

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 1204-06  
Bill No.: HCS for HB 665  
Subject: Law Enforcement Officers and Agencies; Motor Vehicles; Roads and Highways  
Type: Corrected  
Date: April 14, 2009  
#Corrected to remove brackets around FTE.

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Bill Summary: This proposal requires all drivers and passengers in cars or trucks to wear a seat belt with certain exceptions.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
<b>FUND AFFECTED</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>FY 2012</b>
General Revenue	(\$4,413,592)	(\$4,481,442)	(\$4,656,270)
<b>Total Estimated Net Effect on General Revenue Fund</b>	<b>(\$4,413,592)</b>	<b>(\$4,481,442)</b>	<b>(\$4,656,270)</b>

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2010</b>	<b>FY 2011</b>	<b>FY 2012</b>
State Road Fund	(Less than \$100,000)	(Less than \$100,000)	(Less than \$100,000)
Highway Fund	\$385,650	\$1,483,567	\$2,504,354
<b>Total Estimated Net Effect on <u>Other</u> State Funds</b>	<b>\$285,650</b>	<b>\$1,383,567</b>	<b>\$2,404,354</b>

Numbers within parentheses: ( ) indicate costs or losses.  
This fiscal note contains 16 pages.

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2010	FY 2011	FY 2012
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2010	FY 2011	FY 2012
Dept. of Revenue	#74 FTE	#74 FTE	#74 FTE
Dept. of Insurance	#10 FTE	#10 FTE	#10 FTE
<b>Total Estimated Net Effect on FTE</b>	<b>#84 FTE</b>	<b>#84 FTE</b>	<b>#84 FTE</b>

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

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

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2010	FY 2011	FY 2012
<b>Local Government</b>	<b>(Unknown) to \$128,550</b>	<b>(Unknown) to \$494,521</b>	<b>(Unknown) to \$834,785</b>

## **FISCAL ANALYSIS**

### **ASSUMPTION**

Officials at the **Department of Revenue (DOR)** assume the bill would affect the following Divisions in the stated ways:

#### **Drivers License Bureau (DLB)**

This bill requires DLB to suspend the owner's driver license, registration certificates and license plates of the uninsured vehicle, for persons whose financial responsibility has lapsed, within 15 days of the lapse, unless the person obtained insurance or surrendered the license plates within five days of the lapse. Requires DLB to assess and collect fees and fines and handle surrendered/confiscated driver licenses and license plates.

DLB would require the following additional FTE:

- 32 Revenue Processing Technician I to complete GRS Research, examination and key entry of compliances, reinstatement filings and reinstatement fees, handle walk-in customers, key enter driver license and license plate surrenders and process appeal outcomes received from Department of Insurance.
- 30 Revenue Processing Technician I (TIO) to answer incoming telephone calls.
- 4 Revenue Section Supervisors.
- 1 Management Analyst Specialist 1
- 2 Revenue Band Manager I
- 1 Senior Office Support Assistant

DLB would require additional floor space to house these employees and equipment for the FTE. Surrendered license plates are currently stored at the Knipp Drive location, which is rental property. DLB would require additional on-site floor space for storage due to the volume and easier accessibility for returns.

DLB would require associated forms and postage for approximately 1,529 suspension notices daily, as well as postage for reinstatement notices and license plate returns.

#### **Motor Vehicle Bureau**

The Department will need to:

- Revise the renewal print program to inform applicants about the window sticker provisions and revise appropriate procedures. There are no added costs for these revisions.
- Revise related policies/procedures and the website.
- Order window stickers for all vehicles except trailers and cycles and inventory them to

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ASSUMPTION (continued)

offices. The Department anticipates paying \$.26 for each window sticker.  
Continue to order tabs for cycles and trailers.  
Notify all dealers (motor vehicle, salvage, and leasing) – requesting funding in the amount of \$4,254 in FY 11.

For individuals who fail to maintain insurance the following will occur:

Key a total of 36,720 registration suspensions per year (153 per day) into the system requiring 2 FTE's (1 Rev Tech II can key 100 per day). As well, DOR will process 15,790 reinstatements per year (assuming a reinstatement rate of 43% out of 36,720 suspensions) upon receipt of proof of insurance. This will require 1 FTE (Rev Tech II can process 263 reinstatements per day. (For 3 Rev Tech II and supporting equipment funding will be needed in the amount of \$129,829. We assume all reinstatements and fees would be processed by DLB).

Respond to 12,118 additional phone inquiries a year (assuming a 33% inquiry rate out of the 36,720 notices to suspend) concerning the suspension, surrender/ confiscation, or insurance information. This will require \$38,937 for 1 Telephone Information Operator and supporting equipment (TIO can take 100 phone calls per day).

304.155

This proposal could lead to an unknown increase in abandoned vehicle transactions DOR currently processes.

Sticker Costs:

Currently, DOR pays \$.26 for each set of tabs and \$.13 for each single tab. Single tabs are issued to cycles and trailers. Under this proposal, all vehicles except cycles and trailers would be issued one window sticker in lieu of any license plate tab. Assuming a window sticker cost of \$.26 each, the net cost difference would be zero except for transfers as noted below. Existing printers and printer cartridges would be used so no equipment cost is being shown. Contract offices would print the decals displaying the license plate number in their offices. A new window sticker would need to be issued with each license plate transfer resulting in 320,247 additional stickers at a yearly cost of \$83,264. A lot of research has been done for printing of tabs and stickers in the offices. Currently offices provide in some instances their own printers and all offices provide the ink cartridges. In many cases these cartridges are refurbished and probably will not suffice for the vender sticker guarantee for two years. It is anticipated the brand new cartridges will be in excess of \$100,000.

FY'11 at 6 months: \$41,632 (transfer stickers)  
FY'12 for 12 months: \$83,264 (transfer stickers)

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ASSUMPTION (continued)

FY 13 for 12 months: \$83,264 (transfer stickers)

IT Needs

IT will need to revise TRIPS to issue/accommodate a window sticker on demand that contains the license plate number and whatever other vehicle information is decided. Appropriate changes will need to be made to the inventory system. TRIPS will also need to require an \$8.50 replacement fee for every transfer that occurs, except on cycles. These systems will still need to accommodate tabs for cycles and trailers.

Revenue Impact

Constitutional Amendment 3 (2004) authorizes 3% of highway funds to be used to offset the actual cost to collect such funds by the Department of Revenue. For purposes of this fiscal note, DOR assumes all costs will be appropriated from the general revenue fund. Through the appropriations process, the general assembly may appropriate the constitutionally permissible highway fund amount to offset the general revenue fund cost shown in this fiscal note.

301.032 Through 301.301

During FY 08, the Department processed 320,247 license plate transfers. There will be an increase in revenue from the \$8.50 replacement window sticker fee DOR must collect for each license plate that is transferred (in addition to the \$2 transfer fee) in the amount of \$2,722,099 per year distributed as follows:

	<u>FY 11– 6 months</u>	<u>FY 12 – 12 months</u>	<u>FY 13-12 months</u>
Highway Fund (75%):	\$1,020,787	\$2,041,574	\$2,041,574
Cities (15%):	\$204,157	\$408,315	\$408,315
Counties (10%):	<u>\$136,104</u>	<u>\$272,210</u>	<u>\$272,210</u>
Totals:	\$1,361,048	\$2,722,099	\$2,722,099

Lost Revenue:

The current reinstatement fee collected under 303.041 & 303.042 would be eliminated in this bill. Reinstatement fees are deposited into the highway fund, with 10% allocated to counties and 15% allocated to cities. The total amount of reinstatement fees collected under these provisions for FY08 was \$290,760, which would impact the highway fund and local funds as follows:

FY10  
290,760  
/12  
24,230  
X10

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ASSUMPTION (continued)

\$242,300 reinstatement fees lost (partial year from Aug)

- \$181,725 State Highway Fund (75%)
- \$36,345 Cities (15%)
- \$24,230 Counties (10%)

FY11 & FY12

- \$290,760 reinstatement fees lost (full year)
- \$218,070 State Highway Fund (75%)
- \$43,614 Cities (15%)
- \$29,076 Counties (10%)

Revenue Income:

This bill provides for reinstatement fees under 303.027, which will generate revenue for the highway fund, with 10% allocated to counties and 15% allocated to cities. The revenue indicated on the Excel spreadsheet was calculated as follows:

422,000 (number of potential uninsured vehicles annually from ins. cos.)  
- 379,800 (90 % compliance rate from previous ins. monitoring program)  
42,200 (potential suspensions imposed annually)

Of the 42,200 suspensions imposed, DLB has no way of knowing how many would be required to pay the \$200 reinstatement fee under 303.027 of this bill, because the \$200 reinstatement fee is not required for persons that surrender their license plates or submit a sworn statement that the vehicle was not being operated, or the person was in the military, or physically ill.

This bill provides for suspensions for convictions for violation of 303.025, in lieu of assessing four points. The total number of convictions received in FY08 for this was 45,390. Section 302.304 allows DLB to collect a \$20 reinstatement fee for the driver license suspension. Assuming the same number of convictions would be received in the future fiscal years; this would result in a total of \$907,800 in reinstatement fees (45,390 X \$20). The reinstatement fees would be allocated as follows:

FY10  
\$907,800  
/12  
\$75,650  
X10  
\$756,500

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ASSUMPTION (continued)

\$567,375 State Highway Fund (75%)  
\$113,475 Cities (15%)  
\$75,650 Counties (10%)

FY11 & FY12

\$907,800  
\$680,850 State Highway fund (75%)  
\$136,170 Cities (15%)  
\$90,780 Counties (10%)

This legislation will require programming changes to the Drivers Automated Voice Exchange system referred to as DAVE. This will require the testing of new script added the existing dialogue. Estimated value of a contractor for this modification is \$6,826.

Officials at the OA-Information Technology DOR (OA-ITSD DOR) assume due to the Statewide Information Technology Consolidation, the department's response to a proposal will now also reflect the cost estimates prepared by OA-IT for impact to the various systems. As a result, the impact shown may not be the same as previous fiscal notes submitted. In addition, if the legislation is Truly Agreed to and Finally Passed the OA-IT costs shown will be requested through appropriations by OA-IT.

OA-ITSD DOR estimates that this legislation could be implemented utilizing 1 existing CIT III for 1 month, 2 additional FTE for 3 months plus 6 FTE for 18 months at a rate of \$ 4,441, valued at \$517,541. Office of Administration Information Technology (ITSD DOR) estimates the IT portion of this request can be accomplished within existing resources; however, if priorities shift, additional FTE/overtime would be needed to implement.

Officials at the **Missouri Department of Transportation** state that regarding Sections 302.545 - 302.775 & 311.326 the department anticipates a zero fiscal impact if this legislation is passed. This bill, if enacted, will ensure that Missouri does not face sanctions of its National Highway System, Surface Transportation Program and Interstate Maintenance Funds pursuant to 49 CFR Part 384.401. Without some of these changes, FMCSA could decide to pursue withholdings of these funds. The estimated loss of federal funds to MoDOT would be \$25 million (5%) the first year and \$50 million (10%) each addition year.

Officials at the **Missouri Department of Transportation** assume sections 304.287-304.290 impose some obligations on MoDOT, which could result in the need for additional staff or overtime. MoDOT is unable at this time to determine an amount but anticipate the amount to be

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ASSUMPTION (continued)

less than \$100,000 annually.

Officials at the **Missouri Department of Transportation** assume section 307.178 of this bill will provide for primary enforcement of Missouri's safety belt law, which would qualify the state to receive a \$538,000 dollar grant under section 405 pursuant to SAFETEA-LU. If, upon federal interpretation the TAFP legislation is found to be in compliance with section 406 of SAFETEA-LU, Missouri would receive a one time grant of at least \$16.2 million but could be as much as \$20 million.

**Oversight** assumes MoDOT would not lose federal funds.

**Oversight** assumes this proposal would allow Missouri to apply for the grants listed above.

Officials at the **Department of Insurance, Financial Institutions and Professional Registration** assume the department would create an administrative hearing process to determine valid insurance coverage (or not) and a decision regarding someone's rights or privileges with regard to driving. According to DOR, there are approximately 422,000 vehicles without valid insurance coverage in Missouri annually. DOR concluded, based upon past compliance data, that 10% (42,200) of the licenses would be suspended. The department assumes a minimum of 10% (4,220) of the suspensions (42,200) would be appealed. The department would require a minimum of 10 FTE to handle this number of appeals. The department is requesting 3.00 attorney FTE to hear the appeals, 5.00 paralegal FTE to prepare documents, hearings and assist the attorneys in their decisions and 2.00 senior office support assistant FTE to receive, file and track the appeals in the department's appeals database. Should the number of cases be higher, the department would need to request additional staff and expenses through the annual budget process.

The department would also need \$50,000 in one-time costs to setup a basic database to track the appeals received and the decisions rendered. However, should this database information need to be published on the department's or DOR's website or be available to the public, the department would need to request more funds to implement.

Officials at the **Office of the State Courts Administrator, City of Springfield, Boone County Sheriff's Department, City of West Plains, Missouri Highway Patrol, Clinton County, Department of Public Safety, Springfield Police Department, City of Centralia, St. Louis County, Department of Natural Resources, Special School District and the City of Raytown** assume that there is no fiscal impact from this proposal.



ASSUMPTION (continued)

Officials at the **City of Kansas City** assume a cost of \$30,000 per year due to the universal red light enforcement provisions.

Officials at the **St. Joseph Police Department** assume unknown costs due to the universal red light enforcement provisions.

Officials at the **Office of Prosecution Services** assume no impact on the Office of Prosecution Services. However, the impact on county prosecuting attorneys will depend on the extent to which law enforcement agencies choose to enforce this provision which is unknown.

For the purpose of this proposed legislation, officials at the **Office of State Public Defender (SPD)** cannot assume that existing staff will provide competent, effective representation for any new cases arising where indigent persons are charged with the proposed new crimes outlined in this proposal.

Passage of bills increasing penalties on existing crimes, or creating new crimes, requires the State Public Defender System to further extend resources. While the number of new cases (or cases with increased penalties) may be too few or uncertain to request additional funding for this specific bill, the SPD will continue to request sufficient appropriations to provide competent and effective representation in all its cases.

**Oversight** assumes the SPD can absorb the additional caseload that may result from this proposal.

Officials from the **Department of Corrections (DOC)** stated that they could not predict the number of new commitments which could result from the creation of the offense(s) outlined in the proposal. An increase in commitments would depend on the utilization of prosecutors and the actual sentences imposed by the courts. If additional persons were sentenced to the custody of the DOC due to the provisions of this legislation, the DOC would incur a corresponding increase in operational costs either through incarceration (FY 2008 average \$15.64 per inmate, per day or an annual cost of \$5,709) or through supervision provided by the Board of Probation and Parole (FY 2008 average \$2.47 per offender, per day or an annual cost of \$902).

The following factors contribute to DOC's minimal assumption:

- DOC assumes the narrow scope of the crime will not encompass a large number of offenders.
- The low felony status of the crime enhances the possibility of plea-bargaining or

ASSUMPTION (continued)

- imposition of a probation sentence.
- The probability exists that offenders would be charged with a similar but more serious offense or that sentences may run concurrent to one another.

In summary, supervision by the DOC through probation or incarceration would result in some additional costs, but it is assumed the impact would be \$0 or a minimal amount that could be absorbed within existing resources.

Officials from the **Office of the Secretary of State (SOS)** state 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 \$2,500. 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 request funding through the appropriation process.

No other City, County or Police Department responded to Oversight's request for fiscal impact.

<u>FISCAL IMPACT - State Government</u>	FY 2010 (10 Mo.)	FY 2011	FY 2012
<b>GENERAL REVENUE</b>			
<u>Cost - Dept. of Revenue</u>			
DAVE computer programming	(\$6,826)	\$0	\$0
<u>Cost - Dept. of Revenue</u>			
Personal Services	(\$1,728,433)	(\$2,136,343)	(\$2,200,433)
Fringe Benefits	(\$840,537)	(\$1,038,904)	(\$1,070,071)
Equipment and Expenses	<u>(\$773,853)</u>	<u>(\$90,484)</u>	<u>(\$93,199)</u>
<u>Total Cost - Dept. of Revenue</u>	(\$3,342,823)	(\$3,265,731)	(\$3,363,703)
FTE Change - DOR	#74 FTE	#74 FTE	#74 FTE
<u>Cost - Dept. of Revenue</u>			
Mailing costs	(\$448,938)	(\$554,888)	(\$571,534)
<u>Cost - Dept. of Revenue</u>			
Window costs	\$0	(\$41,632)	(\$83,264)
<u>Cost - Dept. of Insurance</u>			
database creation	(\$50,000)	\$0	\$0
<u>Cost - Dept. of Insurance</u>			
Personal Service	(\$312,564)	(\$386,329)	(\$397,919)
Fringe Benefits	(\$152,000)	(\$187,872)	(\$193,508)
Equipment and Expense	<u>(\$100,441)</u>	<u>(\$44,990)</u>	<u>(\$46,342)</u>
<u>Total Cost - Dept. of Insurance</u>	(\$565,005)	(\$619,191)	(\$637,769)
FTE Change - Dept. of Insurance	#10 FTE	#10 FTE	#10 FTE
<b>ESTIMATED NET EFFECT ON GENERAL REVENUE</b>	<b><u>(\$4,413,592)</u></b>	<b><u>(\$4,481,442)</u></b>	<b><u>(\$4,656,270)</u></b>
Estimated Net FTE Change on General Revenue	#84 FTE	#84 FTE	#84 FTE

## STATE ROAD FUND

### Cost - MoDOT

universal red light provisions	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>
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### ESTIMATED NET EFFECT ON STATE ROAD FUND

<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>	<u>(Less than \$100,000)</u>
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## HIGHWAY FUND

### Revenue - DOR

Replacement window sticker fee	\$0	\$1,020,787	\$2,041,574
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### Income - DOR

Reinstatement fees	\$567,375	\$680,850	\$680,850
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### Loss - DOR

Repealed reinstatement fees	<u>(\$181,725)</u>	<u>(\$218,070)</u>	<u>(\$218,070)</u>
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### ESTIMATED NET EFFECT ON HIGHWAY FUND

<u>\$385,650</u>	<u>\$1,483,567</u>	<u>\$2,504,354</u>
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### FISCAL IMPACT - Local Government

FY 2010 (10 Mo.)	FY 2011	FY 2012
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## LOCAL GOVERNMENTS - CITIES

### Revenue - Cities

Replacement window sticker fee	\$0	\$204,157	\$408,315
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### Income - Cities

Reinstatement fees	\$113,475	\$136,170	\$136,170
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### Loss - Cities

Repealed reinstatement fees	<u>(\$36,345)</u>	<u>(\$43,614)</u>	<u>(\$43,614)</u>
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### Cost - Cities

red light provisions	<u>(Unknown)</u>	<u>(Unknown)</u>	<u>(Unknown)</u>
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Total <u>Income</u> - Cities	(Unknown) to <u>\$77,130</u>	(Unknown) to <u>\$296,713</u>	(Unknown) to <u>\$500,871</u>
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**LOCAL GOVERNMENTS -  
COUNTIES**

<u>Revenue</u> - Counties			
Replacement window sticker fee	\$0	\$136,104	\$272,210

<u>Income</u> - Counties			
Reinstatement fees	\$75,650	\$90,780	\$90,780

<u>Loss</u> - Counties			
Repealed reinstatement fees	(\$24,230)	(\$29,076)	(\$29,076)

<u>Cost</u> - Counties			
red light provisions	(Unknown)	(Unknown)	(Unknown)

Total <u>Income</u> - Counties	(Unknown) to <u>\$51,420</u>	(Unknown) to <u>\$197,808</u>	(Unknown) to <u>\$333,914</u>
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**ESTIMATED NET EFFECT ON  
LOCAL GOVERNMENTS - CITIES  
AND COUNTIES**

(Unknown) to <u>\$128,550</u>	(Unknown) to <u>\$494,521</u>	(Unknown) to <u>\$834,785</u>
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FISCAL IMPACT - Small Business

There may be an impact on insurance companies, tow companies, vehicle impound/storage lots and manufacturers of photo enhancement systems.

FISCAL DESCRIPTION

This proposal establishes the Uninsured Motorist Stipulation of Benefits Act of 2009. An uninsured motorist involved in an accident with a complying policyholder will be subject to 100% reduction of recovery for noneconomic damages. The reduction will not apply if it can be proven that the insured motorist caused the accident while under the influence of drugs or alcohol or if the insured motorist is convicted of vehicular assault or homicide. Passengers in the uninsured motor vehicle will not be subject to the waiver. The proposal will not apply to a

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FISCAL DESCRIPTION (continued)

motorist whose insurance policy was terminated for failure to pay the premium unless notice of termination for failure to pay was provided by the insurer at least 30 days prior to the accident.

Any person who knowingly or intentionally produces, manufactures, sells, or distributes a fraudulent insurance identification card will be guilty of a class D felony. A person who is knowingly or intentionally in possession of a fraudulent insurance identification card will be guilty of a class B misdemeanor and if in an accident with a complying policyholder will be subject to a 100% reduction of recovery for noneconomic losses. Any person who owns or operates a motor vehicle under the influence of drugs or alcohol and is in an accident will be subject to a 100% reduction of recovery for noneconomic losses.

If a motor vehicle owner fails to maintain financial responsibility as required in Section 303.160, RSMo, the owner will be guilty of a class B misdemeanor for a first offense and a class A misdemeanor for a subsequent violation and will have his or her motor vehicle impounded and driver's license suspended until proof of financial responsibility is provided. The proposal allows the departments of Public Safety and Revenue to enter into agreements with local law enforcement agencies to collect and return to the Department of Revenue suspended or revoked driver's licenses, motor vehicle registrations, and motor vehicle license plates. If financial responsibility is not maintained, the vehicle owner must surrender the vehicle license plate and registration certificate to the Department of Revenue within five days after loss of financial responsibility.

The Department of Revenue can authorize automobile insurers to use alternative methods to provide notice of cancellation, refusal to renew, new policies written, and renewals to the department for individuals whose financial responsibility is through insurance coverage. A registration certificate cannot be reissued until satisfactory evidence of financial responsibility has been filed. The proposal establishes an appeal process for individuals who at the time of suspension have maintained financial responsibility.

Upon proof of financial responsibility, a reinstatement fee of \$200 must be paid by a vehicle owner who has not voluntarily surrendered his or her license plates and registration certificate. Any person who willfully fails to return his or her license plates and registration certificate will be guilty of a misdemeanor and will be punished as follows: (1) For a first offense, a fine of not less than \$100 but no more than \$200, or a 30-day imprisonment; (2) For a second offense, a fine of \$200, a 30-day imprisonment, or both; and (3) For a third or subsequent offense, imprisonment for not less than 45 days but no more than six months.

A \$5 per diem fine payable to the Department of Revenue is established for every day in which

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FISCAL DESCRIPTION (continued)

there is a lapse in the required financial responsibility. The total amount of the fine cannot exceed \$200 for a first offense.

The proposal repeals the provisions relating to proof of financial responsibility notification, suspension, and hearings in Sections 303.041 and 303.042.

Currently, the driver and each front-seat passenger of cars and trucks with a licensed gross weight under 12,000 pounds must wear a safety belt. Exemptions are allowed for United States Postal Service employees while performing their duties, persons operating or riding a motor vehicle being used in agricultural work-related activities, and persons with a medical reason. This bill requires all drivers and passengers in all cars and trucks to wear a safety belt except those already exempt. A person with a medical reason must possess documentation from a physician.

The bill also removes the provision that prohibits a person from being stopped, inspected, or detained solely for not wearing a properly adjusted and fastened safety belt.

This legislation is federally mandated, would not duplicate any other program and would require additional capital improvements or rental space.

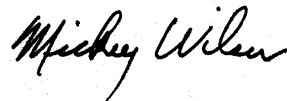
SOURCES OF INFORMATION

Missouri Department of Transportation  
City of Springfield  
City of Centralia  
City of Kansas City  
Boone County Sheriff's Department  
Office of Prosecution Services  
Office of the State Public Defender  
Office of the State Courts Administrator  
City of West Plains  
Missouri Highway Patrol  
City of Raytown  
Clinton County  
Department of Public Safety  
Springfield Police Department  
St. Louis County  
Office of the Secretary of State

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SOURCES OF INFORMATION (continued)

Department of Natural Resources  
St. Joseph Police Department  
Special School District  
Department of Corrections  
Department of Insurance, Financial Institutions and Professional Registration

A handwritten signature in black ink that reads "Mickey Wilson". The signature is written in a cursive, flowing style.

Mickey Wilson, CPA  
Director  
April 14, 2009