

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 0645H.03C
Bill No.: HCS for SCS for SB 348
Subject: Tourism; Holidays and Observances; Roads and Highways
Type: Original
Date: April 23, 2025

Bill Summary: This proposal creates new provisions and modifies existing provisions relating to tourism.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
General Revenue Fund*	Could exceed (\$3,116,000)	Could exceed (\$3,000,000)	Could exceed (\$3,989,025)
Total Estimated Net Effect on General Revenue	Could exceed (\$3,116,000)	Could exceed (\$3,000,000)	Could exceed (\$3,989,025)

*Oversight reflects the potential increase in tax credits for Section 67.3000 (changes in subsection 5 raises the annual limit from \$3 million to \$6 million). Additionally, Oversight reflects the changes stemming from the extension of the sunset in FY 2028 using the average redemption costs in addition to the \$3 million increase in Section 67.3000. Lastly, Oversight notes the maximum cap for both §§67.3000 and 67.3005 will be \$11 million annually.

*Oversight reflects a range of funds that may be appropriated to the "Division of Tourism Supplemental Revenue Fund" (the General Assembly may appropriate). Oversight notes section 620.467 expired June 30, 2020 and this proposal appears to be a continuation of an existing, annual transfer. Oversight will assume, for the purpose of the fiscal note, the continued appropriation would be greater than \$250,000 (3-year average has been \$22.5 million per year).

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
Division of Tourism Supplemental Revenue Fund (0274)*	\$0	\$0	\$0
State Road Fund	(\$32,000)	\$0	\$0
Total Estimated Net Effect on <u>Other</u> State Funds	(\$32,000)	\$0	\$0

*Oversight assumes the Division of Tourism Supplemental Revenue Fund nets to zero.
 Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
Total Estimated Net Effect on FTE	0	0	0

- ☒ 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 2026	FY 2027	FY 2028
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

Sections 9.005, 9.171, 9.234, 9.292, 9.367, 9.385, 9.386, 9.388, 9.389, 9.401, 9.402, 9.409, 9.416, 10.254, 10.260 – Holidays and Observances Awareness Days

Officials from the **Department of Revenue (DOR)** assume these provisions will have no fiscal impact on their respective organization.

In response to similar legislation, SCS for SB 348 (2025), officials from the **Department of Health and Senior Services, Missouri Department of Transportation, and the Office of Administration** each assumed 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.

67.3000- Tax Credit for Sporting Events - Tickets

Officials from the **Department of Revenue (DOR)** note:

This section is modifying the Sporting Events tax credit program that awards tax credits based on tickets sold to an event. The current program awards a credit of \$5 per ticket sold or \$10 per registered participant. The credit is refundable and administered by the Department of Economic Development (DED). No more than \$2.7 million of the current \$3 million cap is available for events held in St. Louis or Kansas City.

For informational purposes, DOR is providing the authorizations, issuances and redemptions since it was created in 2013.

Year	Authorized	Issued	Total Redeemed
FY 2024	\$1,420,800.00	\$2,169,547.16	\$1,420,037.00
FY 2023	\$446,618.79	\$369,986.65	\$1,011,839.85
FY 2022	\$886,980.00	\$1,599,747.12	\$886,432.00
FY 2021	\$7,799,425.00	\$404,970.00	\$128,770.00
FY 2020	\$1,185,000.00	\$1,132,640.00	\$1,391,995.00
FY 2019	\$1,265,000.00	\$293,810.00	\$1,420,500.00
FY 2018	\$1,335,000.00	\$1,584,090.00	\$1,276,180.00
FY 2017	\$5,296,200.00	\$2,175,700.00	\$1,316,815.00
FY 2016	\$942,800.00	\$7,800.00	\$564,723.30

FY 2015	\$728,708.00	\$585,735.00	\$38,610.00
FY 2014	\$0.00	\$0.00	\$0.00
FY 2013	\$0.00	\$0.00	\$0.00
FY 2012	\$0.00	\$0.00	\$0.00
TOTALS	\$19,885,731.79	\$8,154,478.77	\$8,035,865.15

This proposal is increasing the amount of the credit from \$5 per ticket sold to \$6 per ticket sold. It is also increasing the credit from \$10 for every person registered to \$12 per person. This proposal is also increasing the cap on the program from \$3 million to \$6 million and increasing the amount that Kansas City and St. Louis can receive from \$2.7 million of the cap to \$5.5 million of the cap. The increase in the cap to \$6 million will result in an additional loss to the general revenue of \$3 million annually.

Currently, this tax credit is a refundable credit. Applicants for the credit must submit an application with DED to be approved for the credits. This proposal adds language requiring DOR to issue those refunds within 90 days of the applicant's submission of a valid tax credit certificate. This proposal implies that an applicant for the tax credit will not have to file a tax return but just submit their tax certificate and DOR should refund the credit.

Officials from the **Office of Administration – Budget & Planning (B&P)** note:

Section 67.3000 - This is a current program that is due to sunset on August 28, 2025 and has a cap of \$3,000,000. This proposal will increase the cap to \$6,000,000, so the TSR impact is a negative \$3M. This proposal states that a refundable tax credit is issued to the applicant for either \$6 for every admission ticket sold to such event or \$12 for every registered participant if such event was participated-based. The current program is the least of: One hundred percent of eligible costs incurred by the applicant; an amount equal to \$5 for every admission ticket sold to such event; or an amount equal to \$10 for every paid participant registration if such event was participant-based and did not sell admission tickets. Removing the cost reimbursement for the ticket sales credit may change the current utilization rates of the program.

In response to similar legislation, HB 501 (2025), officials from the **Department of Economic Development (DED)** noted:

This program is set to sunset on August 28, 2025; however, this legislation changes the sunset date to August 28, 2031. This legislation increases the tax credit fiscal year cap from \$3,000,000 to \$6,000,000. The max amount allowed for certain counties is also increased from \$2,500,000 to \$5,500,000. The impact to TSR for this section is negative \$3,000,000.

The possibility of receiving the least of eligible costs, tickets sold, and registered participants was removed and the tax credits under this section may only be authorized and issued for ticket sales or registered participants. The tax credit amount for tickets sold increased from \$5 to \$6 for every admission ticket sold to an event. The tax credit amount for registered participants increased from \$10 to \$12.

Oversight notes due to the high authorization in the tax credits, under this Section in FY 2017 and 2021, and anticipation of various Missouri sporting events in the future (i.e. Kansas City Chiefs repeated Super Bowl appearances, Kansas City hosting the Soccer World Cup in 2026, etc.) it is reasonable to expect tax credit issuances up to the maximum cap of \$6 million annually.

Oversight notes the proposal, subsection 5 of section 67.3000 allows for an increase to the current cap of \$3 million to up to \$6 million annually beginning effective August 28, 2024 (FY 2026). Therefore, Oversight will note an impact of up to \$3 million dollars in additional tax credits, beginning FY 2026, in the fiscal note.

Oversight notes that the average redemption costs from 2020 to 2024 was \$967,815.

Oversight notes that this section sunsets in FY 2027; however, subsection 67.3005.5 allows the program to continue for another 6 years after August 28, 2025. Therefore, for purpose of this fiscal note, **Oversight** will show the average redemption totals from 2020 to 2024 (\$967,815) as a continuance of the costs of this program in addition to the \$3 million maximum cap, as an ongoing cost in FY 2028 and thereafter.

Section 67.3005 - Sporting Event Prepay Tax Credit Program

DOR notes this section modifies the provision of the Amateur Sporting Events Prepay tax credit program. The Prepay tax credit program gives a tax credit to donors who help sponsor these types of events. The current credit is equal to 50% of the donation collected. The current program does not allow this credit to be refunded and it has a \$10 million annual cap.

For informational purposes, DOR is providing the issuances and redemptions since the program was created in 2013.

Year	Authorized	Issued	Total Redeemed
FY 2023	\$31,060.00	\$0.00	\$15,000
FY 2022	\$21,700.00	\$0.00	\$22,500
FY 2021	\$25,000.00	\$50,000.00	\$27,500
FY 2020	\$25,000.00	\$0.00	\$22,500
FY 2019	\$28,549.22	\$28,549.22	\$18,549
FY 2018	\$22,500.00	\$22,500.00	\$20,000
FY 2017	\$18,750.00	\$39,250.00	\$12,500
FY 2016	\$23,000.00	\$39,250.00	\$0
FY 2015	\$14,000.00	\$14,000.00	\$0
FY 2014	\$0.00	\$0.00	\$0
FY 2013	\$0.00	\$0.00	\$0

FY 2012	\$0.00	\$0.00	\$0
TOTALS	\$209,559.22	\$193,549.22	\$138,549

This proposal lowers the cap on the program from \$10 million to \$5 million annually. It also extends the sunset date on the program from 2019 to six years after 2025. This credit is expected to result in a savings to the state and general revenue of \$5 million annually.

This proposal will result in DOR needing to modify the MO-TC form (\$2,200), computer programs (\$1,832) and website. These changes are estimated to cost \$4,032.

Oversight notes the officials from DOR assume that DOR can handle the modifications of this program with existing staff and resources. Therefore, **Oversight** will reflect a zero impact in the fiscal note for DOR.

Oversight notes the proposal, subsection 3 of section 67.3005, allows for a decrease in the current cap of \$10 million to up to no more than \$5 million annually beginning August 28, 2024 (FY 2026).

Oversight notes in recent years the data shows that on average there was \$26,262 in Authorizations, \$15,710 in Issuances, and \$21,210 in Redemptions respectively. Therefore, Oversight will not reflect any potential savings, as the current data trends show it will not reach the estimated \$5 million amount.

Oversight notes that this section sunsets in FY 2027; however, this proposal allows the program to continue for 6 years after August 28, 2025. Therefore, **Oversight**, for purpose of this fiscal note, will reflect the average redemption totals from 2019 to 2023 in the amount of \$21,210, as a continuance cost of this program in FY 2028 and annually thereafter.

Officials from the **Office of Administration – Budget & Planning (B&P)** assume this proposal reduces the current cap on the contribution tax credit from \$10,000,000 to \$5,000,000, resulting in a \$5M savings in TSR.

In response to similar legislation, HB 501 (2025), officials from the **Department of Economic Development (DED)** assumed this legislation decreases the fiscal year tax credit cap from \$10,000,000 to \$5,000,000. The impact to TSR for this section is positive \$5,000,000.

Officials from the **Department of Commerce and Insurance (DCI)** assume Sections 67.3000 and 67.3005 authorizes tax credits against premium tax (among other things) for sponsoring certain sporting events. The tax credits are refundable at any time following issuance and are not required to offset taxes estimated or otherwise due. Tax credits may not exceed \$5 million in any fiscal year. If enacted, the proposed legislation could have a negative fiscal impact on DCI.

Oversight notes, for purposes of this fiscal note, the fiscal note does not reflect the possibility that some of the tax credits could be utilized against insurance premium taxes. If this occurs, the

loss in tax revenue would be split between the General Revenue Fund and the County Foreign Insurance Fund, which ultimately goes to local school districts.

Section 135.1670 – Incentives for Interstate Business Relocation

Officials from the **Department of Revenue (DOR)** assume current law contains language that a business relocating from a boarding county in Kansas to a boarding county in Missouri would not be eligible for certain tax credits and retention of withholding payments. The original language contained an expiration date of August 28, 2025, which would have allowed companies relocating to receive the incentives. This proposal extends the expiration date of this proposal leaving in place the prohibition on these incentives through 2035. DOR assumes no fiscal impact from this proposal.

In response to the similar/identical proposal, HCS for HB 967 -2025, officials from the DOR added this proposal adds language clarifying the economic activity would include both jobs and professional sports teams and their venues. DOR assumes no fiscal impact from this proposal.

Officials from the **Office of Administration – Budget & Planning (B&P)** assume this proposal will not have a direct impact on total state revenues. However, to the extent incentives or appropriations are modified in response to qualifying economic activities, general or total state revenues may be impacted.

Officials from DOR & B&P assume the proposal will have no direct fiscal impact on their organization and the total state revenues. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note.

In response to similar legislation, HCS for HB 1350 (2025), officials from the **Attorney General's Office**, the **Department of Economic Development**, the **Oversight Division**, the **Office of the Secretary of State**, and the **Joint Committee on Administrative Rules** each assumed the proposal will have no fiscal impact on their organization. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note.

In response to similar legislation, HCS for HB 1350 (2025), officials from the **City of Kansas City** and the **City of Osceola** both assumed the proposal will have no fiscal impact on their organization. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note.

Sections 226.886, 226.1170, 227.830, 227.840, 227.857, 227.875, 227.876, 227.877, 227.878, 227.879, 227.881, and 227.883 Memorial bridge or Highway Designations

Officials from the **Department of Revenue (DOR)** assume these sections do not pertain to DOR and will not have a fiscal impact on DOR.

Officials from the **Missouri Department of Transportation (MODOT)** assume these sections are estimated to have a total negative impact on the State Road Fund of \$4000 each. This would be a one-time expense as the language requires MoDOT to fund these designations with no costs for sign fabrication and installation recouped through the participation fee. The estimated cost is \$2000 per sign, with 2 total signs for each designation totaling \$32,000.

Oversight does not have any information to the contrary. Therefore, Oversight will reflect the estimated impact by MODOT in the fiscal note for FY 2026.

Officials from the **Office of Administration – Budget & Planning (B&P)** assume

§226.886 creates new requirements for MoDOT to erect and maintain signs along a specific highway designation. The costs associated with establishing and maintaining signage along this highway are to be paid by MoDOT. B&P defers to MoDOT for any specific cost estimates.

§226.1170 creates new requirements for MoDOT to erect and maintain signs along a specific highway designation. The costs associated with establishing and maintaining signage along this highway are to be paid by MoDOT. B&P defers to MoDOT for any specific cost estimates.

§227.875 creates new requirements for MoDOT to erect and maintain signs along a specific highway designation. The costs associated with establishing and maintaining signage along this highway are to be paid by MoDOT. B&P defers to MoDOT for any specific cost estimates.

§227.876 creates new requirements for MoDOT to erect and maintain signs along a specific highway designation. The costs associated with establishing and maintaining signage along this highway are to be paid by MoDOT. B&P defers to MoDOT for any specific cost estimates.

§227.877 creates new requirements for MoDOT to erect and maintain signs along a specific highway designation. The costs associated with establishing and maintaining signage along this highway are to be paid by MoDOT. B&P defers to MoDOT for any specific cost estimates.

§227.878 creates new requirements for MoDOT to erect and maintain signs along a specific highway designation. The costs associated with establishing and maintaining signage along this highway are to be paid by MoDOT. B&P defers to MoDOT for any specific cost estimates.

§227.879 creates new requirements for MoDOT to erect and maintain signs along a specific highway designation. The costs associated with establishing and maintaining signage along this highway are to be paid by MoDOT. B&P defers to MoDOT for any specific cost estimates.

227.883 creates new requirements for MoDOT to erect and maintain signs along a specific highway designation. The costs associated with establishing and maintaining signage along this highway are to be paid by MoDOT. B&P defers to MoDOT for any specific cost estimates.

§227.299 – Highway Designation for various private Organizations

Officials from the **Missouri Department of Transportation (MODOT)** assume this section would require the participation fee for MoDOT's memorial designation program to not exceed the cost of the materials to construct each sign. This would apply only to memorial designations funded by private donation as MoDOT currently pays for line of duty memorial designations out of the State Road Fund per RSMo 227.296. On average, twelve memorial designations funded by private donations are enacted every year.

Currently the Department's main interest in sign maintenance is the cost of sign replacement upon being damaged or reaching the end of its usable life. MoDOT's memorial signing expenditure today per memorial for two standard 6'x3' signs are \$3900 with PSST (perforated square steel tube) posts and \$6547 for pipe posts. Interstates and some US Routes require pipe made posts. The participation fee is set at \$4000, which covers two standard 6'x 3' signs.

There are 900 memorial designations on Missouri's State Highway System.

Oversight notes that the above section clarifies that MODOT fee for erecting such a sign must not exceed the actual cost of erecting and maintenance of such a sign.

§620.467 - "Division of Tourism Supplemental Revenue Fund"

In response to similar legislation, SB 555 (2025), officials from the **Office of Administration – Budget & Planning (B&P)** assumed the proposed legislation reenacts and modifies provisions of Section 620.467, RSMo which sunset on June 30, 2020. The proposal allows the General Assembly to appropriate funds into the Tourism Supplemental Revenue Fund, and also allows gifts, contributions, grants, or bequests received from federal, private, or other sources to be deposited into the fund. This bill also repeals obsolete language and amounts, repeals provisions in subsections 620.467.2, 620.467.3 and 620.467.4 which govern how funds are deposited into the TSRF and how those funds were to be expended. This proposal will not impact general or total state revenues. The General Assembly currently appropriates monies to the TSRF.

Officials from the **Department of Revenue (DOR)** assume from 1994 to 2020 the state had a Supplemental Revenue Fund that received appropriations to be used to fund the Division of Tourism. The appropriation amount was based on a formula having to do with the sales tax amount collected from tourist-oriented goods and services. The language creating the Fund expired on June 30, 2020.

This proposal would restart the Fund by removing the expiration date in the statute. Additionally, it removes the formula for calculating the appropriation transfer and allows any amount of appropriation as well as gifts, contributions, grants, or bequests from federal or private sources to be deposited into the Fund.

DOR was previously responsible for the calculation of the formula to determine the appropriation level. That will no longer need to be done. This proposal is not expected to have any fiscal impact on DOR in the future.

Oversight notes that the officials from the **DOR** assumed the proposal will have no fiscal impact on their organization. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for DOR.

Oversight notes §620.467 was effective from July 1, 1994 and expired June 30, 2020 and created the Division of Tourism Supplemental Revenue Fund.

Oversight assumes that the proposal re-establishes the "Division of Tourism Supplemental Revenue Fund" and denotes how it receives money.

Oversight notes, upon further inquiry with the DED, the Fund is the main source of money for the Division of Tourism.

Oversight notes the following disbursements, transfers in, and ending balances in the last three years for the Division of Tourism Supplemental Revenue Fund (0274):

	Disbursements	Transfers - In	Ending Balance
FY 2024	23,244,675.61	22,732,150.00	3,584,416.67
FY 2023	22,980,446.53	25,090,183.00	5,317,513.19
FY 2022	20,822,160.40	19,676,852.00	4,333,755.20

Source: <https://treasurer.mo.gov/content/about-the-office/1fiscalyearfunds>

Oversight notes that the three-year average total to \$22.5 million (rounding to nearest dollar)

Oversight notes that, under the proposal, the General Assembly may appropriate money into the Fund to support the Division of Tourism duties and its functions. Therefore, Oversight will reflect \$0 (general assembly will not appropriate money) to an unknown cost (general assembly elects to appropriate money) to general revenue in the fiscal note beginning FY 2026. Conversely, Oversight will show a transfer-in from the general revenue into the Fund.

Oversight notes that the Fund is allowed to receive gifts, contributions, grants, or bequests received from federal, private, or other sources. Therefore, Oversight will reflect money transferring in from the above mentioned various sources into the Fund.

For simplicity, **Oversight** assumes all the funds will be used in the year in which they are appropriated due to various costs that the Division of Tourism will potentially incur while performing various functions and duties.

Oversight assumes based on the transfers-in according to the Fiscal Year End fund activity report for the Fund in FY 2024, transfers-in totaled \$22,732,150. Therefore, Oversight will

assume the potential appropriation could reach, or surpass, the \$250,000 annually. (source: <https://treasurer.mo.gov/content/about-the-office/1fiscalfyearfunds>)

§620.471 denotes the following trails as "Historic Legacy Trails of Missouri"

Officials from the **Department of Economic Development (DED)** assume that this section requires DED to place at least two signs along each:

- (1) Lewis and Clark trail;
- (2) Mark Twain legacy trail;
- (3) Route 66 legacy trail;
- (4) U.S. Grant trail;
- (5) Pony express trail;
- (6) Oregon legacy trail;
- (7) Heritage alliance;
- (8) Way of American genius legacy trail;
- (9) African civil rights legacy trail;
- (10) Katy legacy trail;
- (11) Harry Truman heritage legacy trail;
- (12) Rock Island legacy trail;
- (13) Trail of Tears;
- (14) Boone's Lick trail;
- (15) Santa Fe trail;
- (16) Mina Sauk trail;
- (17) Taum Sauk highpoint trail;
- (18) Ozark trail;
- (19) Caudill trail;
- (20) Butterfield overland national historic trail;
- (21) Honey War trail;
- (22) California national historic trail;
- (23) Osage legacy trail;
- (24) Mississippi greenway;
- (25) Mississippi river trail;
- (26) Mississippi river water trail;
- (27) American discovery trails;
- (28) U.S. bike route 66; and
- (29) Potawatomi trail of death.

DED is estimating a cost of \$2,000 per sign to arrive at our estimate. With 29 trails listed, 58 signs minimum will be required.

Upon further inquiry, as disused for a similar/identical proposal HCS for HB 967, **DED** estimates the cost of this proposal at a one-time cost of \$116,000 for 58 signs (29 trails x 2 signs each x \$2,000).

Officials from the **Office of Administration – Budget & Planning (B&P)** assume 620.471.2 requires DED to place at least two signs for each of twenty-nine distinction trails. This requirement is subject to appropriation.

Oversight does not have any information to the contrary. Therefore, Oversight will reflect the DED costs impact in the fiscal note in FY 2026.

Bill as Whole:

Officials from the **Office of Administration (OA)**, the **Department of Health and Senior Services**, the **Office of the State Treasurer**, and the **Department of Public Safety – Highway Patrol** each assume the proposal will have no fiscal impact on their organization. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for these agencies.

Officials from the **Office of Administration – Budget & Planning (B&P)** assume proposal, under the section(s) 67.3000 & 67.3005 allow for \$2,000,000 in savings.

Officials from the **City of Kansas City** and **City of O’Fallon** both assume the proposal will have no fiscal impact on their organization. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for these agencies.

Officials from the **Oversight Division** state they are responsible for providing a Sunset Report pursuant to Section 23.253 RSMo; however, Oversight assumes it can absorb the cost with the current budget authority.

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 2026 (10 Mo.)	FY 2027	FY 2028
GENERAL REVENUE FUND (0101)			
<u>Costs</u> – Section §§67.3000.5 Tax Credit for Sport Tickets Sold increase	Up to (\$3,000,000)	Up to (\$3,000,000)	Up to (\$3,000,000)
<u>Costs</u> – §67.3005.5 - Continuation of the program with new sunset (currently set to sunset 12/31/2025 – changed to 12/31/2031)	\$0	\$0	Could Exceed (\$967,815)
<u>Costs</u> - §§67.3005.5 - Continuation of the program with new sunset (currently set to sunset 12/31/2025 – changed to 12/31/2031)	\$0	\$0	(\$21,210)
<u>Transfer-Out</u> - §620.467 into "Division of Tourism Supplemental Revenue Fund" by appropriation p.9-10	\$0 to (Unknown)	\$0 to (Unknown)	\$0 to (Unknown)
<u>Costs</u> – DED §620.471 Historic Trail Signage	(\$116,000)	\$0	\$0
ESTIMATED NET EFFECT ON GENERAL REVENUE	Could exceed (\$3,116,000)	Could exceed (\$3,000,000)	Could exceed (\$3,989,025)
STATE ROAD FUND (0320)			
<u>Costs</u> – MoDOT (226.886, 227.857, 227.875, 227.876, 227.877, 227.878, 227.879 & 227.883) Memorial Road Signs	(\$32,000)	\$0	\$0
ESTIMATED NET EFFECT ON THE STATE ROAD FUND	(\$32,000)	\$0	\$0

<u>FISCAL IMPACT – State Government</u>	FY 2026 (10 Mo.)	FY 2027	FY 2028
DIVISION OF TOURISM SUPPLEMENTAL REVENUE FUND (0274)			
<u>Transfer-In</u> - §620.467 - appropriation from general assembly p.8-9	\$0 to Unknown	\$0 to Unknown	\$0 to Unknown
<u>Revenue Gain</u> – §620.467 - gifts, grants, contributions and other moneys p.8-9	\$0 to Unknown	\$0 to Unknown	\$ \$0 to Unknown
<u>Costs</u> - §620.467 - the duties and administrative functions of Division of Tourism p.8-9	\$0 to (Unknown)	\$0 to (Unknown)	\$0 to (Unknown)
ESTIMATED NEF EFFECT ON DIVISION OF TOURISM SUPPLEMENTAL REVENUE FUND	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT – Local Government</u>	FY 2026 (10 Mo.)	FY 2027	FY 2028
	<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

This proposal creates new provisions and modifies existing provisions relating to tourism.

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 Health and Senior Services

BR:LR:OD

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Department of Public Safety - Missouri Highway Patrol
Office of Administration
Joint Committee on Administrative Rules
Office of the State Treasurer
City of Kansas City
City of O'Fallon
Department of Economic Development
Department of Revenue
Missouri Department of Transportation



Julie Morff
Director
April 23, 2025



Jessica Harris
Assistant Director
April 23, 2025