \$5.55 is an average cost, as the cost may decrease or increase based on the weight of the package, the area to which it is being sent, and how many boxes are being sent at one time.

The Department would incur an additional postage cost for mailing notifications to those applicants notifying them their plates are ready for pickup at the respective license office.

Assuming 400 applications per year (200 for each new plate) at a cost of \$205 (10 months) in FY 2020 and \$246 in FY 2021 and FY 2022 for letters (\$0.025), envelopes (\$0.040), and postage (\$0.55).

**Oversight** assumes DOR will incur costs related to this proposal; therefore, Oversight will reflect the plate set-up, plate manufacturing and mailing costs on the fiscal note ( $\$5,215 + \$1,250 + \$185 + \$205 = \$6,855$  in FY 2020) and ( $\$1,500 + \$222 + \$246 = \$1,968$  in FY 2021 and FY 2022).

**DOR** noted OA-ITSD services will be required at a cost of \$10,611 (141.48 hours x \$75 per hour) in FY 2020.

Revenue Impact

**DOR** noted this proposal will result in an increase in the \$15 specialty plate reservation fees collected. It is unknown how many applicants will elect to obtain an Association of Missouri Electric Cooperatives specialty plate, but the increase should be minimal.

ASSUMPTION (continued)

Revenue Impact (continued)

\$15 specialty plate reservation fees are split 75-15-10 to Highways, Cities, and Counties.

**Oversight** assumes, based on DOR's assumptions for costs associated with the specialty plates, 400 applicants (200 for each plate) may choose to receive this specialty plate, resulting in \$6,000 (200 applicants x 2 plates x \$15) per year in revenue.

	<b>FY 2020 (10 Mos.)</b>	<b>FY 2021</b>	<b>FY 2022</b>
Highway Fund	\$3,750	\$4,500	\$4,500
Cities	\$750	\$900	\$900
Counties	\$500	\$600	\$600

Source: Oversight

In response to SCS for HB 926 (219), officials from the **Department of Transportation (MoDOT)** and **Department of Public Safety - Missouri Highway Patrol** each assumed the proposal would have no fiscal impact on their respective organizations.

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

§301.3139 - Specialty License Plates for Boy Scouts of America

**Oversight** notes this section is similar to HCS for HB 1211 from 2019.

In response to HCS for HB 1211 (2019), officials from the **Department of Revenue (DOR)** assumed this proposal currently has no impact to the Department. The Department is not currently accepting applications or producing the Boy Scouts of America license plate. §301.3139 for the Boy Scouts of America license plate was authorized in 2004. The Boy Scouts of America have not provided a design or any communication with the Department since 2004 to implement and begin producing the license plates.

DOR assumed no impact from this proposal.

ASSUMPTION (continued)

In response to HCS for HB 1211 (2019), officials from the **Department of Transportation** deferred to DOR for the fiscal impact of this proposal.

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

**Oversight** notes the HCS reinstates the \$15 fee for the special license plate but does not require the Boy Scouts of America to submit to DOR a list of applicants who plan to purchase the specialty plate. **DOR** states that any start-up fees have already been collected, if applicable, since the plate was already authorized.

§301.3148 - Specialty License Plates for Missouri DeMolay

**Oversight** notes this section is similar to HB 638 from 2019.

In response to HB 638 (2019), officials from the **Department of Revenue (DOR)** assumed the proposal would have no fiscal impact on their organization.

In response to HB 638 (2019), officials from the **Department of Transportation (MoDOT)** deferred to DOR for the fiscal impact of this proposal.

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

§302.205 - Medical Alert Information on Drivers' Licenses

**Oversight** notes this section is similar to the perfected version of HCS for HB 207 from 2019.

In response to the perfected version of HCS for HB 207 (2019), officials at the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

The proposed legislation would require the Department to work with our licensee issuance vendor to modify the card design for driver license and nondriver identification card printing to include a medical notation for specific medical conditions, illnesses, and disorders. The current card format does not have the available space to allow for a string of information as it appears to be required by the proposed language.

ASSUMPTION (continued)

Administrative Impact (continued)

The current area for placement of the organ donation consent form on the reverse of the license, as required under §302.171.2, would have to be reduced to meet the new requirement. DOR would need to:

- Work with the driver license issuance vendor to modify driver license and nondriver license card design to allow for placement of the proposed data string detailing the requested medical notation;
- Complete business requirements and design documents to modify the Missouri Electronic Driver License (MEDL) issuance system, the Central Driver Information System (CDIS), and the Missouri Driver License System (MODL) in relation to the medical alert notation;
- Complete programming and user acceptance testing of the Missouri Electronic Driver License (MEDL) issuance system and supporting applications;
- Submit a change request to the current license vendor to modify the fillable donor information section on the back of the driver license and nondriver identification card and request a placeholder for a medical information notations;
- Complete testing with factory print facility for data changes and card design changes for the new medical alert notation;
- Update forms, manuals, correspondence letters, and the Department website;
- Create a new application form for applicants to request a medical notation, including the waiver and space for the physician's sworn statement;
- Update the mail-in application forms for military renewal application;
- Update the on-line and printed versions of the Missouri Driver Guide, Missouri Motorcycle Guide and Commercial Driver License Manual;
- Update policies, procedures, and the Uniform License Issuance Manual (ULIM); and
- Train staff.

FY 2020 - Driver License Bureau

Administrative Analyst II	1,192 hrs. @ \$17.13 per hr.	= \$20,419
Management Analysis Spec II	2,032 hrs. @ \$20.57 per hr.	= \$41,798
Revenue Manager	240 hrs. @ \$20.59 per hr.	= \$ 4,942
Total		= \$67,159

FY 2020 - Personnel Services Bureau

Administrative Analyst III	120 hrs. @ \$19.80 per hr.	= \$2,376
Management Analysis Spec I	120 hrs. @ \$18.42 per hr.	= \$2,210
Total		= \$4,586

ASSUMPTION (continued)

Administrative Impact (continued)

FY 2021 - Driver License Bureau

Administrative Analyst II	40 hrs. @ \$17.13 per hr.	= \$ 685
Management Analysis Spec II	40 hrs. @ \$20.57 per hr.	= \$ 823
Revenue Manager	20 hrs. @ \$20.59 per hr.	= \$ 412
Total		= \$1,920

**Total Costs** = **\$73,665**

**Oversight** assumes DOR may hire additional staff due to the amount of hours required to implement this proposal. However, DOR also may handle this internal work without seeking additional appropriation authority. **Oversight** has summed the various personal service costs from the numerous sections in this bill on page 33.

**DOR** noted:

License Vendor Cost FY 2020

The Department is scheduled to implement a new driver license issuance system upgrade and new card design as part of the new vendor contract in July 2020. This will be phased in implementation for license office upgrades. If the Department includes the new medical alert notation as a part of the new contact card design, additional fees for card modification will not be incurred. However, some offices would not be capable of issuing the new indicator until they have been transitioned under the new contract.

If the Department is required to modify the current card design and factor processing based on the proposed language in §302.205.1, to ensure all offices may issue the notation on the implementation date defined in Section B of July 30, 2020, the estimated one-time cost for the vendor would be **\$75,000**.

**Oversight** does not have any information to the contrary in regards to DOR's assumptions regarding vendor costs; therefore, Oversight will reflect DOR's vendor costs on the fiscal note.

**DOR** noted OA-ITSD services will be required at a cost of **\$91,125** (1,215 hours x \$75 per hour) in FY 2020 to implement these changes.

ASSUMPTION (continued)

In response to the perfected version of HCS for HB 207 (2019), officials from the **Department of Public Safety - Missouri Highway Patrol (MHP)** assumed §302.205.6 would require Department of Revenue information to be entered into MULES. MULES currently does not contain DOR information; rather, MULES queries DOR information and is only a pass-through. MULES would need to be extensively modified to meet this new requirement. The cost is estimated to be \$500,000 in consulting fees, since the Patrol would need to build new tables, queries, responses, etc.

**Oversight** was unable to verify the MHP's assumption; therefore, Oversight will reflect the fiscal impact as "Up to \$500,000" for the MHP.

In response to the perfected version of HCS for HB 207 (2019), officials from the **Department of Health and Senior Services** assumed the proposal would have no fiscal impact on their organization.

**Oversight** notes that the Department of Health and Senior Services has stated the proposal would not have a direct fiscal impact on their respective organizations. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for the Department of Health and Senior Services.

§§302.720 & 302.723 - Commercial Drivers' Licenses and Hard of Hearing Applicants

**Oversight** notes these sections are similar to HB 241 from 2019.

ASSUMPTION (continued)

In response to HB 241 (2019), officials from the **Department of Transportation** assumed the proposal would have no fiscal impact on their organization.

In response to HB 241 (2019), officials at the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

To implement the proposed legislation, the Department will be required to:

- Work with OA-ITSD to update the Missouri Electronic Driver License system (MEDL) and the Missouri Driver License system (MODL);
- Complete programming and user acceptance testing;
- Update procedures and the Department website;
- Update the Uniform License Issuance Manual (ULIM); and
- Update the Missouri Driver Guide.

FY 2020 - Driver License Bureau

Management Analysis Spec II	160 hrs. @ \$20.57 per hr.	= \$3,291
Administrative Analyst II	80 hrs. @ \$17.13 per hr.	= \$1,370
Revenue Manager	40 hrs. @ \$20.59 per hr.	= \$ 824
Total		= \$5,485

FY 2020 - Personnel Services Bureau

Administrative Analyst III	10 hrs. @ \$19.80 per hr.	= \$ 198
Management Analysis Spec I	10 hrs. @ \$18.42 per hr.	= \$ 184
Total		= \$ 382

**Total Cost** = **\$5,867**

**DOR** noted OA-ITSD services will be required at a cost of **\$10,611** (141.48 hours x \$75 per hour) in FY 2020. In summary, DOR assumes a cost of **\$16,478** (\$5,867 + \$10,611) in FY 2020.

**Oversight** assumes DOR may hire additional staff due to the amount of hours required to implement this proposal. However, DOR also may handle this internal work without seeking additional appropriation authority. **Oversight** has summed the various personal service costs from the numerous sections in this bill on page 33.



ASSUMPTION (continued)

Revenue Impact

**DOR** also noted that guidance from the Federal Motor Carrier Safety Administration in regards to prohibited use of interpreters for the commercial skills testing under 49 CFR 383.133, is that sign language interpreters are prohibited during the skills testing.

Implementation of accommodations that do not comply with federal test standards may result in a withholding of federal-aid highway funds apportioned to the State, as defined in 49 CFR 374.401, as up to 4 percent (\$26 million) following the first year of non-compliance and up to 8 percent (\$52 million) in the second and subsequent years of non-compliance.

Based on DOR's assessment, **Oversight** will range the fiscal impact on federal funds as \$0 (implementation of accommodations is found to be in compliance with federal regulations) to a loss of \$26 million in FY 2021 and a loss of \$52 million in FY 2022 (implementation of accommodations is found to be non-compliant with federal regulations).

In response to HB 241 (2019), officials at the **Department of Public Safety - Missouri Highway Patrol (MHP)** stated that in addition to the loss of federal highway funds mentioned by DOR, the MHP currently receives approximately \$2 million per year in Motor Carrier Safety Assistance Program (MCSAP) Funds.

The MCSAP Grant currently funds the salary and fringe benefits for six full-time employees. If the Patrol would become non-compliant, MCSAP funding could be reduced as follows:

- Up to 10 percent of MCSAP funds for the first full fiscal year of noncompliance, or approximately \$200,000
- Up to 25 percent of MCSAP funds for the second full fiscal year of noncompliance, or approximately \$500,000
- Not more than 50 percent of MCSAP funds for the third and any subsequent full fiscal year of noncompliance, or approximately \$1 million

Based on MHP's assessment, **Oversight** will range the fiscal impact on these federal funds as \$0 (implementation of accommodations is found to be in compliance with federal regulations) to a loss of \$200,000 in FY 2021 and a loss of \$500,000 in FY 2022 (implementation of accommodations is found to be non-compliant with federal regulations).

ASSUMPTION (continued)

§304.153 - Towing Task Force

**Oversight** notes this section is similar to HCS for HB 749 from 2019.

In response to HB 749 (2019), officials from the **Department of Transportation** and **Department of Public Safety - Missouri Highway Patrol** each assumed the proposal would have no fiscal impact on their respective organizations.

In response to HB 749 (2019), officials from the **Missouri Senate** assumed the proposal does not allow for travel compensation; therefore, no fiscal impact is anticipated.

In response to HB 749 (2019), officials from the **Missouri House of Representatives** assumed any expenses for members serving on the task force could be absorbed; therefore, there is no fiscal impact.

In response to HB 749 (2019), officials from the **Department of Revenue (DOR)** assumed there would be an unknown cost associated with the member or member's designee appointed by the director of the department for the Towing Task Force. This impact is expected to be minimal. DOR anticipates these costs can be absorbed; therefore, there is no fiscal impact.

**Oversight** notes that the agencies mentioned above have each stated the proposal would not have a direct fiscal impact on their respective organizations. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

In response to HB 749 (2019), officials from the **Springfield Police Department** and **St. Louis County Department of Justice Services** each assumed the proposal would have no fiscal impact on their respective organizations.

In response to HB 749 (2019), officials from the **Joplin Police Department** assumed there could be a fiscal impact if the Towing Task Force makes a decision that would impact local law enforcement.

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

In response to HB 749 (2019), officials from the **St. Louis County Police Department** assumed the proposal will require three hours of police development.

ASSUMPTION (continued)

The pay for policy development including fringe benefits is \$58.36 per hour for a total of \$175.08.

**Oversight** assumes the St. Louis County Police Department can absorb this cost with existing resources.

**Oversight** only reflects the responses that we have received from state agencies and political subdivisions; however, other law enforcement agencies were requested to respond to this proposed legislation but did not. For a general listing of political subdivisions included in our database, please refer to [www.legislativeoversight.mo.gov](http://www.legislativeoversight.mo.gov).

§§304.580, 304.585 & 304.894- Penalties for Striking Highway Workers and Other Workers in a Construction Zone

**Oversight** notes these sections are similar to HCS No. 2 for HB 499 from 2019.

In response to HCS No. 2 for HB 499 (2019), officials at the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

To implement the proposed legislation, the Department will be required to:

- Complete programming and user acceptance testing to create a new action type in the Missouri Driver License (MODL) system;
- Create new procedures, training manuals, notices, and forms;
- Update the Missouri Driver Guide and the Department website; and
- Train staff.

FY 2020 - Driver License Bureau

Administrative Analyst I	1176 hrs. @ \$14.70 per hr.	= \$17,287
Management Analysis Spec II	1176 hrs. @ \$20.57 per hr.	= \$24,190
Revenue Manager	1008 hrs. @ \$20.59 per hr.	= \$20,755
Total		= \$62,232

ASSUMPTION (continued)

Administrative Impact (continued)

FY 2020 - Personnel Services Bureau

Administrative Analyst III	336 hrs. @ \$19.80 per hr.	= \$6,653
Management Analysis Spec I	336 hrs. @ \$18.42 per hr.	= \$6,189
Total		= \$12,842

**Total Costs** = **\$75,074**

**Oversight** assumes DOR may hire additional staff due to the amount of hours required to implement this proposal. However, DOR also may handle this internal work without seeking additional appropriation authority. **Oversight** has summed the various personal service costs from the numerous sections in this bill on page 33.

**DOR** noted OA-ITSD services will be required at a cost of **\$127,494** (1,699.92 hours x \$75 per hour) in FY 2020.

**DOR** noted below the yearly number of MoDOT highway workers struck in work zones. The number of emergency responders is unknown, but is assumed that the statistics are similar.

ASSUMPTION (continued)

<b>Year</b>	<b>Number</b>
2012	8
2013	4
2014	7
2015	12
2016	10
2017	5
2018	7
<b>Total</b>	<b>53</b>

The average total per year is 8 highway workers.

A Revenue Processing Tech I (RPT I) can process 48 revocations per day, including returned mail and other related documents. The Department assumes it can absorb the additional processing with existing staff. If the number of documents received is higher than anticipated, additional FTE will be requested through the appropriations process.

**Oversight** does not have any information to the contrary in regards to DOR's assumptions; therefore, Oversight will not reflect a fiscal impact to DOR for revocations on the fiscal note.

Revenue Impact

A \$20 reinstatement fee is imposed for reinstatement of any license suspensions. Due to the low number of suspensions anticipated the expected revenue increase will be minimal.

Any fees collected would be distributed 75% Highway Fund, 15% Cities, and 10% Counties.

**Oversight** does not have any information to the contrary in regards to DOR's assumptions; therefore, Oversight will not reflect an increase in fine revenue on the fiscal note.

In response to HCS No. 2 for HB 499 (2019), officials at the **Office of Prosecution Services (OPS)** assumed no measurable impact to their organization.

ASSUMPTION (continued)

The creation of a new crime creates additional responsibilities for county prosecutors which may in turn result in additional costs which are difficult to determine.

**Oversight** does not have any information to the contrary in regards to OPS' assumptions; therefore, Oversight will not reflect a fiscal impact to OPS as they have indicated they can absorb any costs from this proposal.

In response to HCS No. 2 for HB 499 (2019), officials from the **Department of Transportation, Office of the State Courts Administrator, Department of Public Safety - Missouri Highway Patrol** and **Office of the State Public Defender** each assumed the proposal would have no fiscal impact on their respective organizations.

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

In response to HCS No. 2 for HB 499 (2019), officials from the **Joplin Police Department, City of Kansas City, St. Louis County Department of Justice Services, Springfield Police Department, Jackson County Sheriff's Office** and **St. Louis County Police Department** each assumed the proposal would have no fiscal impact on their respective organizations.

**Oversight** notes that the local law enforcement agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these local law enforcement agencies.

**Oversight** only reflects the responses that we have received from state agencies and political subdivisions; however, other law enforcement agencies were requested to respond to this proposed legislation but did not. For a general listing of political subdivisions included in our database, please refer to [www.legislativeoversight.mo.gov](http://www.legislativeoversight.mo.gov).

§307.015 - Mud Flaps

**Oversight** notes this section is similar to HB 1002 from 2019.

In response to HB 1002 (2019), officials from the **Department of Transportation, Department of Public Safety - Missouri Highway Patrol** and **Department of Revenue** each assumed the proposal would have no fiscal impact on their respective organizations.

ASSUMPTION (continued)

**Oversight** notes that the agencies mentioned above have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note for these agencies.

Bill as a Whole

Officials from the **Office of the Secretary of State (SOS)** assume 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 the 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.

**Oversight** assumes the SOS could absorb the costs of printing and distributing regulations related to this proposal. If multiple bills pass which require the printing and distribution of regulations at substantial costs, the SOS could require additional resources.

Officials from the **Joint Committee on Administrative Rules (JCAR)** state that the proposal is not anticipated to cause a fiscal impact to their agency beyond its current appropriation.

**Oversight** assumes JCAR will be able to administer any rules resulting from this proposal with existing resources.

**Oversight** notes there are several sections within this proposal that will require OA-ITSD services. Oversight has summarized the OA-ITSD costs in the table below. For simplicity purposes, Oversight will reflect the OA-ITSD costs to the General Revenue Fund as one line item.

ASSUMPTION (continued)

<b>Bill Number</b>	<b>Estimated OA-ITSD Hours</b>	<b>Estimated OA-ITSD Cost</b>	<b>Page Numbers</b>
HCS No. 2 for HB 626	1,134	\$85,050	p. 6
SB 371	206	\$15,471	p. 12
HB 713	354	\$26,568	p. 14
SCS for HB 926	141	\$10,611	p. 18
HCS for HB 207	1,215	\$91,125	p. 22
HB 241	141	\$10,611	p. 24
HCS No. 2 for HB 499	1,699	\$127,494	p. 28
	<b>4,890</b>	<b>\$366,929</b>	

**Oversight** notes ITSD assumes that every new IT project/system will be bid out because all their resources are at full capacity. For this bill, ITSD assumes they will contract out the programming changes needed to various systems. Independently, ITSD estimated the projects would take 4,890 hours at a contract rate of \$75 per hour for a total cost to the state of \$366,929. Oversight notes that an average salary for a current IT Specialist within ITSD is \$51,618, which totals roughly \$80,000 per year when fringe benefits are added. Assuming that all ITSD resources are at full capacity, Oversight assumes ITSD may (instead of contracting out the programming) hire three additional IT Specialist to perform the work required from this bill. Therefore, Oversight will range the fiscal impact from the cost of contracting out the work (\$366,929) to hiring three additional FTE IT Specialist (roughly \$80,000 per year).

**Oversight** notes approximately 4,890 hours will be required for OA-ITSD services in FY 2019 for this proposal. Oversight assumes this will equate to approximately 2.35 staff (rounded up to 3 staff for simplicity purposes); therefore, Oversight will range the fiscal impact from the cost of contracting out the work (\$366,929) to hiring three additional FTE IT Specialists.



ASSUMPTION (continued)

**Oversight** notes there are several sections within this proposal that will require DOR administrative work. Oversight has summarized the administrative costs for DOR in the table below and calculated how many FTE would be required to implement the provisions in this proposal. For simplicity purposes, Oversight will reflect the FTE costs as one line item.

FY 2020:

<b>Bureau</b>	<b>Position</b>	<b>Number of Hours</b>	<b>FTE</b>	<b>Page Numbers</b>
Motor Vehicle	Management Analysis Spec I	2,472	1	6, 12, 14, 17, 21
Motor Vehicle	Management Analysis Spec II	3,368	2	21, 24, 27
Motor Vehicle	Administrative Analyst III	10		6
Motor Vehicle	Administrative Office Support Assistant	15		6
Motor Vehicle	Revenue Manager	1,440	1	6, 21, 24, 27
Motor Vehicle	Administrative Analyst I	1,176	1	27
Motor Vehicle	Administrative Analyst II	240		17, 24
Personnel Services	Administrative Analyst III	516		6, 12, 14, 17, 21, 24, 27
Personnel Services	Management Analysis Spec I	506		21, 24, 27
		<b>9,743</b>	<b>5</b>	

Source: Oversight

FY 2021:

<b>Bureau</b>	<b>Position</b>	<b>Number of Hours</b>	<b>FTE</b>	<b>Page Numbers</b>
Motor Vehicle	Management Analysis Spec I	40		22
Motor Vehicle	Revenue Manager	20		22
Motor Vehicle	Administrative Analyst II	40		22
		<b>100</b>		

<u>FISCAL IMPACT - State Government</u>	FY 2020 (10 Mo.)	FY 2021	FY 2022
<b>GENERAL REVENUE FUND</b>			
<u>Revenue Reduction</u> - DOR - §68.040 port authorities exempt from sales tax p. 5	\$0 to (Unknown)	\$0 to (Unknown)	\$0 to (Unknown)
<u>Cost</u> - DOR - §§301.3066 & 301.3067 - one-time plate set-up fee p. 17-18	(\$5,215)	\$0	\$0
<u>Cost</u> - DOR - §§301.3066 & 301.3067 - plate manufacturing fee p. 17-18	(\$1,250)	(\$1,500)	(\$1,500)
<u>Cost</u> - DOR - §§301.3066 & 301.3067 - mailings p. 17-18	(\$390)	(\$468)	(\$468)
<u>Cost</u> - DOR - Administrative costs (ranged from using existing staff to hiring five (5) additional FTE for FY 20) proposal p. 32-33	\$0 or ...		
Personal Services	(\$164,408)		
Fringe Benefits	(\$102,645)		
<u>Total Costs</u> - DOR	(\$267,053)	\$0	\$0
FTE Change - DOR	0 or 5 FTE		
<u>Cost</u> - DOR - §302.205 - Vendor cost p. 21	(\$75,000)	\$0	\$0
<u>Cost</u> - DOR - ITSD costs (ranged from contracting out programming (\$366,929) to hiring two (3) additional FTE IT Specialist) p. 32	(\$199,895) to (\$366,929)	\$0 to (\$241,895)	\$0 to (\$243,936)
FTE Change - OA-ITSD	0 or 3 FTE	0 or 3 FTE	0 or 3 FTE

<u>FISCAL IMPACT - State Government</u> (continued)	FY 2020 (10 Mo.)	FY 2021	FY 2022
<u>Transfer Out</u> - §226.228 - Transfer to Emergency Bridge Repair and Replacement Fund p. 10	\$0 or (Unknown - could exceed <u>\$100,000</u> )	\$0 or (Unknown - could exceed <u>\$100,000</u> )	\$0 or (Unknown - could exceed <u>\$100,000</u> )
<b>ESTIMATED NET EFFECT ON THE GENERAL REVENUE FUND</b>	<b>(\$281,750) or Could Exceed <u>(\$815,837)</u></b>	<b>(\$1,968) or Could Exceed <u>(\$343,863)</u></b>	<b>(\$1,968) or Could Exceed <u>(\$343,863)</u></b>
Estimated Net FTE Change to the General Revenue Fund	0 or 8 FTE	0 or 3 FTE	0 or 3 FTE
<b>BLIND PENSION FUND</b>			
<u>Revenue Reduction</u> - DOR - §68.040 port authorities exempt from property tax p. 6	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>
<b>ESTIMATED NET EFFECT ON THE BLIND PENSION FUND</b>	<b>\$0 to <u>(Unknown)</u></b>	<b>\$0 to <u>(Unknown)</u></b>	<b>\$0 to <u>(Unknown)</u></b>
<b>EMERGENCY BRIDGE REPAIR AND REPLACEMENT FUND</b>			
<u>Transfer In</u> - §226.228 - Transfer from General Revenue or from other eligible sources p. 10	\$0 or Unknown - could exceed \$100,000	\$0 or Unknown - could exceed \$100,000	\$0 or Unknown - could exceed \$100,000
<u>Cost</u> - MoDOT - §226.228 - transfer spent to repair and/or replace bridges p. 10	\$0 or (Unknown - could exceed <u>\$100,000</u> )	\$0 or (Unknown - could exceed <u>\$100,000</u> )	\$0 or (Unknown - could exceed <u>\$100,000</u> )
<b>ESTIMATED NET EFFECT ON THE EMERGENCY BRIDGE REPAIR AND REPLACEMENT FUND</b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>

<u>FISCAL IMPACT - State Government</u> (continued)	FY 2020 (10 Mo.)	FY 2021	FY 2022
<b>FEDERAL HIGHWAY FUNDS</b>			
<u>Loss</u> - MoDOT - §§302.720 & 302.723 - Missouri potentially out of compliance with federal regulations p. 25	<u>\$0</u>	\$0 or (Up to <u>\$26,000,000</u> )	\$0 or (Up to <u>\$52,000,000</u> )
<b>ESTIMATED NET EFFECT ON FEDERAL HIGHWAY FUNDS</b>	<b><u>\$0</u></b>	<b><u>\$0 or (Up to \$26,000,000)</u></b>	<b><u>\$0 or (Up to \$52,000,000)</u></b>
<b>FEDERAL MOTOR CARRIER SAFETY ASSISTANCE PROGRAM FUND</b>			
<u>Loss</u> - MHP - §§302.720 & 302.723 - Missouri potentially out of compliance with federal regulations p. 25	<u>\$0</u>	\$0 or (Up to <u>\$200,000</u> )	\$0 or (Up to <u>\$500,000</u> )
<b>ESTIMATED NET EFFECT ON THE FEDERAL MOTOR CARRIER SAFETY ASSISTANCE PROGRAM FUND</b>	<b><u>\$0</u></b>	<b><u>\$0 or (Up to \$200,000)</u></b>	<b><u>\$0 or (Up to \$500,000)</u></b>
<b>HIGHWAY FUND</b>			
<u>Revenue</u> - §144.070 - potential of up to 673 lease rental companies paying \$250 annual fee p. 7-8	Up to \$105,156	Up to \$126,187	Up to \$126,187
<u>Revenue</u> - §301.032 - increased per plate fees for lease rental companies (ranged from \$24 passenger vehicle registration fee to \$46 truck registration fee) p. 6-8	(\$105,000) to \$87,500	(\$126,000) to \$105,000	(\$126,000) to \$105,000
<u>Revenue</u> - §§301.3066 & 301.3067 - specialty plate p. 19	\$3,750	\$4,500	\$4,500

<u>FISCAL IMPACT - State Government</u> (continued)	FY 2020 (10 Mo.)	FY 2021	FY 2022
<u>Cost</u> - MHP - §302.205.6 - consulting fees for changes to MULES p. 23	Up to (\$500,000)	\$0	\$0
<u>Cost</u> - MoDOT - §§300.155 & 304.281 - additional signs p. 10	(\$20,700)	\$0	\$0
<u>Loss</u> - §301.451 - first set of Purple Heart special license plates free p. 15	<u>(Up to \$37,683)</u>	<u>(Up to \$45,221)</u>	<u>(Up to \$45,221)</u>
<b>ESTIMATED NET EFFECT ON THE HIGHWAY FUND</b>	<b>From (\$361,977) or Up to <u>(\$549,477)</u></b>	<b>From (\$40,534) or Up to <u>\$190,466</u></b>	<b>From (\$40,534) or Up to <u>\$190,466</u></b>
<b>OTHER STATE SALES TAX FUNDS</b>			
<u>Revenue Reduction</u> - DOR - §68.040 port authorities exempt from sales tax p. 5	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>	\$0 to <u>(Unknown)</u>
<b>ESTIMATED NET EFFECT ON OTHER STATE SALES TAX FUNDS</b>	<b>\$0 to <u>(Unknown)</u></b>	<b>\$0 to <u>(Unknown)</u></b>	<b>\$0 to <u>(Unknown)</u></b>

<u>FISCAL IMPACT - Local Government</u>	FY 2020 (10 Mo.)	FY 2021	FY 2022
<b>LOCAL POLITICAL SUBDIVISIONS</b>			
<u>Revenue</u> Cities - (15%) §144.070 - potential of up to 673 lease rental companies paying \$250 annual fee p. 7-8	Up to \$21,031	Up to \$25,238	Up to \$25,238
<u>Revenue</u> - Counties - (10%) - §144.070 - potential of up to 673 lease rental companies paying \$250 annual fee p. 7-8	Up to \$14,022	Up to \$16,825	Up to \$16,825
<u>Revenue</u> - Cities (15%) - §301.032 - increased per plate fees for lease rental companies (ranged from \$24 passenger vehicle registration fee to \$46 truck registration fee) p. 6-8	(\$21,000) to \$17,500	(\$25,200) to \$21,000	(\$25,200) to \$21,000
<u>Revenue</u> - Counties (10%) - §301.032 increased per plate fees for lease rental companies (ranged from \$24 passenger vehicle registration fee to \$46 truck registration fee) p. 6-8	(\$14,000) to \$11,667	(\$16,800) to \$14,000	(\$16,800) to \$14,000
<u>Revenue</u> - Cities (15%) - §§301.3066 & 301.3067 - specialty plate fees p. 19	\$750	\$900	\$900
<u>Revenue</u> - Counties (10%) - §§301.3066 & 301.3067 - specialty plate fees p. 19	\$500	\$600	\$600
<u>Revenue Reduction</u> - DOR - §68.040 port authorities exempt from sales & property tax p. 5	\$0 to (Unknown)	\$0 to (Unknown)	\$0 to (Unknown)
<u>Costs</u> - §§300.155 & 304.281 - additional signs p. 11	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)

<u>FISCAL IMPACT - Local Government</u> (continued)	FY 2020 (10 Mo.)	FY 2021	FY 2022
<u>Loss - Cities (15%) - §301.451 - first set of Purple Heart special license plates free p. 15</u>	Up to (\$7,537)	Up to (\$9,044)	Up to (\$9,044)
<u>Loss - Counties (10%) - §301.451 - first set of Purple Heart special license plates free p. 15</u>	<u>Up to (\$5,025)</u>	<u>Up to (\$6,029)</u>	<u>Up to (\$6,029)</u>
<b>ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS</b>	<b>(\$11,259) Up to <u>\$52,908</u></b>	<b>(\$13,510) Up to <u>\$63,490</u></b>	<b>(\$13,510) Up to <u>\$63,490</u></b>

FISCAL IMPACT - Small Business

§§144.070 & 301.032 - Leasing or rental companies will be required to pay an annual fee of \$250 to operate as a leasing or rental company.

§§144.070 & 301.032 - License Offices may lose out on license transfer fees due to this legislation.

FISCAL DESCRIPTION

This proposal modifies provisions relating to transportation.

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 Transportation  
Department of Public Safety - Missouri Highway Patrol  
Department of Revenue  
Department of Social Services  
Office of Administration - Budget and Planning  
New Madrid County Port Authority  
Southeast Missouri Regional Port Authority  
Howard-Cooper County Regional Port Authority  
Mid-America Port Authority  
Kansas City Port Authority  
Office of the Secretary of State  
Joint Committee on Administrative Rules  
Office of the State Courts Administrator  
Office of the State Treasurer  
Office of Prosecution Services  
Office of the State Public Defender  
Missouri House of Representatives  
Missouri Senate  
City of Kansas City  
Moniteau County  
Joplin Police Department  
Springfield Police Department  
St. Louis County Police Department  
St. Louis County Department of Justice Services  
Jackson County Sheriff's Office



Kyle Rieman  
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April 26, 2019

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Assistant Director  
April 26, 2019