

MMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 6086H.03P
 Bill No.: Perfected HCS for HB 2742
 Subject: Motor Vehicles; Buses; Children and Minors; Roads and Highways
 Type: Original
 Date: March 10, 2026

Bill Summary: This proposal relates to the careless operation of a motor vehicle.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND

| FUND AFFECTED | FY 2027 | FY 2028 | FY 2029 | Fully Implemented (FY 2030) |
|--|------------------------------|------------------------------|-------------------------------|-------------------------------|
| General Revenue* | (\$93,327 to Unknown) | (\$90,764 to Unknown) | (\$138,868 to Unknown) | (\$188,861 to Unknown) |
| Total Estimated Net Effect on General Revenue | (\$93,327 to Unknown) | (\$90,764 to Unknown) | (\$138,868 to Unknown) | (\$188,861 to Unknown) |

*DOC notes that current capacity will be met by July 2029 (FY 2030) or potentially much sooner. Therefore, Oversight has made the decision to reflect the marginal cost of incarceration up to an unknown cost if DOC needs to add staff and/or rehabilitate, expand or construct additional capacity. Oversight assumes the unknown cost has the potential to exceed \$250,000.

ESTIMATED NET EFFECT ON OTHER STATE FUNDS

| FUND AFFECTED | FY 2027 | FY 2028 | FY 2029 | Fully Implemented (FY 2030) |
|--|------------|------------|------------|-----------------------------|
| Total Estimated Net Effect on Other State Funds | \$0 | \$0 | \$0 | \$0 |

Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS

| FUND AFFECTED | FY 2027 | FY 2028 | FY 2029 | Fully Implemented (FY 2030) |
|---|------------|------------|------------|-----------------------------|
| | | | | |
| | | | | |
| Total Estimated Net Effect on <u>All</u> Federal Funds | \$0 | \$0 | \$0 | \$0 |

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)

| FUND AFFECTED | FY 2027 | FY 2028 | FY 2029 | Fully Implemented (FY 2030) |
|--|----------|----------|----------|-----------------------------|
| | | | | |
| | | | | |
| Total Estimated Net Effect on FTE | 0 | 0 | 0 | 0 |

- Estimated Net Effect (expenditures or reduced revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.
- Estimated Net Effect (savings or increased revenues) expected to exceed \$250,000 in any of the three fiscal years after implementation of the act or at full implementation of the act.

ESTIMATED NET EFFECT ON LOCAL FUNDS

| FUND AFFECTED | FY 2027 | FY 2028 | FY 2029 | Fully Implemented (FY 2030) |
|-------------------------|------------|------------|------------|-----------------------------|
| | | | | |
| | | | | |
| Local Government | \$0 | \$0 | \$0 | \$0 |

FISCAL ANALYSIS

ASSUMPTION

§§160.3300, 302.302 & 304.070 – Failing to Stop for a School Bus

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

Administrative Impact

To implement the proposed legislation, the Department will:

- Update Missouri driver guide
- Update Missouri motorcycle operator manual
- Update website information
- Update interactive applications for automated responses to customers through online system
- Work with MSHP and OSCA to define new charge codes and conviction codes for new 5-point violation

FY 2027 – Driver License Bureau

Associate Research Data Analyst 240 hrs. x \$31.16 per hr. = \$7,478

Research/Data Analyst 280 hrs. x \$37.14 per hr. = \$10,399

Administrative Manager 80 hrs. x \$51.40 per hr. = \$4,112

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

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

Total = \$23,235

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

FUSION Impact

DOR notes: Implementation Consultant Fee 250 hrs. x \$225 per hour = **\$56,250**

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

Revenue Impact

DOR notes statistical information is not available to confirm the possible school bus stop violations that may result in points assessment and suspensions. The work will be absorbed

without additional staffing unless volume of violations would require FTE to manage daily operations. If such occurs, the Department would be required to submit a request for budget appropriations.

Officials from the **Department of Elementary and Secondary Education, Department of Public Safety-Missouri Highway Patrol and Missouri Department of Transportation** each assume the proposal will have no fiscal impact on their respective organizations.

In response to a previous version, officials from the **Office of the State Courts Administrator and Office of the State Public Defender** each assumed the proposal would have no fiscal impact on their respective organizations.

In response to a previous version, officials from the **Missouri Office of Prosecution Services** assumed there is no measurable fiscal impact to the Missouri Office of Prosecution Services. The enactment of new crimes creates additional responsibilities for county prosecutors and the circuit attorney that may in turn result in additional costs that are difficult to determine.

In response to a previous version, officials from the **High Point R-III School District** assumed there would be a fiscal impact but did not provide any additional information.

Oversight notes, per the Office of the State Courts Administrator, the following misdemeanor convictions for violations of §304.050:

| | |
|------|-----|
| 2025 | 0 |
| 2024 | 128 |
| 2023 | 102 |
| 2022 | 75 |
| 2021 | 62 |

Oversight notes there were no felony convictions for the same time period.

Oversight notes this proposal adds fines for violations of §304.050.1:

- \$500 to \$1,000 for a first offense
- \$1,000 to \$2,000 for a second offense (within a five-year period)
- \$1,500 to \$3,000 for a third offense (within a five-year period)

In addition, no court shall suspend any portion of these fines, and they may not be disposed of through the State Fine Collection Center or by paying the fine without an appearance in open court.

Oversight notes a violation of the provisions of this proposal results in a misdemeanor or felony charge which carries a fine in addition to any individual county/municipal fees and court costs.

The fine revenue for the ticket goes to local school funds and court costs go to various state and local funds.

Oversight assumes there will be some (less than \$250,000) amount of fine revenue from violations of the statute. For simplicity, Oversight will not reflect the increased revenue from fines and court costs to various state funds and local political subdivisions.

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

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

House Amendment 2 (§§160.3300 & 304.070)

Oversight notes this amendment adds “serious physical injury” to the provisions that result in a class D felony.

Officials from the **Department of Corrections (DOC)** assume this proposal increases the penalties for failing to stop for a school bus and allows school districts the option of installing cameras to detect such violations.

Section 160.3300 expands the class D felony offense related to school bus violations to include when a child receives serious physical injuries. Previously, a class D offense was only when the violation resulted in the death of a child.

As these are new crimes, there is little direct data on which to base an estimate, and as such, the department estimates an impact comparable to the creation of a new class D felony.

For each new violent class D felony, the department estimates four people could be sentenced to prison and four to probation. The average sentence for a violent class D felony offense is 5.7 years, with 3 years served in prison prior to first release. Probation sentences will be 4 years.

The cumulative impact on the department is estimated to be 16 additional offenders in prison and 23 additional offenders on field supervision by FY 2030.

| | # to prison | Cost per year | Total Costs for prison | Change in for probation & parole officers | Total cost for probation and parole | # to probation & parole | Grand Total - Prison and Probation (includes 2% inflation) |
|---------|----------------|------------------|----------------------------------|---|--|-------------------------------|--|
| Year 1 | 4 | (\$11,123) | \$ 37,077 | 0 | \$0 | 4 | \$ 37,077 |
| Year 2 | 8 | (\$11,123) | \$ 90,764 | 0 | \$0 | 8 | \$ 90,764 |
| Year 3 | 12 | (\$11,123) | \$ 138,868 | 0 | \$0 | 12 | \$ 138,868 |
| Year 4 | 16 | (\$11,123) | \$ 188,861 | 0 | \$0 | 16 | \$ 188,861 |
| Year 5 | 16 | (\$11,123) | \$ 192,638 | 0 | \$0 | 23 | \$ 192,638 |
| Year 6 | 16 | (\$11,123) | \$ 196,491 | 0 | \$0 | 23 | \$ 196,491 |
| Year 7 | 16 | (\$11,123) | \$ 200,421 | 0 | \$0 | 23 | \$ 200,421 |
| Year 8 | 16 | (\$11,123) | \$ 204,429 | 0 | \$0 | 23 | \$ 204,429 |
| Year 9 | 16 | (\$11,123) | \$ 208,518 | 0 | \$0 | 23 | \$ 208,518 |
| Year 10 | 16 | (\$11,123) | \$ 212,688 | 0 | \$0 | 23 | \$ 212,688 |

The department will assume a marginal cost (multiplied by number of offenders) for any projected increase or decrease in the incarcerated population. Marginal cost is \$30.47 per day or an annual cost of \$11,123 per offender which includes costs such as medical, food, wages and operational E&E. The unknown amount is a result of the uncertainty in the growth of the underlying offender population. The impact of any new legislation combined with the growth of the underlying population could result in the tiered approach below in order to meet the population demands.

1. Fully staffing the current capacity (27,368), which is habitable, but DOC does not have the staffing resources for all bed space.
2. Rehabilitating current space that is not currently habitable and obtaining staffing resources for that space (requires capital improvements).
3. Expanding new capacity by adding housing units or wings to existing prisons and obtaining staffing resources for that space (requires capital improvements).
4. Constructing a new prison and obtaining staffing resources. Based on current construction projects in other Midwest states, the department estimates the cost of constructing a new 1,500-bed maximum security prison at approximately \$825 million to \$900 million plus annual operating costs of approximately \$50 million (requires capital improvements).

The department's population projections indicate current physical capacity will be met by July 2029; however recent trends indicate that capacity could be met much sooner. Should new construction be the result of the increasing offender population, the full cost per day per offender would be used which is \$106.96 or an annual cost of \$39,040. This includes all items in the marginal cost calculation plus fringe, personal service, utilities, etc.

DOC's cost of probation or parole is determined by the number of P&P Officer II positions that are needed to cover its caseload. The DOC average district caseload across the state is 51 offender cases per officer. An increase/decrease of 51 cases would result in a cost/cost avoidance equal to the salary, fringe, and equipment and expenses of one P&P Officer II. Increases/decreases smaller than 51 offender cases are assumed to be absorbable.

In instances where the proposed legislation would only affect a specific caseload, such as sex offenders, the DOC will use the average caseload figure for that specific type of offender to calculate cost increases/decreases.

* If this impact statement has changed from statements submitted in previous years, it could be due to an increase/decrease in the number of offenders, a change in the cost per day for institutional offenders, and/or an increase in staff salaries.

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

House Amendment 3 (§304.822) – Siddens Bening Hands Free Law

Officials from the **Department of Revenue, Missouri Highway Patrol, Missouri Department of Transportation, City of Kansas City, Kansas City Police Department, Phelps County Sheriff and Branson Police Department** each assume the proposal will have no fiscal impact on their respective organizations.

In response to similar legislation, HB 2055 (2026), officials from the **St. Louis County Police Department** assumed the proposal would have no fiscal impact on their organization.

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.

In response to similar legislation, SB 1416 (2026), officials from the **City of Springfield** assumed the proposal will have no fiscal impact on their organization. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for these agencies.

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

| <u>FISCAL IMPACT – State Government</u> | FY 2027 (10 Mo.) | FY 2028 | FY 2029 | Fully Implemented (FY 2030) |
|--|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------------|
| GENERAL REVENUE | | | | |
| <u>Cost</u> – DOR (§§160.3300, 302.302 & 304.070) FUSION p.3 | (\$56,250) | \$0 | \$0 | \$0 |
| <u>Cost</u> (§304.070) – DOC – cost of incarceration p.6 | (\$37,077 to <u>Unknown</u>) | (\$90,764 to <u>Unknown</u>) | (\$138,868 to <u>Unknown</u>) | (\$188,861 to <u>Unknown</u>) |
| ESTIMATED NET EFFECT ON GENERAL REVENUE | (\$93,327 to <u>Unknown</u>) | (\$90,764 to <u>Unknown</u>) | (\$138,868 to <u>Unknown</u>) | (\$188,861 to <u>Unknown</u>) |

| <u>FISCAL IMPACT – Local Government</u> | FY 2027 (10 Mo.) | FY 2028 | FY 2029 | Fully Implemented (FY 2030) |
|---|---------------------|------------|------------|--------------------------------|
| | | | | |
| | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | |

FISCAL IMPACT – Small Business

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

FISCAL DESCRIPTION

This proposal relates to the careless operation of a motor vehicle.

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
Department of Elementary and Secondary Education
Missouri Highway Patrol
Office of the State Courts Administrator
Department of Corrections
Office of the State Public Defender
Missouri Office of Prosecution Services
High Point R-III School District
City of Springfield
City of Kansas City
Phelps County Sheriff
St. Louis County Police Department
Kansas City Police Department
Branson Police Department



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