

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 1071H.05C
 Bill No.: HCS for SS for SB 46
 Subject: Transportation
 Type: Original
 Date: May 7, 2021

Bill Summary: Modifies provisions relating to transportation.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND			
FUND AFFECTED	FY 2022	FY 2023	FY 2024
General Revenue	(\$744,522)	(\$160,324)	Could exceed (\$162,955)
Total Estimated Net Effect on General Revenue	(\$744,522)	(\$160,324)	Could exceed (\$162,955)

ESTIMATED NET EFFECT ON OTHER STATE FUNDS			
FUND AFFECTED	FY 2022	FY 2023	FY 2024
Highway Fund	\$206,340	\$247,605	\$247,605
Missouri Public Health Services Fund	\$9,300	\$18,600	\$18,600
Motor Vehicle Administration Technology Fund	Could exceed \$5,416,667 to \$27,083,333	Could exceed \$6,500,000 to \$32,500,000	Could exceed \$6,500,000 to \$32,500,000
Port Authority AIM Zone Fund (0583)*	\$0	\$0	\$0*
State Road Fund	(\$46,350)	\$0	\$0
Water Patrol Division Fund**	More or less than \$5,353,008	More or less than \$6,295,145	More or less than \$5,904,940
Total Estimated Net Effect on <u>Other</u> State Funds	\$10,938,965 to \$32,605,631	\$13,061,350 to \$39,061,350	\$12,671,145 to \$38,671,145

*Potential Transfer In and Transfer Out amounts assumed to net to \$0.

**Oversight assumes starting in FY 2025, there could be a reduction in the number of registrations resulting in a potential loss in revenue to the Water Patrol Fund. With the optional lifetime registration fee being three times the current fee, the State will not realize a potential overall loss of funding for nine to eleven years. Oversight used the assumption that 50 percent of all boat renewals will chose this new option. The percentage of registrations that utilize this option could vary substantially from this estimate, therefore the "More or Less than".

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2022	FY 2023	FY 2024
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)			
FUND AFFECTED	FY 2022	FY 2023	FY 2024
General Revenue (DOR)	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 2022	FY 2023	FY 2024
Local Government	Unknown to (Unknown)	Unknown to (Unknown)	Unknown to (Unknown)

Numbers within parentheses: () indicate costs or losses.

FISCAL ANALYSIS

ASSUMPTION

§9.315 – School Bus Drivers’ Appreciation Day

In response to a similar proposal from 2021 (HB 639), officials from the **Office of Administration** and **Department of Elementary and Secondary Education** each assumed the proposal would have no fiscal impact on their respective organizations.

Oversight notes that the above mentioned agencies 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.

§21.795 – Towing Provisions and the Joint Committee on Transportation Oversight

In response to a similar proposal from 2021 (HCS for HB 389), officials from the **Missouri Department of Transportation, Missouri Highway Patrol, Department of Revenue, Office of the Governor, Office of the State Auditor, Missouri House of Representatives, Missouri Senate, Attorney General’s Office** and **Oversight Division** each assumed the proposal would have no fiscal impact on their respective organizations.

Oversight notes that the above mentioned agencies 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.

§68.075 – Advanced Industrial Manufacturing Zones Act

Oversight notes, under current law, no new Advanced Industrial Manufacturing Zone (AIM Zone) may be established after August 28, 2023. This proposed legislation extends that date to August 28, 2031.

An AIM Zone is an area identified through resolution passed by the Port Authority Board of Commissioners that is being developed or redeveloped for any purposes so long as any infrastructure and/or building built or improved is in the development area.

Any port authority located in this state may establish an AIM Zone.

Oversight notes fifty percent (50%) of the state tax withholdings imposed under Section(s) 143.191 to 143.265 on qualifying new job(s) created within an AIM Zone after development or redevelopment has commenced shall be deposited into Port Authority AIM Zone Fund in lieu of General Revenue (GR).

In addition, the Port Authority AIM Zone Fund may receive an appropriation from the General Assembly to be used for the administration of this program which is limited to no more than ten percent (10%) of the total amount deposited from withholding taxes on new jobs with an AIM Zone.

The Missouri State Treasurer is to disburse the funds held in the Port Authority AIM Zone Fund to port authorities.

The funds disbursed to port authorities are to be used for expansion, develop and redevelop of AIM Zones, managerial expenses, engineering, legal expenses, research, promotion expenses, planning, satisfaction of bonds, and any other expenses.

In response to a similar proposal from 2020 (SB 636), officials from the **Missouri Department of Economic Development (DED)** stated the proposed legislation will have an economic impact. The proposed legislation may encourage economic activity through an increase in projects in AIM Zones; however, DED could not estimate the increase or decrease to Total State Revenue.

Based on information provided by the Department of Revenue, the following AIM Zones have been established:

AIM Zone	Date of Adoption
Port KC AIM Zone 1 - Richards Gebaur	10/17/2016
Port KC AIM Zone 2 - Northland Park	10/17/2016
Port KC AIM Zone 3 - Berkley Riverfront	12/18/2017
Port KC AIM Zone 4	10/28/2019
Hazelwood AIM Zone	3/13/2018
St. Louis Port District AIM Zone	6/13/2017
Lemay AIM Zone	7/11/2017
Former Jamestown Mall AIM Zone	10/10/2017
Kimmswick AIM Zone	9/14/2016

Based on additional information provided by the Department of Revenue, the Port Authority AIM Zone Fund (0583) received its first deposit in the amount of \$1,125 in July 2020 (Fiscal Year 2021). The balance of the fund on February 28, 2021 was \$1,126.21

In response to a similar proposal from 2021 (HB 249), officials from the **City of Kansas City (Kansas City)** assumed this proposed legislation would have an indirect positive fiscal impact on Kansas City in an unknown amount. Kansas City assumes by extending the program, additional development could occur.

In response to a similar proposal from 2021 (HB 249), officials from the **Office of Administration – Budget & Planning Division**, the **Missouri Department of Revenue**, the **Missouri Department of Transportation**, the **Missouri State Treasurer’s Office**, the **City of Ballwin**, the **City of Corder**, the **City of Hale**, the **City of Houstonia**, the **City of La Monte**, and the **City of Springfield** did not anticipate the proposed legislation will cause a fiscal impact on their organizations. Oversight does not have any information to the contrary. Therefore, for purposes of this fiscal note, Oversight will not report a fiscal impact for these organizations.

Oversight notes, other than the approximately \$1,125 deposited into the Port Authority AIM Zone Fund, which was the first deposit recognized, which occurred in the current fiscal year (Fiscal Year 2021), there is little historical data or evidence available to estimate the impact of extending the date in which AIM Zones can be established.

For purposes of this fiscal note, Oversight will report a fiscal impact equal to \$0 or a negative “Unknown” to GR beginning in Fiscal Year 2024 as a result of the unknown amount of state withholding tax that would be deposited into the Port Authority AIM Zone Fund in lieu of GR. Oversight assumes this reduction in withholding tax collections would not exceed \$250,000.

Oversight will report the transfer into the Port Authority AIM Zone Fund (withholding tax deposited) equal to \$0 or a positive “Unknown” beginning in Fiscal Year 2024 and will report the transfer out of the Port Authority AIM Zone Fund (disbursements to port authorities) equal to \$0 or a negative “Unknown” resulting in a net zero (\$0) fiscal impact.

Oversight will report a \$0 or positive “Unknown” impact to Local Political Subdivisions (Port Authorities/AIM Zones) beginning in Fiscal Year 2024 as a result of the unknown amount of revenue such entities would receive from the Port Authority AIM Zone Fund.

§§115.151, 115.160 & 115.960 – Department of Revenue - Voter Registration

In response to a similar proposal from 2021 (HB 372), officials from the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

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

- Coordinate with the Secretary of State to develop requirements for the data and signature file specifications for election authorities;
- OA-ITSD must develop a data pull process for voter registration data collected at the time of license, permit or nondriver license issuance, including electronic signatures;
- OA-ITSD must develop a secure process that is a format compatible with the Missouri voter registration system for sending the required signature and voter registration information file to the data file for submission to the election authorities;
- OA-ITSD Test the file generation and secure transfer process to ensure all required data elements and signature are sent as required;

- Obtain format and procedure approvals from Secretary of State and others as applicable;
- Develop website information to link inquirers to the Secretary of State for information regarding the new automatic voter registration and provisions for declining automatic registration.
- Define requirements to modify the Missouri Electronic Driver License (MEDL) system to modify the voter registration application form data and signature collection to comply with electronic transmission requirements.
- Develop and initiate user acceptance testing for changes the MEDL system.
- Modify office procedures to reflect changes to voter registration application data collection.
- Obtain necessary approvals from all entities for the application and procedure changes as well as data transfer specifications.

FY 2022 – Driver License Bureau

Research/Data Assistant	320 hrs. @ \$15.98	= \$ 5,114
Research/Data Analyst	640 hrs. @ \$23.82	= \$15,245
Administrative Manager	80 hrs. @ \$22.24	= \$ 1,779
Total		= \$22,138

FY 2022 – Personnel Services Bureau

Associate Research/Data Analyst	20 hrs. @ \$19.09	= \$ 382
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Total Costs **= \$22,520**

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.

Cost Savings (based on FY 20 volumes)

Envelopes	16,416 x @\$0.07	= \$ 1,149
Postage	16,416 x @\$0.80	= \$13,133
Motor Voter Card Stock	213,600 x @\$0.045	= \$ 9,612
Total Cost Savings FY 2022 and subsequent years		= \$23,894

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

DOR notes OA-ITSD services will be required at a cost of **\$175,036** in FY 2022 (1,842 hours x \$95 per hour), **\$35,882** in FY 2023 and **\$36,779** in FY 2024 for ongoing support.

In response to a similar proposal from 2021 (HB 372), officials from the **Office of the Secretary of State (SOS)** assumed the proposal would 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 this Office.

In response to a similar proposal from 2021 (HB 372), officials from the **Kansas City Election Board** and **Platte County Board of Elections** both assumed the proposal would have no fiscal impact on their organizations.

In response to a similar proposal from 2021 (HB 372), officials from the **St. Louis County Board of Elections** assumed this proposal would save 350 hours of work a year. At the lowest temporary employee salary, this would save them \$13,000 annually. Electronic registrations are much less labor intensive and save quite a bit of time. Temporary employees would normally be processing paper registration forms. If made electronic, they wouldn't require as many temporary employees to process these registrations.

Oversight notes that §115.160 states the Director of Revenue shall utilize electronic voter registration application forms and provide for secure electronic transfer of voter registration information to election authorities. As stated above by the St. Louis County Board of Elections, there would be a savings as a result of electronic registrations. Therefore, Oversight will reflect an unknown positive impact to local election authorities in the fiscal note.

§§300.010, 300.347, 301.010, 302.010, 304.001, 307.025, 307.180, 307.182, 307.188, 307.193, 307.194, 365.020, 407.560, 407.815, 407.1025 & 578.120 – Electric Bicycle Provisions

In response to a similar proposal from 2021 (HCS for HB 307), officials from the **Missouri 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.

Oversight notes that the above mentioned agencies 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 sections.

§§301.010 & 304.240 – Local Log Trucks

In response to a similar proposal from 2021 (HCS for HB 1270), officials from 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, correspondence letters, forms, and the Department website.

FY 2022 – Motor Vehicle Bureau

Lead Administrative Support Assistant	5 hrs. @ \$14.54 per hr.	= \$	73
Research/Data Assistant	10 hrs. @ \$15.49 per hr.	= \$	155
Administrative Manager	5 hrs @ \$21.57 per hr.	= \$	108
Total		= \$	336

FY 2022 – Communications Bureau

Associate Research/Data Analyst	20 hrs. @ \$18.50 per hr.	= \$	370
Total		= \$	370

Total Costs \$ 706

The Department anticipates that they will be able to absorb these costs and that there will be minimal impact. If multiple bills are passed that require Department resources, FTE may be requested through the 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.

In response to a similar proposal from 2021 (HCS for HB 1270), officials from the **Missouri Department of Transportation** and **Missouri Highway Patrol** each assumed the proposal would 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.

Oversight notes §304.240.2 creates a special carve out fine for local log trucks for load-limit violations. The current fine and proposed fine are:

Current		Proposed	
excess weight	Fine	excess weight	Fine
Up to 500 lbs.	\$.02 / lb	Up to 5,000 lbs.	\$.10 / lb
500 - 1,000 lbs	\$.05 / lb	5,000 - 10,000 lbs	\$.20 / lb
above 1,000 lbs.	\$.10 / lb	above 10,000 lbs.	\$.50 / lb

Oversight notes the fine per pound has increased with this proposal, potentially increasing fine revenue to local school districts. However, the definition of Local Log Truck (and the weight limit dimensions) has also changed. Oversight is unsure how the changes will impact load limits. Therefore, Oversight will reflect a potential impact to fine revenue to school districts as positive unknown (higher fine per pound charged) to a negative unknown (specified weight distribution and maximum weight per truck changes may reduce number of tickets/convictions).

Oversight notes the following misdemeanor guilty dispositions were processed by the Office of the State Courts Administrator for charge codes §304.180 – §304.220 in the previous three years (Although, Oversight has no information regarding how many of these are for local log trucks):

FY 2020	3,995
FY 2019	1,270
FY 2018	896

§§304.022 & 307.175 – Flashing Lights on Certain Vehicles

In response to a similar proposal from 2021 (HB 380), officials from the **Department of Revenue, Missouri Department of Transportation, Missouri Highway Patrol, Department of Corrections, Office of the State Public Defender, Office of the State Courts Administrator and Missouri Office of Prosecution Services** each assumed the proposal would have no fiscal impact on their respective organizations.

In response to a similar proposal from 2021 (HB 380), officials from the **City of Ballwin, City of Kansas City, City of O’Fallon, City of Springfield, City of St. Louis, Crestwood Police Department, Ellisville Police Department, Kansas City Police Department, Springfield Police Department and St. Louis County Police Department** each assume the proposal will have no fiscal impact on their respective organizations.

Oversight notes that the above mentioned agencies 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 sections.

§§300.155 & 304.281 – Turning Left on a Red Light

In response to a similar proposal from 2021 (HB 570), officials from the **Department of Transportation (MoDOT)** assumed the fiscal impact of this proposal is a cost of **\$46,350**, based on \$450 per sign and 103 left turn signal indications in diverging diamond interchanges on state highways.

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 a similar proposal from 2021 (HB 570), officials from 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 Missouri State Highway Patrol (MSHP) to update the Missouri Driver Guide to include the new information (online and printed versions).

FY 2022-Driver License Bureau

Research/Data Analyst	15 hrs. @ \$23.82 per hr.	= \$357
Administrative Manager	10 hrs. @ \$22.24 per hr.	= \$222
Total		\$579

FY2022-Personnel Services Bureau

Associate Research/Data Analyst	15 hrs. @ \$19.08 per hr.	= \$286
Associate Research/Data Analyst	15 hrs. @ \$19.08 per hr.	= \$286
Total		\$572

Total Costs **\$1,151**

The proposed legislation would require updates to the Missouri Driver Guide that could be absorbed, unless there are changes required to the driver examination questions administered by the Missouri State Highway Patrol. If changes to the driver examination are required, the updated driver guide must be available in printed form which will result in potential destruction and printing costs outside of normal reordering.

The printing costs of the driver guide are currently covered by the Missouri State Highway Patrol (MSHP).

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.

In response to a similar proposal from 2021 (HB 570), officials from the **Missouri Highway Patrol, Office of the State Public Defender, Missouri Office of Prosecution Services and Office of the State Courts Administrator** each assumed the proposal would 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 for these sections.

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 in FY 2022.

§301.033 – Registration of Farm Vehicles

In response to a similar proposal from 2021 (HB 153), officials from the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

To incorporate the necessary changes to allow for farm vehicle owners of more than one farm vehicle to make application with the Department to process as a farm fleet for the same registration renewal schedule, various department systems and procedures will need modifications to apply the changes.

FY 2022 – Motor Vehicle Bureau (MVB)

Associate Research/Data Analyst	239 hrs. @ \$18.50 per hr.	= \$4,422
Research/Data Analyst	20 hrs. @ \$23.09 per hr.	= \$ 462
Administrative Manager	10 hrs. @ \$21.57 per hr.	= \$ 216
Total		\$5,100

FY 2022 – Strategy and Communications Bureau

Research/Data Assistant	4 hrs. @ \$15.49 per hr.	= \$ 62
Associate Research/Data Analyst	13 hrs. @ \$18.50 per hr.	= \$ 241
Total		\$ 303

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.

DOR notes OA-ITSD services will be required at a cost of **\$60,432** in FY 2022 (636.12 hours x \$95 per hour).

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

DOR notes the current transfer fee is \$2. This proposal does not change that, nor will it result in an increase in transfer transactions; therefore, there should not be a revenue impact. The \$2 fee is not to add a vehicle to a fleet, but to transfer plates to the vehicle if a new vehicle for the fleet is purchased and the owner wants to transfer unexpired license plates from a previous vehicle owned.

In addition, this proposal will not increase the number of farm vehicles that need license plates. Any additional cost to issue plates that say special farm fleet vehicle plates, if any, will be minimal and absorbed as the number of plates being manufactured will not increase.

In response to a similar proposal from 2021 (HB 153), officials from the **Missouri Department of Agriculture** and **Missouri Department of Transportation** each assumed the proposal would 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.

In response to a similar proposal from 2021 (HB 153), from the **Missouri Highway Patrol** deferred to the DOR for the potential fiscal impact of this proposal.

§§301.147, 307.350, 307.380 & 643.315 – Even/Odd Years for Vehicle Registrations

In response to a similar proposal from 2021 (HB 578), officials from the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

§307.350, RSMo, requires that “any vehicle manufactured as an even-numbered model year shall be inspected and approved pursuant to the safety inspection program established pursuant to sections 304.350 to 307.390 in each even-numbered calendar year and any such vehicle manufactured as an odd-numbered model year vehicle shall be inspected and approved pursuant to sections 307.350 to 307.390 in each odd-numbered year.”

§301.020, RSMo, states that the Director of Revenue shall retain the odometer information provided in the vehicle inspection report. By removing the odd/odd, even/even language in §301.147, RSMo, the Department may not receive the mileage at time of registration.

Per §307.350, RSMo, and §301.020, RSMo, safety inspections and mileage are required at the time of registration. Until these issues are addressed, impact cannot be determined.

DOR states they are unable to provide the fiscal impact of this proposal due to conflicts in statute regarding safety inspections for vehicles in even/odd years; however, **Oversight** does not anticipate there being a significant fiscal impact to DOR based on when a motor vehicle is registered (even vs. odd year). Oversight assumes this allows some level of flexibility to DOR. Therefore, Oversight will not reflect a fiscal impact to DOR on this fiscal note.

in response to a similar proposal from 2021 (HB 578), officials from the **Missouri Department of Transportation** and **Missouri Highway Patrol** each assumed the proposal would 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.

§§301.192, 301.280, 407.526, 407.536 & 407.556 – Odometer Readings

In response to a similar proposal from 2021 (HB 664), officials from the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

To incorporate the necessary changes various department systems and procedures will need modifications to apply the changes.

FY2022 – Motor Vehicle Bureau (MVB)

Associate Research/Data Analyst	62 hrs. @ \$18.50 per hr.	= \$1,147
Research/Data Analyst	16 hrs. @ \$23.09 per hr.	= \$ 369
Administrative Manager	8 hrs. @ \$21.57 per hr.	= \$ 173
Total		\$1,689

FY 2022 – Strategy and Communications Bureau

Research/Data Assistant	4 hrs. @ \$15.49 per hr.	= \$ 62
Associate Research/Data Analyst	13 hrs. @ \$18.50 per hr.	= \$ 241
Total		\$ 303

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.

DOR notes OA-ITSD services will be required at a cost of **\$15,288** in FY 2022 (160.93 hours x \$95 per hour).

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

In response to a similar proposal from 2021 (HB 664), officials from the **Missouri Department of Transportation** and **Missouri Highway Patrol** each assumed the proposal would 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.

§302.341 – Traffic Violations

In response to a similar proposal from 2021 (HB 526), officials from the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact - Driver License Bureau (DLB)

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 can process suspensions on minor violations, if the following occur:

- If 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;
- If 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

The suspensions processed decreased from:
FY 2015 to FY 2019 at 67% ($119,141 - 39,108 = 80,033$; $80,033 / 119,141 = 67\%$).

The compliances processed decreased from:
FY 2015 to FY 2019 at 67% ($77,281 - 25,562 = 51,719$; $51,719 / 77,281 = 67\%$).

The Department presumes that suspensions and compliances will increase by 67%

FY2022: 65,310 FACT suspensions ($39,108 + 26,202$ (67% of 39,108) = 65,310)
42,689 FACT compliances ($25,562 + 17,127$ (67% of 25,562) = 42,689)

FTE Requirements

The Driver License Bureau will require additional FTE's to process suspensions, compliances, and perform other related processes.

26,202	Additional FACT suspensions received annually
<u>/ 252</u>	Work days per year
104	Additional suspension notices received daily
<u>/ 440</u>	# of documents a RPT I can process daily
0.24	= .24 FTE needed to process additional suspensions

17,127	Additional FACT compliances received annually
<u>/ 252</u>	Work days per year
68	Additional compliance notices received daily

$$\frac{440}{0.15} \quad \# \text{ of documents a RPT I can process daily}$$

= .15 FTE needed to process additional suspension

Telephone Inquiries

A telephone operator is expected to process 100 telephone inquiries daily.

26,202 Additional FACT Suspension received annually
 $X \quad 90\%$ Percent which will generate telephone inquiries
23,582 Telephone inquiries received per year
 $\frac{23,582}{252}$ work days per year
94 Telephone inquiries received per day
 $\frac{94}{100}$ Telephone inquiries processed per day
0.94 = 0.94 FTE needed to answer telephone inquiries

Returned Mail

Prior statistics show approximately 33% of suspension notices issued will be returned to DLB undeliverable by the postal authorities due to no current address. This will require data entry by a processing technician and preparation of documents for document imaging post data entry.

26,202 Additional FACT Suspension received annually
 $X \quad 33\%$ Percent of notices returned by post office
8,647 Additional returned mail received annually
 $\frac{8,647}{252}$ Work days per year
34 Returned mail received per day
 $\frac{34}{440}$ Documents processed per day
0.08 = 0.08 FTE needed to process returned mail

Written Correspondence

It is estimated that 5% of the suspensions will result in written correspondence to the Department from the individuals receiving the notice. This will require staff to research the issues presented in the correspondence and prepare a written response. A processing technician is expected to research and prepare 30 written responses received daily. It is assumed they can be handled by the FTE estimated below.

26,202 Additional FACT Suspension received annually
 $X \quad 5\%$ Percent which will generate written correspondence
1,310 Written correspondence received per year
 $\frac{1,310}{252}$ Work days per year
5 Written correspondence received per day
 $\frac{5}{30}$ written responses prepared per day
0.17 = 0.17 FTE needed to process correspondence

Reinstatements

Based on FY 2019 statistics, the Department estimates that 63% of those individuals who are suspended will submit their reinstatement requirements in order to reinstate their driving privilege. The Department assumes the same rate for this program. A processing technician is expected to process 440 documents daily and another processing technician is expected to process 346 reinstatement fees daily.

Same-day service for Statewide Reinstatements:

26,202	Additional FACT Suspension received annually
X 63%	Percent submitting reinstatement requirements
16,507	Reinstatement filings received per year
/ 252	Work days per year
66	Reinstatements received daily
/ 440	Reinstatements processed daily
0.15	= 0.15 FTE needed to process reinstatements collected.

Note: Processing FACT suspensions (.24 FTE), processing FACT compliances (.15 FTE), answering telephone inquiries .94 FTE), processing returned mail (.08 FTE), processing written correspondence (.17 FTE), processing reinstatement walk-ins (.15 FTE) functions equal **1.73 FTE which would be rounded to two (2) FTE.**

Total of 2 Associate Customer Service Rep. (G2)
FY 2022: \$21,500 (10 months) x 2 FTEs = \$43,020
FY 2023: \$26,070 yearly salary x 2 FTEs = \$52,140
FY 2024: \$26,331 yearly salary x 2 FTEs = \$52,662

Increased Postage, Envelope, & Printing Costs

First Class Mail Costs:

- Suspension notices = 26,202 per year
- Reinstatement notices = 16,507 per year
- Correspondence letters = 1,310 per year
 - Total pieces of mail = 44,019 per year (26,202 + 16,507 + 1,310 = 44,019)

FY 2022: 44,019/12 mos. = 3,668 x 10 mos. = 36,680 pieces of mail in the first year after bill passage x \$0.55 = \$20,175 first class postage cost
FY 2023: = \$24,816 first class postage cost
FY 2024: = \$25,436 first class postage cost

Envelope Costs:

- Total envelopes = 44,019 per year

FY 2022 44,019 /12 mos. = 3,668 x 10 mos. = 36,880 envelopes in the first year after bill passage x \$0.07 = \$2,568 envelope cost
FY 2023: = \$3,158 envelope cost

FY 2024: = \$3,237 envelope cost

Letter printing cost

- o 44,019 letters per year

FY 2022: 44,019 /12 mos. = 3,668 x 10 mos. = 36,680 pieces of mail in the first year after bill passage x \$0.096 per 1,000 = \$3.70 (37,000/1000 = 37 x \$0.10 printing cost)

FY 2023: = \$4.00 printing cost

FY 2024: = \$4.00 printing cost

Total Postage, Envelope, Printing Costs:

FY 2022 \$20,175 (1st class) + \$2,576(envelopes) + \$3.70 (printing) = **\$22,746**

FY 2023: \$24,816 (1st class) + \$2,256 (envelopes) + \$4.00 (printing) = **\$27,978**

FY 2024: \$25,436 (1st class) + \$2,312 (envelopes) + \$4.00 (printing) = **\$28,677**

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

DOR also notes OA-ITSD services will be required at a cost of **\$84,132** in FY 2021 (885.60 hours x \$95 per hour).

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

Revenue Impact – DLB

Based on FY 2019 statistics, the Department estimates that 63% of those individuals who are suspended will submit the reinstatement fee. The Department assumes the same rate for this program. This will result in 16,507 reinstatement fees collected annually.

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

Total Increase in reinstatement fees collected annually = **\$330,140** (16,507 x \$20 reinstatement fee)

Fees collected will be distributed 75% Highway Fund, 15% Cities, and 10% Counties.

FY 2022

\$330,140	Increase in reinstatement fees collected annually
/ 12	Number of months in a year

\$27,512	Increase in reinstatement fees collected monthly
<u>X 10</u>	Number of months in first year after bill passage
\$275,120	Increase in reinstatement fees collected in first year after bill passage

\$275,120 x 75% = \$206,340 – Highway Fund
\$275,120 x 15% = \$41,268 – Cities
\$275,120 x 10% = \$27,512 – Counties

FY 2023

\$330,140 x 75% = \$247,605 – Highway Fund
\$330,140 x 15% = \$49,521 – Cities
\$330,140 x 10% = \$33,014 – Counties

FY 2024

\$330,140 x 75% = \$247,605 – Highway Fund
\$330,140 x 15% = \$49,521 – Cities
\$330,140 x 10% = \$33,014 – Counties

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

In response to a similar proposal from 2021 (HB 526), officials from the **Missouri Department of Transportation, Missouri Highway Patrol** and **Office of the State Courts Administrator** each assumed the proposal would 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.

§302.755 – Commercial Driver License Restrictions

In response to a similar proposal from 2021 (HB 661), officials from the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

This new disqualification is mandated per Federal Motor Carrier Safety Regulation changes defined in 49 CFR §383.51 with a mandatory compliance date of September 23, 2022. The Department has no available data that would help us determine the potential volume of drivers who may be convicted under this new provision, but assumes it will be minimal enough to not require additional FTE. If the increase is more significant than anticipated, additional FTE may be requested through the appropriations process.

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

- Complete programming and user acceptance testing of MODL to develop a new action type and MODL code for CDL disqualification for trafficking of persons,

- Update driver history and CDL disqualification evaluation routines;
- Test programs for inbound and outbound conviction processing and driver history eligibility evaluations in MODL and MAI;
- Update interactive applications for automated responses to customers through telephone system (current vendor Genesys) or online (DORA),
- Work with OSCA to ensure courts are informed of the new lifetime disqualification;
- Update the Department website,
- Update form 5231 Commercial Operators and the Law Brochure and form 899 Missouri Driver Record Traffic Violation Descriptions and Points Assessed; and
- Update the Missouri Commercial Driver License Manual.

FY 2022 – Driver License Bureau

Research/Data Analyst	160 hrs. @ \$23.82 per hr.	= \$3,053
Research/Data Assistant	160 hrs. @ \$15.98 per hr.	= <u>\$2,557</u>
Total		= \$5,610

FY 2022 – Personnel Services Bureau

Associate Research/Data Analyst	60 hrs. @ \$19.08 per hr.	= \$1,145
Research/Data Assistant	20 hrs. @ \$15.98 per hr.	= <u>\$ 320</u>
Total		= \$1,465

Total Costs = **\$7,075**

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.

DOR notes however, that OA-ITSD services will be required at a cost of **\$26,881** in FY 2022 (282.96 hours x \$95 per hour) to implement these changes to the MODL system.

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

In response to a similar proposal from 2021 (HB 661), officials from the **Missouri Highway Patrol** and **Missouri Department of Transportation** each assumed the proposal would 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.

§301.3083 – Cancer Awareness Specialty License Plate

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.

Set-up cost

The Department is charged **\$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 2022.

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 200 applicants per year at a cost to the Department of **\$625** (10 months) in FY 2022 and **\$750** in FY 2023 and FY 2024.

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.

The mailing cost will be **\$93** (10 months) in FY 2022 and **\$111** in FY 2023 and FY 2024.

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 200 applications per year at a cost of **\$110** (10 months) in FY 2022 and **\$132** in FY 2023 and FY 2024 for letters (\$0.038), envelopes (\$0.068), and postage (\$0.55).

DOR notes OA-ITSD services will be required at a cost of **\$21,752** in FY 2022 (228.97 hours x \$95 per hour).

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

In response to a similar proposal from 2021 (HB 569), officials from the **Department of Health and Senior Services (DHSS)** assumed the following regarding this proposal:

Section 301.3083 of the proposed legislation would create a new specialty license plate for promoting cancer awareness, with a \$25 annual donation provided to the Department of Health and Senior Services to fund cancer awareness activities as a requirement to register for the plate. Based on the history of state revenue gained through specialty license plates, DHSS will not have to change its staffing or how it implements current cancer awareness activities.

Two specialty license plates relating to public health are currently available through the Department of Revenue. As of the most recent data publicly released by the Department of Revenue, the Breast Cancer Awareness plate has been issued to 1,004 vehicles and the Be an Organ Donor plate has been issued to 483 vehicles. The department assumes that this is the range of possible interest for a Cancer Awareness specialty plate, and therefore assumes an average of 744 plates would be requested. As the required donation is \$25, the estimated total revenue would be \$18,600. The proposed legislation specifies that revenue would be deposited in the Missouri public health services fund (MOPHS fund).

Because license plates expire every two years, DHSS assumes that half of the total number of applications for a Cancer Awareness specialty plate will be received the first year of implementation, with the remaining applications being made in the second year of implementation with continuous donations being made in subsequent fiscal years.

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

In response to a similar proposal from 2021 (HB 569), officials from the **Missouri Department of Transportation** and **Office of the State Treasurer** each assumed the proposal would 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.

§301.3139 – Boy Scouts of America Specialty License Plate Provisions

In response to a similar proposal from 2021 (HB 660), officials from the **Department of Revenue** assumed the proposal would 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.

Oversight notes the Boy Scouts of America specialty license plate was first authorized in 2004 and additional revenues and costs were indicated in the fiscal note at that time. Oversight notes there are zero Boy Scouts of America specialty license plates issued as of January 2, 2020. Oversight notes this proposal removes the provision that the organization be required to submit a list of potential applicants for the specialty license plate. Oversight assumes there is no additional direct fiscal impact to DOR as a result of this proposal.

§301.3179 – Negro Leagues Specialty License Plate

In response to a similar proposal from 2021 (HB 100), officials from 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 Special License Plate (DOR-1716);
- Communicate with the Negro Leagues Baseball Museum for development of the license plate; and
- Complete programming and user acceptance testing for identified systems.

FY 2022 – Motor Vehicle Bureau

Associate Research/Data Analyst	240 hrs. @ \$18.50 per hr.	= \$4,440
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FY 2022 – Strategy and Communications Office

Associate Research/Data Analyst	10 hrs. @ \$18.50 per hr.	= \$ 185
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FY 2022 – General Services Bureau

Lead Administrative Support Assistant	5 hrs. @ \$14.54 per hr.	= \$ 73
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Total Costs = **\$4,698**

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.

Set-up cost

The Department is charged **\$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 2022.

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 200 applicants per year at a cost to the Department of **\$625** (10 months) in FY 2022 and **\$750** in FY 2023 and FY 2024.

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.

The mailing cost will be **\$93** (10 months) in FY 2022 and **\$111** in FY 2023 and FY 2024.

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 200 applications per year at a cost of **\$110** (10 months) in FY 2022 and **\$132** in FY 2023 and FY 2024 for letters (\$0.038), envelopes (\$0.068), and postage (\$0.55).

DOR notes OA-ITSD services will be required at a cost of **\$8,311** in FY 2022 (87.48 hours x \$95 per hour).

In response to a similar proposal from 2021 (HB 100), officials from the **Missouri Department of Transportation** assumed the proposal would 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.

\$302.174 – License Plate Sticker for Deaf or Hard of Hearing

In response to a similar proposal from 2021 (HB 1150), officials from the **Department of Revenue (DOR)** assumed the following regarding this proposal:

Administrative Impact

The Department will issue a sticker free of charge to any individual with a deaf or hard of hearing notation on their driver license upon request.

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

- Update procedures, correspondence letters, forms, and the Department website;
- Send communications to stakeholders as applicable; and
- Train Staff.

FY 2022 – Motor Vehicle Bureau

Lead Administrative Support Assistant	1 hrs.	@ 14.54 per hr.	= \$ 15
Research/Data Assistant	10 hrs.	@ \$15.49 per hr.	= \$ 155
Associate Research/Data Analyst	133 hrs.	@ \$18.50 per hr.	= \$2,461
Research/Data Analyst	33 hrs.	@ \$23.09 per hr.	= \$ 762

Administrative Manager	17 hrs.	@ \$21.57 per hr.	= \$ 367
Total			\$3,760

FY 2022 – Strategy and Communications Office

Associate Research/Data Analyst	20 hrs.	@ \$18.50 per hr.	= \$370
Total			\$370

Total Costs = **\$4,130**

The Department anticipates that they will be able to absorb these cost. If multiple bills are passed that require Department resources, FTE may be requested through the appropriations process.

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.

DOR notes OA-ITSD services will be required at a cost of **\$33,756** in FY 2022 (355 hours x \$95 per hour) and **\$3,376** in subsequent years.

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

Revenue Impact

Based on current inventory the Department anticipates the cost per sticker to be \$0.09. Currently the Department has approximately 13,093 individuals that have been issued a driver licenses with a DHH notation. Assuming every individual with a DHH notation owns two vehicles and request the new DHH sticker the Department anticipates the approximate cost of **\$2,357** per year.

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.

In response to a similar proposal from 2021 (HB 1150), officials from the **Missouri Highway Patrol** and **Missouri Department of Transportation** each assumed the proposal would 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.

\$304.050 – Head Start Buses

In response to a similar proposal from 2021 (HB 257), officials from the **Missouri Department of Transportation**, the **Missouri Highway Patrol** and the **Department of Revenue** each assumed the proposal would have no fiscal impact on their respective organizations.

Oversight notes that the above mentioned agencies 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.

Oversight notes the following number of misdemeanor charges were disposed as guilty for Section 304.050

FY 2020	59
FY 2019	45
FY 2018	40
FY 2017	58

Oversight assumes these changes will not materially alter the number of convictions (increased fine revenue, court cost revenue and local jail expense). Therefore, Oversight will reflect no fiscal impact from these changes.

§304.900 – Personal Delivery Devices

In response to a similar proposal from 2021 (HCS for HB 592) version, officials from the **Department of Commerce and Insurance, Department of Revenue, Missouri Department of Transportation and Missouri Highway Patrol** each assumed the proposal would 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.

In response to a previous version, officials from the **City of Claycomo, City of Corder, City of Hughesville, City of Kansas City, City of Springfield, City of St. Louis, City of Ballwin, City of Hale and City of O’Fallon** each assumed the proposal would 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.

§§407.300 & 570.030 – Catalytic Converters

In response to a similar proposal from 2021 (HCS for HB 1153), officials from the **Department of Corrections (DOC)** stated this proposal provides provisions relating to catalytic converters. It states the offense of stealing is a class E felony if the property appropriated is a catalytic converter.

For each new nonviolent class E felony, the DOC estimates one person will be sentenced to prison and two to probation. The average sentence for a nonviolent class E felony offense is 3.4 years, of which 2.1 years will be served in prison with 1.4 years to first release. The remaining 1.3 years will be on parole. Probation sentences will be 3 years.

The cumulative impact on the DOC is estimated to be 2 additional offenders in prison and 7 additional offenders on field supervision by FY 2024.

	# to prison	Cost per year	Total Costs for prison	# to probation & parole	Cost per year	Total cost for probation and parole	Grand Total - Prison and Probation (includes 2% inflation)
Year 1	1	(\$7,756)	(\$6,463)	2	absorbed	\$0	(\$6,463)
Year 2	2	(\$7,756)	(\$15,822)	4	absorbed	\$0	(\$15,822)
Year 3	2	(\$7,756)	(\$16,139)	7	absorbed	\$0	(\$16,139)
Year 4	2	(\$7,756)	(\$16,461)	7	absorbed	\$0	(\$16,461)
Year 5	2	(\$7,756)	(\$16,791)	7	absorbed	\$0	(\$16,791)
Year 6	2	(\$7,756)	(\$17,127)	7	absorbed	\$0	(\$17,127)
Year 7	2	(\$7,756)	(\$17,469)	7	absorbed	\$0	(\$17,469)
Year 8	2	(\$7,756)	(\$17,818)	7	absorbed	\$0	(\$17,818)
Year 9	2	(\$7,756)	(\$18,175)	7	absorbed	\$0	(\$18,175)
Year 10	2	(\$7,756)	(\$18,538)	7	absorbed	\$0	(\$18,538)

Oversight does not have any information contrary to that provided by DOC. Therefore, Oversight will reflect DOC’s estimated impact for fiscal note purposes.

In response to a similar proposal from 2021 (HCS for HB 1153), officials from the **Attorney General’s Office**, the **Missouri Office of Prosecution Services**, **Department of Public Safety – (Missouri Highway Patrol and Office of the Director)**, the **Department of Revenue**, the **Office of the State Courts Administrator**, the **Office of the Secretary of State**, the **Office of the State Public Defender**, the **Ellisville Police Department**, the **St. Joseph Police Department** the **Kansas City Police Department**, and the **St. Louis County Police Department** each assumed the proposal would have no fiscal impact on their respective organizations.

In response to a previous version, officials from the 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.

Oversight notes that violations of Section 407.300, RSMo, could result in fines or penalties. Oversight also notes per Article IX Section 7 of the Missouri Constitution fines and penalties collected by counties are distributed to school districts. Fine varies widely from year to year and

are distributed to the school district where the violation occurred. Oversight will reflect a positive fiscal impact of \$0 to Unknown to local school districts.

§307.128 – Motorcycle Lighting

In response to a similar proposal from 2021 (HB 996), officials from the **Missouri Department of Transportation, Missouri Highway Patrol** and **Department of Revenue** each assumed the proposal would have no fiscal impact on their respective organizations.

In response to a similar proposal from 2021 (HB 996), officials from the **Crestwood Police Department, Kansas City Police Department** and **St. Louis County Police Department** each assumed the proposal would have no fiscal impact on their respective organizations.

Oversight notes that the above mentioned agencies 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 this section.

§§301.558 & 307.380 – Dealer Administrative Fees

In response to a similar proposal from 2021 (SS for SB 46), officials from the **Department of Revenue (DOR)** assumed the following regarding this proposal:

OA-ITSD services will be required to update DOR systems to be able to collect the fee from dealers at a cost of **\$67,306** in FY 2022 (708 hours x \$95 per hour) and **\$6,731** in subsequent years.

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

Revenue Impact

Motor vehicle dealers, boat dealers, and power sport dealers are not required by law to report to the Department whether they charge an administrative fee in connection with the sale or lease of a new or used motor vehicle, vessel, or vessel trailer. Therefore, the Department is unaware of the number of motor vehicle dealers assessing an administrative fee in connection with the sale of a new or used motor vehicle.

For calendar year 2020, approximately 1,300,000 vehicles were sold by dealers. If each dealer assessed an administrative fee of \$100 and the Motor Vehicle Administration Technology Fund received ten percent, this would equate to \$13,000,000 annually. Once the integrated system is implemented, and the fund received one percent, this would equate to \$1,300,000.

If each dealer assessed the max allowed administrative fee of \$500, the fund would receive \$65,000,000 annually. Once the integrated system is implemented, and the fund received one percent, this would equate to \$6,500,000 annually. It is unknown what administrative fee each dealer will charge to their customers.

Oversight is unable to determine how many dealers in Missouri charge an administrative fee and the amount of these fees; therefore, Oversight will utilize the estimates provided by DOR. However, Oversight will assume 50% of dealers will charge an administrative fee; therefore, Oversight will range the fiscal impact from 50% of dealers charging \$100 to 50% of dealers charging the maximum fee of \$500 on the fiscal note.

Oversight is unable to determine when the integrated system indicated in Section 301.558.3, RSMo, will be implemented; however, DOR has indicated that this integrated system could cost up to \$105 million. Therefore, Oversight will reflect the revenue into the newly established Motor Vehicle Administration Technology Fund at the 10% level of the administrative fee assessed by dealers in all fiscal years on the fiscal note.

In response to a similar proposal from 2021 (SS for SB 46), officials from the **Office of Administration - Budget and Planning (B&P)** assumed the following regarding this proposal:

This bill allows for an increase in motor vehicle dealer administrative fees to increase from less than \$200, to \$500 or less and requires the fee to increase annually by an amount equal to the percentage change in the Consumer Price Index. This bill also requires that 10% of that fee be remitted to the state to implement a modernized motor vehicle and driver's licensing system. Any portion of the fee remitted to the state shall be deposited into the newly created "Motor Vehicle Administration Technology Fund." Upon completion of the system, 1% of the fee shall be remitted to pay for the maintenance of the system.

To the extent that individuals purchase vehicles from Missouri dealers and pay the administrative fee, TSR/18(e) would increase. B&P defers to the Department of Revenue for specific revenue estimates.

In response to a similar proposal from 2021 (SS for SB 46), officials from the **Missouri Highway Patrol, Missouri Department of Transportation, Office of the State Treasurer and Attorney General's Office** each assumed the proposal would have no fiscal impact on their respective organizations.

Oversight notes that the above mentioned agencies 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.

§306.030 – Permanent Boat Registrations

In response to a similar proposal from 2021 (HCS for SCS for SB 49), officials from the **Department of Revenue (DOR)** assumed the following regarding this proposal:

The proposed language establishes a permanent registration option for vessels and watercraft titled in Missouri.

Below are the proposed fees associated to permanent registrations.

		Current three-year fee	Proposed permanent fee
Length	< 16 feet	\$25.00	\$75.00
	> 16 feet & < 26 feet	\$55.00	\$165.00
	> 26 feet & < 40 feet	\$100.00	\$300.00
	> 40 feet	\$150.00	\$450.00

Administrative Impact

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

- Update internal procedures, forms, and Department website;
- Update the Missouri Titling Manual;
- Implement identified system changes and conduct UAT testing;
- Train Staff

FY 2022 – Motor Vehicle Bureau

Lead Administrative Support Assistant	10 hrs. @ \$14.54 per hr.	=	\$145
Research /Data Assistant	35 hrs. @ \$15.49 per hr.	=	\$542
Associate Research/Data Analyst	470 hrs. @ \$18.50 per hr.	=	\$8,695
Research/Data Analyst	118 hrs. @ \$23.09 per hr.	=	\$2,725
Administrative Manager	59 hrs. @ \$21.56 per hr.	=	\$1,273

FY 2022 – Strategy and Communications Office

Associate Research/Data Analyst	40 hrs. @ \$18.50 per hr.	=	\$740
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Total Costs = **\$14,120**

The Department anticipates that they will be able to absorb the above listed administrative costs. If multiple bills pass which require Department resources, FTE may be requested through the appropriations process.

The Department does not have an estimated cost for the design of a permanent boat decal at this time. The Department anticipates that they will be able to absorb the cost associated to the new design and implementation.

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.

DOR notes OA-ITSD services will be required at a cost of **\$165,494** in FY 2022 (1,742 hours x \$95 per hour).

Oversight does not have any information to the contrary in regards to DOR’s assumptions; therefore, Oversight will reflect DOR’s OA-ITSD costs on the fiscal note.

Revenue Impact

The Department is unable to estimate the number of owners that will elect to obtain a permanent registration for their vessel or watercraft.

For the purpose of this response, the Department assumes that 50% of owners will elect the permanent registration instead of the current 3-year registration for their vessel or watercraft. Current and proposed registration fees:

		Current three-year fee	Proposed permanent fee
Length	< 16 feet	\$25.00	\$75.00
	> 16 feet & < 26 feet	\$55.00	\$165.00
	> 26 feet & < 40 feet	\$100.00	\$300.00
	> 40 feet	\$150.00	\$450.00

Estimated Revenue Collected:

FY 2022 Expiration				
Length	Current Total Registrations	Current 3-Year Renewal	If 50% Elect for 3-Year Renewal	If 50% Elect for Permanent Registration
< 16 feet	25,391	\$634,775	\$317,400	\$793,469
>16 feet & < 28 feet	54,866	\$3,017,630	\$1,508,815	\$3,772,038
>28 feet & < 40 feet	5,486	\$548,600	\$274,300	\$685,750
>40 feet	472	\$70,800	\$35,400	\$88,500
Total	86,215	\$4,271,805	\$2,135,915	\$5,339,757

Difference: \$3,203,842

FY 2023 Expiration				
Length	Current Total Registrations	Current 3-Year Renewal	If 50% Elect for 3-Year Renewal	If 50% Elect for Permanent Registration
< 16 feet	26,672	\$666,800	\$333,400	\$1,000,200
>16 feet & < 28 feet	58,735	\$3,230,425	\$1,615,680	\$4,845,638
>28 feet & < 40 feet	5,359	\$535,900	\$267,900	\$803,850
>40 feet	459	\$68,850	\$34,350	\$103,275
Total	91,225	\$4,501,975	\$2,251,330	\$6,752,963

Difference: \$4,501,633

FY 2024 Expiration*				
Length	Current Total Registrations	Current 3-Year Renewal	If 50% Elect for 3-Year Renewal	If 50% Elect for Permanent Registration
< 16 feet	25,078	\$626,950	\$313,475	\$940,425
>16 feet & < 28 feet	52,474	\$2,886,070	\$1,443,035	\$4,329,105
>28 feet & < 40 feet	5,197	\$519,700	\$259,800	\$779,550
>40 feet	527	\$79,050	\$39,450	\$118,575
Total	83,276	\$4,111,770	\$2,055,760	\$6,167,655

*FY 24 numbers are based on FY 21 registrations that are set to expire in June 2021

Difference: \$4,111,895

Average New Registrations				
Length	Average New Registrations From Previous 3 Years	Current 3-Year Renewal	If 50% Elect for 3-Year Renewal	If 50% Elect for Permanent Registration
< 16 feet	11,474	\$286,850	\$143,425	\$430,275
>16 feet & < 28 feet	23,174	\$1,274,570	\$637,285	\$1,911,855
>28 feet & < 40 feet	1,413	\$141,300	\$70,600	\$211,950
>40 feet	603	\$90,450	\$45,150	\$135,675
Total	36,664	\$1,793,170	\$896,460	\$2,689,755

While the Department will see an increase in revenue for FY 2022, FY 2023, and FY 2024, as a result of the increased fees for permanent registrations, the Department anticipates a potential decline in revenue for subsequent fiscal years. This decrease will negatively impact the Water Patrol Division Fund.

Oversight notes the following increases in revenue:

FY 2022 Expiration (10/12 of a full year)					
Length	Current Total Registrations	Current 3-Year Renewal	If 50% Elect for 3-Year Renewal	If 50% Elect for Permanent Registration	Increase in Revenue
< 16 feet	25,391	\$634,775	\$317,388	\$952,163	\$528,979
>16 feet & < 28 feet	54,866	\$3,017,630	\$1,508,815	\$4,526,445	\$2,514,692
>28 feet & < 40 feet	5,486	\$548,600	\$274,300	\$822,900	\$457,167
>40 feet	472	\$70,800	\$35,400	\$106,200	\$59,000
Total	86,215	\$4,271,805	\$2,135,903	\$6,407,708	\$3,559,838

FY 2023 Expiration					
Length	Current Total Registrations	Current 3-Year Renewal	If 50% Elect for 3-Year Renewal	If 50% Elect for Permanent Registration	Increase in Revenue
< 16 feet	26,672	\$666,800	\$333,400	\$1,000,200	\$666,800
>16 feet & < 28 feet	58,735	\$3,230,425	\$1,615,213	\$4,845,638	\$3,230,425
>28 feet & < 40 feet	5,359	\$535,900	\$267,950	\$803,850	\$535,900
>40 feet	459	\$68,850	\$34,425	\$103,275	\$68,850
Total	91,225	\$4,501,975	\$2,250,988	\$6,752,963	\$4,501,975

FY 2024 Expiration					
Length	Current Total Registrations	Current 3-Year Renewal	If 50% Elect for 3-Year Renewal	If 50% Elect for Permanent Registration	Increase in Revenue
< 16 feet	11,474	\$286,850	\$143,425	\$430,275	\$626,950
>16 feet & < 28 feet	23,174	\$1,274,570	\$637,285	\$1,911,855	\$2,886,070
>28 feet & < 40 feet	1,413	\$141,300	\$70,650	\$211,950	\$519,700
>40 feet	603	\$90,450	\$45,225	\$135,675	\$79,050
Total	36,664	\$1,793,170	\$896,585	\$2,689,755	\$4,111,770

Average New Registrations					
Length	Current Total Registrations	Current 3-Year Renewal	If 50% Elect for 3-Year Renewal	If 50% Elect for Permanent Registration	Increase in Revenue
< 16 feet	11,474	\$286,850	\$143,425	\$430,275	\$286,850
>16 feet & < 28 feet	23,174	\$1,274,570	\$637,285	\$1,911,855	\$1,274,570
>28 feet & < 40 feet	1,413	\$141,300	\$70,650	\$211,950	\$141,300
>40 feet	603	\$90,450	\$45,225	\$135,675	\$90,450
Total	36,664	\$1,793,170	\$896,585	\$2,689,755	\$1,793,170

Oversight notes the increase in revenue each fiscal year plus the average new registration revenue will be more or less than:

FY 2022 - \$3,559,838 + 1,793,170 = \$5,353,008
FY 2023 - \$4,501,975 + 1,793,170 = \$6,295,145
FY 2024 - \$4,111,770 + 1,793,170 = \$5,904,940

Oversight notes moneys collected under §306.030, RSMo are deposited into the Water Patrol Division Fund (0400), after the first \$1 million collected is deposited into General Revenue. Oversight assumes General Revenue revenues will not be impacted by this additional up-front registration fee option.

Oversight notes annual revenue may decrease in the fourth year due to those that obtained a permanent registration in the first year the option was available. For fiscal note purposes, Oversight will use the estimate of 50% that elect to obtain a permanent registration provided by DOR.

Oversight notes there was a \$4,388,987 balance in the Water Patrol Division Fund (0400) as of December 31, 2020.

In response to a similar proposal from 2021 (HCS for SCS for SB 49), officials from the **Missouri Highway Patrol** deferred to the DOR for the potential fiscal impact of this proposal.

In response to a similar proposal from 2021 (HCS for SCS for SB 49), officials from the **Missouri Department of Transportation** assumed the proposal would 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.

§301.144 – Specialty License Plates

In response to a similar proposal from 2021 (HB 56), officials from the **Missouri Department of Transportation, Missouri Highway Patrol, Department of Revenue, Attorney General’s Office, Missouri Office of Prosecution Service and Office of the State Courts Administrator** each assumed the proposal would have no fiscal impact on their respective organizations.

Oversight notes that the above mentioned agencies 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.

§§578.100, 578.105, 578.106 & 578.110 – Sunday Sales Provisions Removed

Oversight notes the majority of counties in the state exempted themselves from these provisions. The most current exemption occurred in 1995. Oversight assumes there will be no fiscal impact from the removal of these sections.

Section 1 – License Plate Brackets

Oversight assumes there will be no fiscal impact from this section.

Section B – Vaccine Passports

Oversight assumes there will be no fiscal impact from this section.

Bill as a Whole

Oversight only reflects the responses that they have received from state agencies and political subdivisions; however, other cities, counties and law enforcement agencies were requested to respond to this proposed legislation but did not. A general listing of political subdivisions included in our database is available upon request.

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** notes many bills considered by the General Assembly include provisions allowing or requiring agencies to submit rules and regulations to implement the act. The Secretary of State's office 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 Secretary of State's office for Administrative Rules is less than \$5,000. The Secretary of State's office recognizes that this is a small amount and does not expect that additional funding would be required to meet these costs. However, they also recognize 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 their office can sustain within their core budget. Therefore, they reserve 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 was unable to receive some of the agency responses in a timely manner due to the short fiscal note request time. Oversight has presented this fiscal note on the best current information that we have or on prior year information regarding a similar bill. Upon the receipt of agency 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.

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<u>FISCAL IMPACT – State Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
GENERAL REVENUE FUND			
<u>Savings</u> – DOR - Envelopes, postage, and card stock (§115.160) p. 6	\$23,894	\$23,894	\$23,894
<u>Revenue Reduction</u> – State Tax Withholding Diverted From GR Into The Port Authority AIM Zone Fund (§68.075) p. 5	\$0	\$0	\$0 or (Unknown)
<u>Cost</u> – DOR – OA-ITSD services (§115.160) p. 7	(\$175,036)	(\$35,882)	(\$36,779)
<u>Cost</u> – DOR – OA-ITSD services (§301.033) p. 11	(\$60,432)	\$0	\$0
<u>Cost</u> – DOR – OA-ITSD services (§§301.192, 301.280, 407.526, 407.536 & 407.556) p. 13	(\$15,288)	\$0	\$0
<u>Cost</u> - DOR – ITSD §301.3179 p. 24	(\$8,311)	\$0	\$0
<u>Cost</u> – DOR (§302.341) p. 14-16			
Personal Services	(\$43,020)	(\$52,140)	(\$52,662)
Fringe Benefits	(\$34,419)	(\$41,477)	(\$41,653)
Expense and Equipment	(\$3,380)	(\$812)	(\$832)
<u>Total Costs</u> – DOR	(\$80,819)	(\$94,429)	(\$95,147)
FTE Change – DOR	2 FTE	2 FTE	2 FTE

<u>FISCAL IMPACT – State Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
<u>Cost – DOR – postage/ mailing supplies (§302.341) p. 16-17</u>	(\$22,746)	(\$27,978)	(\$28,677)
<u>Cost – DOR – OA-ITSD services (§302.341) p. 17</u>	(\$84,132)	\$0	\$0
<u>Cost – DOR – OA-ITSD services (§302.755) p. 19</u>	(\$26,881)	\$0	\$0
<u>Cost – DOR – OA-ITSD services (§301.3083) p. 21</u>	(\$21,752)	\$0	\$0
<u>Cost – DOR – OA-ITSD services (§302.174) p. 25</u>	(\$33,756)	(\$3,376)	(\$3,376)
<u>Cost – DOR – OA-ITSD services (§301.558) p. 28</u>	(\$67,306)	(\$6,731)	(\$6,731)
<u>Cost – DOR – OA-ITSD Services (§306.030) p. 30</u>	(\$165,494)	\$0	\$0
<u>Costs – DOC – catalytic converters p. 27</u>	(\$6,463)	(\$15,822)	(\$16,139)
ESTIMATED NET EFFECT ON THE GENERAL REVENUE FUND	<u>(\$729,748)</u>	<u>(\$160,324)</u>	Could exceed <u>(\$162,955)</u>
Estimated Net FTE Change to the General Revenue Fund	2 FTE	2 FTE	2 FTE

<u>FISCAL IMPACT – State Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
PORT AUTHORITY AIM ZONE FUND			
<u>Transfer In –State Tax Withholding Diverted From GR Into The Port Authority AIM Zone Fund (§68.075) p. 5</u>	\$0	\$0	\$0 or Unknown
<u>Transfer Out – Disbursements Of Funds In Port Authority AIM Zone Fund To Port Authorities (§68.075) p. 5</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0 or (Unknown)</u>
ESTIMATED NET EFFECT ON THE PORT AUTHORITY AIM ZONE FUND	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
STATE ROAD FUND			
<u>Cost - MoDOT - additional signs (§§300.155 & 304.281) p. 9</u>	<u>(\$46,350)</u>	<u>\$0</u>	<u>\$0</u>
ESTIMATED NET EFFECT ON THE STATE ROAD FUND	<u>(\$46,350)</u>	<u>\$0</u>	<u>\$0</u>

<u>FISCAL IMPACT – State Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
WATER PATROL DIVISION FUND (0400)			
<u>Revenue Increase</u> – Fees for permanent certificates (§306.030) p. 35	More or less than <u>\$5,353,008</u>	More or less than <u>\$6,295,145</u>	More or less than <u>\$5,904,940</u>
ESTIMATED NET EFFECT ON THE WATER PATROL DIVISION FUND	More or less than <u>\$4,553,008</u>	More or less than <u>\$6,295,145</u>	More or less than <u>\$5,904,940</u>

<u>FISCAL IMPACT –</u> <u>Local Government</u>	FY 2022 (10 Mo.)	FY 2023	FY 2024
LOCAL POLITICAL SUBDIVISIONS			
<u>Revenue Gain –</u> Disbursements To Port Authorities From The Port Authority AIM Zone Fund (§68.075) p. 5	\$0	\$0	\$0 or Unknown
<u>Revenue – Cities</u> (15%) – increased reinstatement fees (§302.341) p. 17-18	\$41,268	\$49,521	\$49,521
<u>Revenue – Counties</u> (10%) – increased reinstatement fees (§302.341) p. 17-18	\$27,512	\$33,014	\$33,014
<u>Fine Revenue –</u> School Districts - from the changes regarding local log trucks (§§301.010 & 304.240) p. 8-9	Unknown to (Unknown)	Unknown to (Unknown)	Unknown to (Unknown)
<u>Fine Revenue -</u> §407.300 – catalytic converters	Unknown	Unknown	Unknown
<u>Savings - Local</u> Election Authorities - Electronic registrations (§115.160.3) p. 6	Unknown	Unknown	Unknown
<u>Costs – cities and</u> counties - additional	\$0 or (Unknown)	<u>\$0</u>	<u>\$0</u>

signs (§§300.155 & 304.281) p. 10			
ESTIMATED NET EFFECT ON LOCAL PORT AUTHORITIES	Unknown to <u>(Unknown)</u>	Unknown to <u>(Unknown)</u>	Unknown to <u>(Unknown)</u>

FISCAL IMPACT – Small Business

§§301.010 & 304.240 - Small businesses log truck companies would be impacted by this proposal.

§301.033 - Small agriculture businesses could be positively impacted by this proposal.

§301.558 - Motor vehicle dealers will be able to charge more in administrative fees as a result of this proposal.

§306.030 - Small businesses that register vessels in Missouri could be impacted by this proposal.

§§407.300 & 507.030 - Small scrap metal businesses could be impacted by this proposal.

FISCAL DESCRIPTION

This proposal modifies provisions relating to transportation.

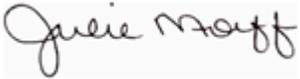
This legislation is partially federally mandated (§302.755), would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Missouri Department of Transportation
 Missouri Highway Patrol
 Attorney General’s Office
 Department of Revenue
 Department of Elementary and Secondary Education
 Office of Administration
 Office of Administration – Budget & Planning Division
 Missouri Department of Economic Development

Missouri State Treasurer's Office
Office of the Governor
Office of the State Auditor
Office of the State Public Defender
Missouri House of Representatives
Missouri Senate
Oversight Division
Office of the State Courts Administrator
Office of the Secretary of State
Joint Committee on Administrative Rules
Department of Public Safety – Director's Office
Department of Commerce and Insurance
Missouri Office of Prosecution Services
Missouri Department of Agriculture
Department of Health and Senior Services
Department of Corrections
City of Ballwin
City of Corder
City of Claycomo
City of Hughesville
City of Hale
City of Houstonia
City of Kanas City
City of La Monte
City of O'Fallon
City of Springfield
City of St. Louis
Crestwood Police Department
Ellisville Police Department
Kansas City Police Department
Springfield Police Department
St. Louis County Police Department
St. Joseph Police Department
Kansas City Election Board
Platte County Board of Elections
St. Louis County Board of Elections

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A handwritten signature in cursive script that reads "Julie Morff".

Julie Morff
Director
May 7, 2021

A handwritten signature in cursive script that reads "Ross Strobe".

Ross Strobe
Assistant Director
May 7, 2021