

MMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 6086H.03R
Bill No.: Reperfected HCS for HB 2742
Subject: Motor Vehicles; Buses; Children and Minors; Roads and Highways
Type: Original
Date: March 11, 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*	Could exceed (\$205,827)	Could exceed (\$90,764)	Could exceed (\$138,868)	Could exceed (\$188,861)
Total Estimated Net Effect on General Revenue	Could exceed (\$205,827)	Could exceed (\$90,764)	Could exceed (\$138,868)	Could exceed (\$188,861)

*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 <u>Other State</u> Funds	\$0	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

STIMATED 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 or Unknown	\$0 or Unknown	\$0 or Unknown	\$0 or Unknown

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 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 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, Kansas City Police Department and Phelps County Sheriff** 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.

House Amendment 4 (§§302.302, 304.1020 & 304.1023) – Hospital Zones

Officials from the **Department of Revenue (DOR)** assumed the following:

Administrative Impact

To implement the proposed changes, the DOR will:

- Complete programming and user acceptance testing to create a new action type in the Missouri driver license system (FUSION)
- Coordinate with MSHP to outline the process between law enforcement and the DOR
- Create new procedures, training manuals, notices, and forms
- Update the DOR website and driver guide
- Train staff

FY 2027 – Driver License Bureau

Associate Research/Data Analyst 400 hrs. x \$31.16 per hr. = \$12,464

Research/Data Analyst 600 hrs. x \$37.14 per hr. = \$22,284

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 120 hrs. x \$31.16 per hr. = \$3,739

Total = \$42,599

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:

Fusion programming 500 hrs. x \$225.00 per hr = **\$112,500**

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

Revenue Impact

The proposed legislation may result in the increase of reinstatement fees collected in association with the point accumulation sanctions added to records once convicted through the criminal proceeding. There may also be an increase in reinstatement fees collected for the administrative action taken based on the report from law enforcement. The DOR is unable to estimate the amount of potential revenue increase but anticipates minimal impact. Reinstatement Fees collected are distributed 75% Highway Fund, 15% Cities, and 10% Counties.

Oversight notes that violations of §§304.1020 and 304.1023 could result in double 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. Fines vary 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. For simplicity, Oversight will not reflect the possibility that fine revenue paid to school districts may act as a subtraction in the foundation formula.

In response to similar legislation, HB 2753 (2026), officials from the **Office of the State Courts Administrator (OSCA)** stated this proposal may have some impact but there is no way to quantify that amount currently. Any significant changes will be reflected in future budget requests.

Oversight notes OSCA assumes this proposal may have some impact on their organization although it can't be quantified at this time. As OSCA is unable to provide additional information regarding the potential impact, Oversight assumes the proposed legislation will have a \$0 or (Unknown) cost to the General Revenue Fund. For fiscal note purposes, Oversight also assumes the impact will be under \$250,000 annually. If this assumption is incorrect, this would alter the fiscal impact as presented in this fiscal note. If additional information is received, Oversight will review it to determine if an updated fiscal note should be prepared and seek approval to publish a new fiscal note.

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

In response to similar legislation, HB 2753 (2026), officials from the **Phelps County Sheriff's Office, Kansas City Police Department** and the **St. Louis County Police Department** 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 only reflects the responses that we have received from state agencies and political subdivisions; however, other cities, counties, local law enforcement and hospitals 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 Unknown)	(\$90,764 to Unknown)	(\$138,868 to Unknown)	(\$188,861 to Unknown)
<u>Cost</u> – DOR (§§304.1020 and 304.1023) Vendor Implementation (FUSION) p.	(\$112,500)	\$0	\$0	\$0
<u>Cost</u> – OSCA (§§304.1020 and 304.1023) Potential increase in caseload p.	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)
ESTIMATED NET EFFECT ON GENERAL REVENUE	Could exceed (\$205,827)	Could exceed (\$90,764)	Could exceed (\$138,868)	Could exceed (\$188,861)

<u>FISCAL IMPACT – Local Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029	Fully Implemented (FY 2030)
LOCAL POLITICAL SUBDIVISIONS				
<u>Revenue Gain</u> – School Districts (§§304.1020 and 304.1023) Potential fine revenue p.4	\$0 or <u>Unknown</u>	\$0 or <u>Unknown</u>	\$0 or <u>Unknown</u>	\$0 or <u>Unknown</u>
ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS	\$0 or <u>Unknown</u>	\$0 or <u>Unknown</u>	\$0 or <u>Unknown</u>	\$0 or <u>Unknown</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.

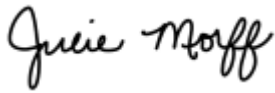
This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

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

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St. Louis County Police Department
Kansas City Police Department
Branson Police Department

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

Julie Morff
Director
March 11, 2026

A handwritten signature in cursive script that reads "Jessica Harris".

Jessica Harris
Assistant Director
March 11, 2026