

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 1180H.02C  
 Bill No.: HCS for HB 247  
 Subject: Transportation; Department of Revenue; Motor Vehicles; Licenses - Motor Vehicle  
 Type: Original  
 Date: February 7, 2025

Bill Summary: This proposal establishes a five-year motor vehicle registration option for motor vehicles with a model year of manufacture that is less than six years old.

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON GENERAL REVENUE FUND</b>			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
General Revenue*	(\$555,258)	\$0	\$0
<b>Total Estimated Net Effect on General Revenue</b>	<b>(\$555,258)</b>	<b>\$0</b>	<b>\$0</b>

\*Most of the costs above (\$442,758) are for OA-ITSD services. This cost could be avoided if there was a delayed effective date of implementation as DOR is in the process of obtaining a new Motor Vehicle and Driver’s License software system.

<b>ESTIMATED NET EFFECT ON OTHER STATE FUNDS</b>			
FUND AFFECTED	FY 2026	FY 2027	FY 2028
Highway Fund*	Unknown	Unknown	Unknown or (Unknown)
Highway Patrol Inspection Fund	\$0	\$0	(Unknown, Less than \$250,000)
<b>Total Estimated Net Effect on <u>Other</u> State Funds</b>	<b>Unknown</b>	<b>Unknown</b>	<b>Unknown or (Unknown)</b>

\*Increase in revenue in first two fiscal years is due to having a five-year registration option for vehicles that are less than five years old (potentially collecting registration fees for years 3 through 5 in year 1). The increase in revenue will balance out after the first two years of implementation. It is unknown how many vehicle owners will request to do the five-year vehicle registration option. It is anticipated that the unknown could be above the \$250,000 threshold.

Numbers within parentheses: () indicate costs or losses.

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

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

- 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.

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
<b>FUND AFFECTED</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>
<b>Local Government*</b>	<b>Unknown</b>	<b>Unknown</b>	<b>Unknown or (Unknown)</b>

\*Increase in revenue in first two fiscal years is due to having a five-year registration option for vehicles that are less than five years old (potentially collecting registration fees for years 3 through 5 in year 1). The increase in revenue will balance out after the first two years of implementation. It is unknown how many vehicle owners will request to do the five-year vehicle registration option.

## FISCAL ANALYSIS

### ASSUMPTION

#### §§301.130 & 301.147 – Five-Year Motor Vehicle Registration Option

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

#### Administrative Impact

To implement the proposed legislation the department will be required to:

- Update procedures, forms, and correspondence.
- Update associated fee charts, and the Department website.
- Update the Dealer Operating Manual.
- Update the Missouri Titling Manual.
- Send communications to contracted license offices and other contracted stakeholders.
- Complete programming and user acceptance testing.
- Update the Missouri Transportation Accounting System (MTAS) tables.
- Train internal and contract license office staff.

It is assumed 5-year vehicle registration requests will take additional processing time over current 1 or 2-year registrations as vehicle qualifications must be reviewed. In addition, the subsequent registration of said vehicle will require proof of 5 years of paid personal property taxes. However, following through with the program will likely reduce or maintain the overall workload as the individual registering the vehicle will not be required to register again for 5 years. No additional FTE required.

#### FY 2026 Motor Vehicle Bureau

Lead Administrative Support Asst. 75 hrs. @ \$19.14/hr. =\$1,436  
Associate Research/Data Analyst 300 hrs. @ \$26.03/hr. =\$7,809  
Research/Data Analyst 100 hrs. @ \$27.87/hr. =\$2,787  
Administrative Manager 60 hrs. @ \$35.10/hr. =\$2,106

#### FY 2026 – Systems Analysis & Support

Associate Research/Data Analyst 1582 hrs. @ \$22.33/hr. =\$35,326  
Research/Data Analyst 396 hrs. @ \$27.87/hr. =\$11,037  
Administrative Manager 198 hrs. @ \$35.10/hr. =\$6,950

FY 2026 – Strategy & Communications Office

Associate Research/Data Analyst 400 hrs. @ \$22.33/hr. =\$8,932

Total = **\$76,383**

**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 **\$442,758** in FY 2026 (4,216.74 hours x \$105 per hour).

FUSION Impact

Implementation Consultant \$225/hour x 500hrs = **\$112,500**

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

**DOR** notes the fiscal impact estimated above is based on changes in the current Department's Motor Vehicle and Driver Licensing system environment. The implementation of this legislation will be coordinated with the integration of the Department's Motor Vehicle and Driver Licensing software system approved and passed by the General Assembly in 2020 (SB 176). To avoid duplicative technology development and associated costs to the state, it is recommended a delayed effective date be added to this bill to correlate with the installation of the new system.

Revenue Impact

**DOR** notes the following:

FY 2022 314,884 vehicles 5 years and under that were registered  
FY 2023 321,400 vehicles 5 years and under that were registered  
FY 2024 325,203 vehicles 5 years and under that were registered  
Average: 320,496

FY 2022 \$34,013,343 total amount of fees paid  
FY 2023 \$39,635,925 total amount of fees paid  
FY 2024 \$35,862,194 total amount of fees paid  
Average: \$36,503,820

It is unknown how many registrants will elect for a 5-year registration. There will be an unknown increase in registration fees collected in the first few years after implementation of this bill. This increase should balance out in subsequent years. Registration fees are distributed to 75% Highways/15% Cities/10% Counties.

For the purposes of this fiscal note, the Department will reflect a 25% annual participation rate. Using the average registration amounts for FY 22, FY23, and FY24 x 4 for the additional years of registration would be as follows:

FY 25	\$36,503,820/12 x 6	= \$16,678,556
FY 26		= \$27,377,865
FY 27		= \$16,678,556

Anyone seeking a 5-year registration under the proposed language will be required to pay registration fees at 5 times the normal rate. This means the Motor Vehicle Bureau will likely see a temporary increase in registration fee collections that will average out as these same vehicles will not require registration renewal for 5 years.

However, it is important to note that registration fees are not refundable or transferable should the vehicle change owners. Due to this the proposed language could result in a net positive of registration fee collections. It will be impossible to quantify this figure as it relies on too many variables, with the keystone of public interest and expected participation in the program being an unknown, as well as the duration vehicles will be kept by owners before selling.

Since no changes were made to Section 136.055 there will be a significant loss of processing fees for contract offices.

**Oversight** assumes there will be an increase in revenue in the first two years after implementation of this proposal if vehicle owners (of vehicles less than five years old) choose the five-year registration option. Oversight will reflect an increase in revenue for fiscal years 2026 and 2027. Oversight assumes the revenue will then even out in FY 2028 as registrations will decrease due to vehicles utilizing the five-year registration option in 2026 and 2027. Oversight is unsure if the revenue from new five-year registrations collected in FY 2028 will be greater than or less than the normal (1 or 2 year) registration fee that would normally be collected in FY 2028, but were already paid in FY 2026 or FY 2027. Therefore, Oversight will range the revenue impact in FY 2028 from a positive Unknown to negative (Unknown).

Officials from the **Missouri Highway Patrol (MHP)** assume the following regarding this proposal:

The Patrol assumes that approximately 25% of those eligible for the 5-year registration option proposed in the bill would choose this option. As such, the Patrol determines the potential decrease in motor vehicle safety inspections performed statewide, as a result of the provisions of the bill, is estimated to be 6,250 inspections.

The state of Missouri receives \$1.50 from each safety inspection performed. Of that amount, \$1.00 is deposited into the Highway Fund (0644) and \$0.50 to the Highway Patrol Inspection Fund (0297). The potential reduction of an estimated 6,250 safety inspections could result in a negative fiscal impact to the Highway Fund of \$6,250 and \$3,125 to the Highway Patrol Inspection Fund per year.

**Oversight** is unable to determine how many vehicles will no longer require safety inspections as a result of this proposal; however, Oversight assumes the number will be minimal as current statute does not require a safety inspection if the vehicle is less than ten years old and has less than 150,000 miles. Oversight will reflect an “Unknown, but less than \$250,000” fiscal impact to the Highway Fund and the Highway Patrol Inspection Fund starting in FY 2028.

In response to a previous version, officials from the **Missouri Department of Transportation** deferred to DOR for the potential fiscal impact of this proposal.

<u>FISCAL IMPACT – State Government</u>	FY 2026 (6 Mo.)	FY 2027	FY 2028
<b>GENERAL REVENUE FUND</b>			
<u>Cost</u> – DOR – OA-ITSD services	(\$442,758)	\$0	\$0
<u>Cost</u> – DOR – Fusion implementation consultant	(\$112,500)	\$0	\$0
<b>ESTIMATED NET EFFECT ON THE GENERAL REVENUE FUND</b>	<b>(\$555,258)</b>	<b>\$0</b>	<b>\$0</b>
<b>HIGHWAY FUND*</b>			
<u>Revenue</u> – increase and then potentially decrease in registration fees due to a five-year registration option	Unknown	Unknown	Unknown or (Unknown)
<u>Revenue</u> – MHP – decrease in the number of inspections	\$0	\$0	(Unknown, Less than \$250,000)
<b>ESTIMATED NET EFFECT ON THE HIGHWAY FUND</b>	<b>Unknown</b>	<b>Unknown</b>	<b>Unknown or (Unknown)</b>

<u>FISCAL IMPACT – State Government</u>	FY 2026 (6 Mo.)	FY 2027	FY 2028
<b>HIGHWAY PATROL INSPECTION FUND*</b>			
<u>Revenue</u> – MHP – decrease in the number of inspections	<u>\$0</u>	<u>\$0</u>	(Unknown, Less than <u>\$250,000</u> )
<b>ESTIMATED NET EFFECT ON THE HIGHWAY PATROL INSPECTION FUND</b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b>(Unknown, Less than <u>\$250,000</u>)</b>

\*It is unknown how many vehicle owners will request to do the five-year vehicle registration option.

<u>FISCAL IMPACT – Local Government</u>	FY 2026 (6 Mo.)	FY 2027	FY 2028
<b>LOCAL POLITICAL SUBDIVISIONS*</b>			
<u>Revenue</u> (Cities 15%) – increase and then potentially decrease in registration fees due to a five-year registration option	Unknown	Unknown	Unknown or (Unknown)
<u>Revenue</u> (Counties 10%) – increase and then potentially decrease in registration fees due to a five-year registration option	<u>Unknown</u>	<u>Unknown</u>	Unknown or (Unknown)
<b>ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS</b>	<b><u>Unknown</u></b>	<b><u>Unknown</u></b>	<b>Unknown or (Unknown)</b>

\*It is unknown how many vehicle owners will request to do the five-year vehicle registration option.

FISCAL IMPACT – Small Business

Small businesses that provide safety inspections could be impacted as a result of this proposal. In addition, license contract offices' processing fees in §136.055 could be impacted.

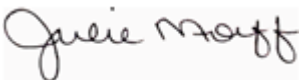
FISCAL DESCRIPTION

Beginning January 1, 2026, the Director of the Department of Revenue will be authorized to issue to owners of motor vehicles with a model year of manufacture less than six years, other than as provided in the bill, the option of a five-year registration period if the fee collected is equal to the annual registration fee plus a pro rata amount for the additional years of the registration, and presentation of all documentation otherwise required by law for vehicle registration.

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

SOURCES OF INFORMATION

Department of Revenue  
Missouri Department of Transportation  
Missouri Highway Patrol



Julie Morff  
Director  
February 7, 2025



Jessica Harris  
Assistant Director  
February 7, 2025