

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 3839S.04P
Bill No.: Perfected SS for SCS for SB 1087
Subject: Courts; Crimes and Punishment; Licenses - Driver's; Motor Vehicles;
Transportation
Type: Original
Date: February 24, 2026

Bill Summary: This proposal modifies provisions relating to driver's licenses.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND

FUND AFFECTED	FY 2027	FY 2028	FY 2029
General Revenue	(\$195,597)	(\$190,492)	(\$193,163)
Total Estimated Net Effect on General Revenue	(\$195,597)	(\$190,492)	(\$193,163)

ESTIMATED NET EFFECT ON OTHER STATE FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Highway Fund (1644)	\$123,075	\$246,150	\$246,150
Total Estimated Net Effect on <u>Other</u> State Funds	\$123,075	\$246,150	\$246,150

Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)

FUND AFFECTED	FY 2027	FY 2028	FY 2029
General Revenue	2 FTE	2 FTE	2 FTE
Total Estimated Net Effect on FTE	2 FTE	2 FTE	2 FTE

- 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 2027	FY 2028	FY 2029
Local Government	\$41,025	\$82,050	\$82,050

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Missouri Office of Prosecution Services** did not respond to **Oversight's** request for fiscal impact for this proposal.

§§302.309 & 302.341 – Driver's Licenses Provisions

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

Administrative Impact

To implement the proposed legislation, the Department will:

- Program and test changes to FUSION
- Develop and test new correspondence
- Update reports, forms, and the Department website
- Training for employees

FY 2027 – Driver License Bureau (testing of forms and website updates)

Research/Data Analyst 160 hrs. @ \$37.14 per hr. = \$5,942
Associate Research/Data Analyst 160 hrs. @ \$31.16 per hr. = \$4,986
Administrative Manager 40 hrs. @ \$51.40 per hr. = \$2,056
Total = \$12,984

FY 2027 – Strategy and Communications Office (forms and website updates)

Associate Research/Data Analyst 40 hrs. @ \$31.16 per hr. = \$1,246

Total = \$14,230

Oversight assumes DOR will use existing staff and will not hire additional FTE to conduct these activities; therefore, Oversight will not reflect the administrative costs DOR has indicated on the fiscal note.

FUSION Impact

DOR notes: Implementation Consultant 100 hrs. @ \$225 per hr. = **\$22,500**

Oversight does not have information to the contrary and therefore, Oversight will reflect the FUSION impact as provided by DOR.

Driver License Bureau

DOR notes currently, the department processes Instate Failure to Appear (FACT) suspensions from state courts for major and minor traffic violations, and for county and municipal courts for major violations. The department is allowed to process suspensions on minor violations if the following occur:

- The violation occurred in a Commercial Motor Vehicle (CMV)
- The driver is a Commercial Driver License holder (CDL)
- The violation occurred in a school or construction zone
- The driver is involved in an accident or accident with injury

Prior to the passage of Senate Bill 5 in 2015, the department was able to process FACT suspensions from all courts for both major and minor traffic violations. Therefore, the following statistics are available showing the decreased volume of suspensions processed by the law change and the Municipal Court practices revised by the Missouri Supreme Court ruling.

FY 2015:	119,141 FACT suspensions processed by the department 77,281 FACT compliances processed by the department
FY 2016:	60,460 FACT suspensions processed by the department 44,651 FACT compliances processed by the department
FY 2017:	41,405 FACT suspensions processed by the department 28,544 FACT compliances processed by the department
FY 2018:	38,249 FACT suspensions processed by the department 27,975 FACT compliances processed by the department
FY 2019:	39,108 FACT suspensions processed by the department 25,562 FACT compliances processed by the department
FY 2020:	27,640 FACT suspensions processed by the department 29,692 FACT compliances processed by the department
FY 2021:	16,165 FACT suspensions processed by the department 39,176 FACT compliances processed by the department
FY 2022:	18,580 FACT suspensions processed by the department 20,113 FACT compliances processed by the department
FY 2023:	14,893 FACT suspensions processed by the department 25,126 FACT compliances processed by the department

FY 2024: 11,879 FACT suspensions processed by the department
9,837 FACT compliances processed by the department

FY 2025: 13,855 FACT suspension processed by the department
28,276 FACT compliances processed by the department

The suspensions processed decreased from:
FY 2015 to FY 2025 at 88% ($119,141 - 13,855 = 105,286$, $105,286 / 119,141 = 88\%$).

The compliances processed decreased from:
FY 2015 to FY 2025 at 63% ($77,281 - 28,276 = 49,005$, $49,005 / 77,281 = 63\%$).

The Department anticipates that suspensions will increase by 88% and compliances will increase by 63%.

FY 2027: 26,047 FACT suspensions ($13,855 + 12,192$ (88% increase) = 26,047)
46,090 FACT compliances ($28,276 + 17,814$ (63% increase) = 46,090)

FTE Requirements

Document Processing

12,192	Additional FACT suspensions received annually
<u>/ 240</u>	Workdays per year
51	Additional suspension notices received daily
<u>/ 248</u>	# of documents a CSR can process daily
0.21	.21 FTE needed to process additional suspensions

17,814	Additional FACT compliances received annually
<u>/ 240</u>	Workdays per year
74	Additional compliance notices received daily
<u>/ 360</u>	# of documents an CSR can process daily
0.21 =	.21 FTE needed to process additional suspension

If the increase is more significant than anticipated, and unable to be absorbed by existing staff, additional FTE may be requested through the routine appropriations process.

Oversight assumes DOR is provided with core funding to handle a certain amount of activity each year. Oversight assumes DOR could absorb the costs related to this proposal. If multiple bills pass which require additional staffing and duties at substantial costs, DOR could request funding through the appropriation process.

Telephone Inquiries

DOR notes a telephone operator is expected to process 65 telephone inquiries daily.

12,192	Additional FACT Suspension received annually
<u>x 88%</u>	Percent which will generate telephone inquiries
10,729	

26,518	Current call volume for reinstatement requirements
<u>+ 10,729</u>	Additional calls generated
37,247	

37,247	
<u>/ 240</u>	Workdays per year
155	Telephone inquiries received per day
<u>/ 65</u>	Telephone inquiries processed per day
2.38	2 FTE needed to answer telephone inquiries

Increased Postage, Envelope, & Printing Costs

First Class Mail Costs:

- Suspension notices = 12,192 per year
- Reinstatement notices = 17,814 per year

Projected increase in mail = 30,006 per year

FY2027: $30,006/12 \text{ mos.} = 2,501 \times 6 \text{ mo.} = 15,003$ pieces of mail in the first year after bill passage x \$0.74 = \$11,102 first class postage cost

FY2028: = \$22,204 first class postage cost

FY2029: = \$22,204 first class postage cost

Envelope Costs:

- Total envelopes = 30,006 per year

FY2027: $30,006/12 \text{ mos.} = 2,501 \times 6 \text{ mos.} = 15,003$ envelopes in the first year after bill passage x \$0.07 = \$1,050 envelope cost

FY2028: = \$2,100 envelope cost

FY2029: = \$2,100 envelope cost

Letter printing cost:

- 30,006 letters per year

FY2027: $30,006/12 \text{ mos.} = 2,501 \times 6 \text{ mos.} = 15,003$ pieces of mail in the first year after bill passage $\times \$0.096$ per 1,000 = \$1.50 ($15,003/1000 = 15 \times \0.10 printing cost)

FY2028: = \$3.00 printing cost

FY2029: = \$3.00 printing cost

Total Postage, Envelope, Printing Costs:

FY2027: \$11,102 (1st class) + \$1,050 (envelopes) + \$1.50 (printing) = \$12,153.50

FY2028: \$22,204 (1st class) + \$2,100 (envelopes) + \$3.00 (printing) = \$24,307.00

FY2029: \$22,204 (1st class) + \$2,100 (envelopes) + \$3.00 (printing) = \$24,307.00

Oversight does not have information to the contrary and therefore, Oversight will reflect the FTE (2) and mailing costs as provided by DOR.

Revenue Impact

DOR notes, based on FY 2022 statistics, the department estimates that 63% of those individuals who are suspended will submit the fee required for reinstatement. The department anticipates the same rate for this program. This will result in reinstatement fees collected for approximately 16,410 actions annually based off FY 2027 projected numbers.

The reinstatement fee for an Instate Failure to Appear Suspension is \$20.

Projected increase in reinstatement fees collected annually = **\$328,200**

Missouri constitution, Article IV, Section 30(b) requires funds collected by the department be remitted to the state Highway fund 75%, to the cities 15%, and to the counties 10%.

Oversight does not have information to the contrary and therefore, Oversight will reflect the increased revenue estimates as provided by DOR.

In addition, Oversight assumes there will be an increase in court revenue due to an increase in compliance in paying fines and court costs as noted by DOR. A portion of the fine goes to local schools as fine revenue and the remaining goes to various state and local funds for court costs. Oversight assumes there will be some (less than \$250,000) fine revenue from violations of the statute. For simplicity, Oversight will not reflect the increased revenue from fines and court costs to various state funds and local political subdivisions.

Below are examples of some of the state and local funds which court costs are distributed to.

	Fee Amount
Basic Civil Legal Services Fund	\$8.00
Clerk Fee	\$15.00 (\$12 State/\$3 County)
County Fee	\$25.00
State Court Automation Fund	\$7.00
Crime Victims' Compensation Fund	\$7.50
DNA Profiling Analysis Fund	\$15.00
Peace Officer Standards and Training (POST) Fund	\$1.00
Motorcycle Safety Trust Fund	\$1.00
Brain Injury Fund	\$2.00
Independent Living Center Fund	\$1.00
Sheriff's Fee	\$10.00 (County)
Prosecuting Attorney and Circuit Attorney Training Fund	\$5.00
Prosecuting Attorney Training Fund	\$5.00 (\$2.50 State/\$2.50 County)
Spinal Cord Injury Fund	\$2.00

In response to a previous version, officials from the **Office of the State Public Defender (SPD)** assumed by its nature, the changes to §302.341 in this bill will likely increase the number of charges for driving while revoked under §302.321. Though the first offense for driving while revoked is punishable only as a fine and thus does not require representation, the second and third violation are an A misdemeanor, and any subsequent violation is an E felony. These enhanced charges would require that the defendant be represented. For this reason, it is likely this bill will increase the number of cases requiring representation by the State Public Defender

Per the National Public Defense Workload Study, any additional charges described above would take approximately twenty-two hours of SPD work for reasonably effective representation. If one hundred additional cases were filed in a fiscal year, representation would result in a need for an additional attorney. Because the number of cases that will be filed is unknown, the exact additional number of attorneys necessary is unknown. Each case would also result in unknown increased costs in the need for core staff, travel and litigation expenses.

Oversight assumes this proposal will create a minimal number of new cases and that the SPD can absorb the additional caseload required by this proposal with current staff and resources. Therefore, Oversight will reflect no fiscal impact to the SPD for fiscal note purposes. However, if multiple bills pass which require additional staffing and duties, the SPD may request funding through the appropriation process.

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

In response to a previous version, officials from the **Office of the State Courts Administrator** assumed the proposal would not have a fiscal impact.

Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for these agencies.

Oversight only reflects the responses that we have received from state agencies and political subdivisions; however, county commissioners and county circuit clerks were requested to respond to this proposed legislation but did not. Upon the receipt of additional responses, Oversight will review to determine if an updated fiscal note should be prepared and seek the necessary approval to publish a new fiscal note. A general listing of political subdivisions included in our database is available upon request.

Senate Amendment 1

Officials from the **Department of Revenue (DOR)** assume by changing the “may” to “shall”, will potentially result in additional suspension requests sent to the Department, which could result in additional reinstatement fees collected. There is no way to determine if this will occur, or how much of an increase it will result in. As such, the Department will not adjust its estimated impact but will only note that it would result in an unknown increase in driver license suspension requests and subsequent reinstatement fee collections.

Senate Amendment 2

Officials from the **DOR** assume the proposal will have no fiscal impact on their organization.

<u>FISCAL IMPACT – State Government</u>	FY 2027 (6 Mo.)	FY 2028	FY 2029
GENERAL REVENUE			
<u>Cost – DOR (§§302.309 & 302.341)</u> p.6			
Personnel Service	(\$77,792)	(\$95,217)	(\$97,122)
Fringe Benefits	(\$58,515)	(\$70,968)	(\$71,734)
Expense & Equipment	<u>(\$24,636)</u>	<u>\$0</u>	<u>\$0</u>
Total Costs - DOR	<u>(\$160,943)</u>	<u>(\$166,185)</u>	<u>(\$168,856)</u>
FTE Change - DOR	2 FTE	2 FTE	2 FTE
<u>Cost – DOR (§§302.309 & 302.341)</u> FUSION impact p.3	(\$22,500)	\$0	\$0
<u>Cost – DOR (§§302.309 & 302.341)</u> Mailing costs p.7	(\$12,154)	(\$24,307)	(\$24,307)
ESTIMATED NET EFFECT ON GENERAL REVENUE	<u>(\$195,597)</u>	<u>(\$190,492)</u>	<u>(\$193,163)</u>

<u>FISCAL IMPACT – State Government</u>	FY 2027 (6 Mo.)	FY 2028	FY 2029
Estimated Net FTE Change to General Revenue	2 FTE	2 FTE	2 FTE
HIGHWAY FUND (1644)			
<u>Revenue Gain – (75%) (§§302.309 & 302.341) Increase in reinstatement fees p.7</u>	<u>\$123,075</u>	<u>\$246,150</u>	<u>\$246,150</u>
ESTIMATED NET EFFECT ON THE HIGHWAY FUND	<u>\$123,075</u>	<u>\$246,150</u>	<u>\$246,150</u>

<u>FISCAL IMPACT – Local Government</u>	FY 2027 (6 Mo.)	FY 2028	FY 2029
LOCAL POLITICAL SUBDIVISIONS			
<u>Revenue Gain (Cities 15%) (§§302.309 & 302.341) Increase due to increase in reinstatement fees p.7</u>	<u>\$24,615</u>	<u>\$49,230</u>	<u>\$49,230</u>
<u>Revenue Gain (Counties 10%) (§§302.309 & 302.341) Increase due to increase in reinstatement fees p.7</u>	<u>\$16,410</u>	<u>\$32,820</u>	<u>\$32,820</u>
ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS	<u>\$41,025</u>	<u>\$82,050</u>	<u>\$82,050</u>

FISCAL IMPACT – Small Business

No direct fiscal impact on small businesses would be expected as a result of this proposal.

FISCAL DESCRIPTION

This proposal modifies provisions relating to driver's licenses.

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 Revenue
Missouri Highway Patrol
Missouri Department of Transportation
Office of the State Public Defender
Office of the State Courts Administrator



Julie Morff
Director
February 24, 2026



Jessica Harris
Assistant Director
February 24, 2026