

Journal of the Senate

SECOND REGULAR SESSION

THIRTY-FIRST DAY—TUESDAY, MARCH 8, 2022

The Senate met pursuant to adjournment.

President Kehoe in the Chair.

The Reverend Carl Gauck offered the following prayer:

“I have not hidden Your saving help within my heart, I have spoken of Your faithfulness and Your salvation; I have not concealed Your steadfast love and Your faithfulness from the great congregation.” (Psalm 40:10)

Heavenly Father, we breathe a sigh of relief just thinking about Your mercy toward us. Help us remember that we are recipients of Your generous forgiveness and therefore we should be quick to forgive others. We ask, O Lord, that You might calm our hearts with Your grace. And open our hearts to remove any hatred or resentment towards others that may exist in us. In Your Holy Name we pray. Amen.

The Pledge of Allegiance to the Flag was recited.

A quorum being established, the Senate proceeded with its business.

The Journal of the previous day was read and approved.

Senator White announced photographers from Nexstar Media Group and KY3 were given permission to take pictures in the Senate Chamber.

The following Senators were present during the day’s proceedings:

Present—Senators

Arthur	Bean	Beck	Bernskoetter	Brattin	Brown	Burlison
Cierpiot	Crawford	Eigel	Eslinger	Gannon	Hegeman	Hoskins
Hough	Koenig	Luetkemeyer	May	Moon	Mosley	O’Laughlin
Onder	Razer	Rizzo	Rowden	Schatz	Schupp	Thompson Rehder
Washington	White	Wieland	Williams—32			

Absent—Senators—None

Absent with leave—Senators

Riddle Roberts—2

Vacancies—None

The Lieutenant Governor was present.

REPORTS OF STANDING COMMITTEES

On behalf of Senator Rowden, Chairman of the Committee on Rules, Joint Rules, Resolutions and Ethics, Senator White submitted the following report:

Mr. President: Your Committee on Rules, Joint Rules, Resolutions and Ethics, to which was referred **SB 820**, begs leave to report that it has examined the same and finds that the bill has been truly perfected and that the printed copies furnished the Senators are correct.

REFERRALS

President Pro Tem Schatz referred **SB 820** to the Committee on Governmental Accountability and Fiscal Oversight.

Senator Rowden moved that the Senate recess to repair to the House of Representatives to receive the State of the Judiciary Address from the Chief Justice of the Supreme Court, the Honorable Paul C. Wilson, which motion prevailed.

JOINT SESSION

The Joint Session was called to order by President Kehoe.

On roll call the following Senators were present:

Present—Senators

Arthur	Bean	Beck	Bernskoetter	Brattin	Brown	Burlison
Cierpiot	Crawford	Eslinger	Gannon	Hegeman	Hoskins	Hough
Koenig	Luetkemeyer	May	Moon	Razer	Rizzo	Rowden
Schatz	Schupp	Thompson Rehder	Washington	White	Wieland	Williams—28

Absent—Senators

Eigel	Mosley	O’Laughlin	Onder—4
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Absent with leave—Senators

Riddle	Roberts—2
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Vacancies—None

On roll call the following Representatives were present:

PRESENT: 130

Adams	Aldridge	Anderson	Andrews	Atchison	Aune	Baker
Bangert	Baringer	Barnes	Basye	Billington	Black 137	Black 7
Boggs	Bromley	Brown 16	Brown 27	Brown 70	Buchheit-Courtway	Burger
Burnett	Burton	Butz	Christofanelli	Clemens	Coleman 32	Coleman 97
Collins	Cook	Copeland	Cupps	Davidson	Davis	Derges
Dinkins	Dogan	Doll	Eggleston	Falkner	Fishel	Fitzwater
Fogle	Francis	Gray	Griffith	Gunby	Haden	Haffner
Haley	Hardwick	Henderson	Houx	Hovis	Hudson	Hurlbert
Ingle	Johnson	Kalberloh	Kelley 127	Kelly 141	Kidd	Lewis 25

Lewis 6	Lovasco	Mackey	Mayhew	McCreery	McDaniel	McGaugh
McGill	Merideth	Morse	Mosley	Murphy	O'Donnell	Patterson
Perkins	Person	Phifer	Plocher	Pollitt 52	Pollock 123	Porter
Pouche	Proudie	Quade	Railsback	Reedy	Richey	Riggs
Riley	Roberts	Roden	Sander	Sassmann	Sauls	Schnelting
Schroer	Schwadron	Seitz	Sharp 36	Sharpe 4	Shaul	Shields
Simmons	Smith 163	Smith 45	Smith 67	Stacy	Stevens 46	Tate
Taylor 139	Taylor 48	Terry	Thomas	Thompson	Toalson Reisch	Trent
Turnbaugh	Unsicker	Veit	Walsh 50	Walsh Moore 93	Weber	West
Wiemann	Wright	Young	Mr. Speaker			

ABSENT: 27

Appelbaum	Bailey	Bland Manlove	Bosley	Busick	Chipman	Deaton
DeGroot	Ellebracht	Evans	Gregory 51	Gregory 96	Grier	Hicks
Knight	Nurrenbern	Owen	Pietzman	Pike	Price	Rogers
Rone	Rowland	Smith 155	Stephens 128	Van Schoiack	Windham	

VACANCIES: 6

The Joint Committee appointed to wait upon the Chief Justice of the Supreme Court, Paul C. Wilson, escorted the Chief Justice to the dais where he delivered the State of the Judiciary Address to the Joint Assembly:

2022 STATE OF THE JUDICIARY

Missouri Chief Justice Paul C. Wilson

Introduction

Speaker Vescovo, Lieutenant Governor Kehoe, President Pro Tem Schatz, members of the 101st General Assembly, statewide office holders, cabinet members and other executive branch officials: thank you for this opportunity to speak to you this morning.

The concept of separation of powers is one of our Constitutional cornerstones, but it can be misleading. Separate does not mean adversarial, and it never has. In truth, our constitution demands just the opposite. Despite the different roles we play in our system of checks and balances, all three branches must continually communicate and cooperate if we are to serve the constitution and the people well.

Obviously, my address this morning is largely ceremonial, but that does *not* mean it doesn't matter. I think it's important for the people of our great state to see us gathered on occasions like this – together – demonstrating the cooperation that goes on, not just on this day, but throughout the year. For that reason, and in that spirit, I deeply appreciate your willingness to listen to what I have to say.

There are somewhere north of 200 of us in this room, and we all asked to be here. No one made us take the path of civil service that brought us here. Every one of us is a volunteer, and we worked hard to have the chance to serve this state and its people. Others can rail against “the government” as if it were some nameless, faceless entity, but we in this room know better. You, me, and the nearly 50,000 other public servants who live and work in virtually every community in this state, we *are* the government. Government is people and, for today's purposes, it's us.

I was born and raised here in Jefferson City, and maybe that's why this idea is so important to me and so ingrained in who I am. The legislature wasn't just some headline to me. Instead, it was my neighbor and childhood idol Jim Strong, who served in this chamber and then in the Senate down the hall. The legislature *was* my Uncle Jim – and all those he would introduce me to on the many afternoons I came to watch him in this building.

Most of the kids I grew up with had parents who worked in government, at all levels. My dad served many years as a judge in the municipal and associate circuit courts. My mom worked in public health for nearly 50 years, starting as a school nurse and ending up as a division director in the department of health in the Ashcroft administration.

When you grow up here in Jefferson City, even statewide office holders are just people, as I learned one cold winter's day 50-some years ago when I accidentally knocked Jack Danforth off his feet at the skating rink. My Dad helped him, and me, up, and then said to me: “You know who that is, don't you!?” Well, of course, I didn't ... but I quickly learned and, Senator, if you're listening, please accept this very overdue

apology!

My father is no longer around to pick me up when I make a mistake, but my wife Laura is. She's the love of my life for more than 30 years, and she's with us in the gallery today. Please make her feel welcome.

The point is, I grew up believing that government *is* people – well-meaning, hardworking people – and I believe that still today. I promise you it's no less true of me or my colleagues than it is of you or yours. We all have different jobs, and we serve in different ways, but we are united in the spirit and goal of service. This unity of purpose brings us together this morning so the people of this state can see us – gathered in *their* name – to discuss *their* business ... together.

So, let's get down to business

Court employees

The state of the judicial branch is sound. Last year, despite all its challenges, more than 750,000 circuit court cases were resolved. While the pandemic impacted our backlog, its effect was not as big or as widespread as some feared, and we are working to clear it.

And, when I say we, I mean them – the 350 trial judges, and the more-than-3,000 court clerks, bailiffs, court reporters, juvenile officers, juvenile detention officers, and all the other staff who *really* make up the judicial branch. It's not the seven of us – it's all of them and the work they do. We know it, they know it, and I want all of you to know it too.

They are the ones who kept the courts open through the pandemic. They are the ones who work to help keep Missouri kids safe. Who collect and disperse more than \$100 million dollars every year. Who schedule every court hearing and help people know when and where they're supposed to be.

Our people are your people, your constituents, your friends and neighbors, and they live and work in every corner of this state. They are the face and beating heart of your judicial system. The work they do is incredibly important and often incredibly difficult, and I would ask you to help me recognize them now.

On their behalf, I thank you for the cost-of-living increases you have been able to give in recent years and, especially, the one you approved just a few days ago. That kind of increase is important to our employees, not merely in terms of buying power, but because it demonstrates that you in this chamber know who they are. You *see* them, and you proudly recognize the work they do.

But there is more we can, and need, to do. Like the rest of government, we struggle to retain experienced workers and recruit new employees to careers in the courts. All too often, we spend precious tax dollars recruiting and training people, giving them the skills and experience we need them to have, only to see them move to better-paying, private-sector jobs after our training is complete. A market-based approach to compensation will give us a fighting chance to attract and keep expert staff in our courtrooms and courthouses. Those folks want to serve, just as all of us do, and competitive compensation will allow them to do that. By continuing to work with you, we can find a common-sense, long-term solution to this problem.

Judges

I urge each of you to reach out to your local judges. Spend some time in your local courthouses. Talk with your local court staff, and see what's happening there. Decide for yourselves how busy Missouri's courts are, how fair they are, and how well we serve the laws you write and the constitutional principles every one of us has sworn to protect. My hope is you'll see ways we can work together to improve our justice system.

One reason I ask you to do this is because so many of our judges are new. In the last four years alone, 40 percent of all the trial and appellate judges have been new to their positions. Some of those changes came as the result of local elections, but more than three-fourths of the new judges over these last four years – including 109 trial judges and 13 appellate judges – were appointed by the governor either under article IV, section 4, or under our constitution's nonpartisan court plan.

One of these recent appointees is Judge Robin Ransom, the newest member of the Supreme Court. She is a native of St. Louis. She worked as a public defender, a prosecutor, a family court staff attorney, a court commissioner and then a circuit judge. In 2019, Governor Parson elevated her to the Court of Appeals and then, last May, appointed her to the Supreme Court. She is not only the owner/operator of the most infectious smile you've ever seen, but she also just might be the best bowler in this room! We could not be more thrilled to work with her. Please join me in recognizing our newest judge.

Court security

With the judicial branch working in more than 120 courthouses around the state, security – for citizens, lawyers, judges and other court personnel – has always been a priority.

Thankfully, security *in* our courthouses has come a long way since 1992, when a man shot four people in a St. Louis County courtroom and then executed his wife on the witness stand. But security risks continue, they're on the rise, and they are no longer just inside the courthouse.

Those of us in public service are increasingly vulnerable. As public servants, we know we are not – and should not be – immune from public scrutiny and criticism ... it comes with the job. But none of us – or our families – should be put in harm's way.

In 2005, a judge's husband and mother were murdered in Illinois. In 2015, a judge survived an assassination attempt outside her home in Texas. And, in 2020, a New Jersey judge's husband was shot and her son killed in an attack meant for her. All three states responded with laws aimed at protecting the private personal information of judges and their families, but those laws came too late to prevent those tragedies. We owe it to those who serve in Missouri's judiciary not to learn – in the worst possible way – that we, too, did too little, too late.

Missouri judges have been harassed online and at home, they've been threatened, and they've had their personal information posted on the web. Eleven states have already passed laws enhancing safety for judges, and more are considering such legislation now. We appreciate Representative DeGroot's efforts in this area and believe that legislative protections for Missouri's judges, together with the governor's budget recommendations you're now considering, are a good start – and we look forward to working with you on this issue as well.

Court technology

Online services are revolutionizing the courts just as they are the rest of government. This was true before COVID, and the last two years have greatly accelerated this trend. When conditions limited the number and types of hearings that could be held in person, we held thousands of hearings online, in virtual courtrooms. This approach made it possible to keep the work of the judiciary moving, and it was well received by those the courts are here to serve. Data from around the country shows that virtual proceedings not only make courts more efficient, but they also increase access to justice for many.

But this demand for increased online services highlights how much more difficult it is for some to make use of those services than others. There can be no doubt the "digital divide" is real. And it can be caused as much by geography as by poverty. Courts, whether virtual or in person, must be equally open and accessible for *all* Missourians, regardless of who you are or where you live.

This is why we're excited by Governor Parson's recommendations for broadband expansion around the state. Increased bandwidth, especially for our rural courthouses and the communities they serve, will help us better utilize online services to increase efficiency *and* access, making your courts more user-friendly for everyone.

Treatment courts

Those logistical issues – compensation, security, and infrastructure – are important, but only because they make it possible for the judicial branch to fulfill the role assigned to us. I want to turn now to some of the more creative work going on in our courts, work that presents continued opportunities for cooperation among our three branches.

One recurring theme in State of the Judiciary addresses over the past 20 years has been drug courts. They have been one of the greatest collaborative successes showing what is possible when the three branches work together with creativity and a commitment to serving Missourians better.

By identifying appropriate offenders and diverting them from prison to treatment, we – together – found a better way to serve not only those individuals, but also their families and society as a whole. This approach is cost effective, to be sure, but more importantly, it's fair ... and just. These programs stand as proof that our justice system often does better when it responds to the whole person and not merely to their conduct. This was true more than a century ago when legislation created the very first diversion court, which we now call juvenile courts, and it remains true today.

Veterans courts

But there is another diversion court, another form of treatment court, that I believe needs the same sort of sustained cooperation and commitment that – together – we have given drug courts and juvenile courts in this state. I'm talking about veterans courts.

As home to Fort Leonard Wood, Whiteman Air Force Base, and many other installations, Missouri is proud to host some of the most elite fighting men and women in the world. But we are equally proud when service members choose to make Missouri their home after they leave active duty. As Governor Parson noted in his State of the State address, Missouri ranks ninth in the nation as home for our retired military.

Sadly, however, the burdens of military service do not magically disappear the moment a veteran leaves active duty. For some, those burdens can lead to mental health struggles that manifest themselves in substance abuse and conduct that, unfortunately, can land them in our justice system.

Then, our choice is clear. We can view those veterans solely in terms of their *conduct*, or we can look at the *context* from which their conduct arises and see whether treatment and other forms of support can produce a better outcome, both for the veterans and for all of us they have served.

Make no mistake: Missouri veterans courts work. We now have 15 programs serving 40 counties and, in the past five years alone, they've graduated more than 360 former service men and women. One reason these programs work so well is the role that volunteer veterans and active-duty soldiers play as mentors. No one can help a veteran like someone who's walked a mile – and probably a thousand miles – in their combat boots. Missouri veterans courts have demonstrated the kind of success we've come to expect from drug courts and other treatment courts ... and now it's time we do more.

Today, veterans courts serve only a third of our local jurisdictions, largely clustered around VA hospitals and clinics. Outside of those areas, however, resources are scarce. The simple truth is that veterans who need help throughout most of Missouri will not have access to a veterans court should they find themselves on the wrong side of the law. We can work together to fix this, and I hope you will agree we owe it to these men and women as the very least we can do to honor the sacrifices they've made.

Cooperative solutions

And there are other examples where our three branches have communicated and cooperated to better serve Missouri and her people:

- The Justice Reinvestment Initiative led by the department of corrections;
- the Partnership for Child Safety and Well-Being, where we work together with the children's division, youth services, and the department of mental health;
- and the initiative we call Leading Change in Criminal Justice, which helps local stakeholders better coordinate services for individuals with co-occurring mental health challenges and substance use disorders.

And the list goes on and on and on. Leaders from across government ... people working together to empower local solutions. Are you sensing a winning formula? I hope so.

So, I am happy to report that the State of the Judiciary is sound, and the future is bright. While I've mentioned a few of the ways we *can* work – and *have* worked – together, the opportunities for cooperation are limited only by our creativity and our courage.

Conclusion

Missouri has always had her share of challenges. For example, as you all know, fire destroyed the state Capitol in 1911. But, as Missourians always do, we rebuilt, and this magnificent building was the result.

Yet the beauty of the design and the quality of the work that went into this building were *not* a celebration of what Missouri *was*, or a salute to leaders who *already* served. Instead, I believe this building – and, in particular, this chamber, The People's Chamber – was designed and built as a monument to what Missouri *can* be, and as a challenge to all those who would seek to lead in the future.

The commission overseeing the new Capitol project identified 14 qualities – characteristics the people of Missouri should aspire to embody. But I think it's instructive that – of *all* the places around the Capitol that the commission might have chosen to display these qualities – they chose here. Those 14 traits are literally carved into the walls of this chamber. They have stood here for more than a century as a silent challenge to all those who sought to lead.

Even now, today, they challenge you and me to find these virtues in ourselves and in each other.

To find Honor and Truth and Charity,
To find Justice and Equality and Liberty,
and all the rest.

To find them within ourselves *and* in each other – and to let those virtues guide the work we've volunteered to do.

And yet, as I look at these virtues, I can't help but notice the one that *isn't* there. Courage. Maya Angelou, a native of St. Louis and one of America's greatest poets, once said:

Courage is the most important of all the virtues, because without courage you can't practice any other virtue consistently. You can practice any virtue erratically, but nothing consistently without courage.

You see, it takes courage to lead; to make the decision you know is right but may not be popular; to listen and cooperate and compromise; to build a future for everyone and not merely those who look and sound like us. There is no tomorrow for *any* of us that is not the tomorrow for *all* of us, and that future will only be as bright as we make it.

So, will those of us who have gathered in this chamber today have what it takes to practice these virtues?

To practice Justice and Truth ... Liberty and Honor ... Equality and Charity ... and all the rest?

And will we have the Courage needed to practice them consistently?

With God's help and blessings, I believe we will.

Thank you.

On motion of Senator Rowden, the Joint Session was dissolved and the Senators returned to the Chamber where they were called to order by Senator Rowden.

MESSAGES FROM THE HOUSE

The following message was received from the House of Representatives through its Chief Clerk:

Mr. President: I am instructed by the House of Representatives to inform the Senate that the Speaker has appointed the following members to act with a like committee from the Senate pursuant to **HCR 74**. Representatives: Evans, Riley, Gregory (51), Pike, Shields, Ellebracht, Clemens, Brown (27), Nurrenbern and Butz.

On motion of Senator White, the Senate recessed until 2:00 p.m.

RECESS

The time of recess having expired, the Senate was called to order by Senator Rowden.

SENATE BILLS FOR PERFECTION

Senator Luetkemeyer moved that **SJR 38**, with **SS** and **SA 1** (pending), be called from the Informal Calendar and again taken up for perfection, which motion prevailed.

At the request of Senator Luetkemeyer, **SS** for **SJR 38** was withdrawn, rendering **SA 1** moot.

Senator Luetkemeyer offered **SS No. 2** for **SJR 38**, entitled:

SENATE SUBSTITUTE NO. 2 FOR
SENATE JOINT RESOLUTION NO. 38

Joint Resolution submitting to the qualified voters of Missouri, an amendment repealing section 21 of article X of the Constitution of Missouri, and adopting one new section in lieu thereof relating to the funding of law enforcement agencies.

Senator Luetkemeyer moved that **SS No. 2** for **SJR 38** be adopted.

Senator Hough assumed the Chair.

Senator Bean assumed the Chair.

The Senate observed a moment of silence for the three Joplin Police officers injured in the line of duty.

Senator Luetkemeyer moved that **SS No. 2** for **SJR 38** be adopted, which motion prevailed on a standing division vote.

On motion of Senator Luetkemeyer, **SS No. 2** for **SJR 38** was declared perfected and ordered printed.

Senator Brown moved that **SB 762** be taken up for perfection, which motion prevailed.

Senator Brown offered **SS** for **SB 762**, entitled:

SENATE SUBSTITUTE FOR
SENATE BILL NO. 762

An Act to repeal sections 32.095, 144.070, 144.1021, 301.147, 307.350, and 643.315, RSMo, and section 144.020 as enacted by house bill no. 220, one hundredth general assembly, first regular session, and section 144.020 as enacted by senate bills nos. 153 & 97, one hundred first general assembly, first regular session, and to enact in lieu thereof eight new sections relating to motor vehicles.

Senator Brown moved that **SS** for **SB 762** be adopted.

Senator Eigel offered SA 1:

SENATE AMENDMENT NO. 1

Amend Senate Substitute for Senate Bill No. 762, Page 20, Section 307.350, Line 74, by inserting after all of said line the following:

“643.310. 1. The commission may, by rule, establish a decentralized motor vehicle emissions inspection program pursuant to sections 643.300 to 643.355 for any portion of a nonattainment area located within the area described in subsection 1 of section 643.305, **except that no decentralized motor vehicle emissions inspection program shall be established in any county with a charter form of government and with more than three hundred thousand but fewer than four hundred fifty thousand inhabitants or any county of the first classification with more than one hundred one thousand but fewer than one hundred fifteen thousand inhabitants or any county with a charter form of government and with more than two hundred thousand but fewer than three hundred fifty thousand inhabitants.** The decentralized motor vehicle emissions inspection program shall be implemented and applied in the same manner throughout every portion of a nonattainment area located within the area described in subsection 1 of section 643.305 **except any county with a charter form of government and with more than three hundred thousand but fewer than four hundred fifty thousand inhabitants or any county of the first classification with more than one hundred one thousand but fewer than one hundred fifteen thousand inhabitants or any county with a charter form of government and with more than two hundred thousand but fewer than three hundred fifty thousand inhabitants.** The commission shall ensure that, for each nonattainment area, the state implementation plan established pursuant to subsection 1 of section 643.305 incorporates and receives all applicable credits allowed by the United States Environmental Protection Agency for emission reduction programs in other nonattainment areas of like designation in other states. The commission shall ensure that emission reduction amounts established pursuant to subsection 2 of section 643.305 shall be consistent with and not exceed the emissions reduction amounts required by the United States Environmental Protection Agency for other nonattainment areas of like designation in other states. No motor vehicle emissions inspection program shall be required to comply with subsection 1 of section 643.305 unless the plan established thereunder takes full advantage of any changes in requirements or any agreements made or entered into by the United States Environmental Protection Agency and any entity or entities on behalf of a nonattainment area concerning compliance with National Ambient Air Quality Standards of the federal Clean Air Act, as amended, 42 U.S.C. Section 7401, et seq., and the regulations promulgated thereunder. **If the exception of certain counties from provisions of this subsection has the effect of placing the state of Missouri in noncompliance with any federal constitutional, statutory, or regulatory provision that results in the loss of any federal funds to the state, the exception of certain counties shall expire three years from the date the state is deemed to be in noncompliance.**

2. (1) The department, with the cooperation and approval of the commissioner of administration, shall select a person or persons to operate an inspection facility or inspection program pursuant to sections 643.300 to 643.355, under a bid procedure or under a negotiated process or a combination thereof based on criteria and expectations established by the department. This process may use either a licensing arrangement or contractual arrangement with the selected party or parties. The selection of persons to operate inspection facilities or inspection programs shall be exempt from the provisions of all site procurement laws. Each person who is authorized to operate a station pursuant to this section shall be capable of providing adequate

and cost-effective service to customers.

(2) Service management, coordination and data processing may be provided by the department or by another person, including a contractor or licensee, based upon the most cost-effective proposal for service.

(3) A license or contract shall be for a period of up to seven years, consistent with the provisions of Article IV, Section 28 of the Missouri Constitution, and licenses or contracts shall be annually reviewed. A license or contract may be suspended or revoked if the licensee or contractor is not meeting the conditions of sections 643.300 to 643.355, all applicable rules, the license agreement or contract as determined by the department. A licensee or contractor found to have violated sections 643.300 to 643.355, applicable rules or the conditions of the license agreement or contract shall be in violation of section 643.151 and subject to the penalties provided thereunder.

3. The commission, the department of economic development and the office of administration shall, in cooperation with the minority business advocacy commission, select the contractor or contractors to provide an inspection program which satisfies the minimum requirements of this section in accordance with the requirements of section 37.014 and chapter 34. The commission, the office of administration and the department of economic development, in cooperation with the minority business advocacy commission, shall ensure adequate minority business participation in the selection of the contractor or contractors to provide an inspection program pursuant to this section. The commission, the office of administration and the department of economic development shall ensure adequate participation of Missouri businesses in the selection of the contractor or contractors to provide an inspection program pursuant to this section.

4. With approval of the commission and pursuant to rules adopted by the commission, an organization whose members are motor vehicle dealers or leasing companies may establish one or more additional emissions inspection facilities, which may be either mobile or stationary, to be used solely to inspect motor vehicles owned and held for sale or lease by the members of the organization. With approval of the commission and pursuant to rules adopted by the commission, any person operating a fleet of motor vehicles may establish one or more additional emissions inspection facilities, which may be either mobile or stationary, to be used solely to inspect motor vehicles owned or leased and operated by the person establishing the facility. The inspections performed in facilities established pursuant to this subsection shall be performed by a contractor selected by the commission pursuant to this section and the contractor performing such inspections shall be responsible solely to the department and shall satisfy all applicable requirements of sections 643.300 to 643.355.

5. If the governor applies to the administrator of the Environmental Protection Agency to require federal reformulated gasoline in nonattainment areas, nothing in sections 643.300 to 643.355 shall prevent the storage of conventional gasoline in nonattainment areas which is intended for sale to agricultural, commercial or retail customers outside said nonattainment areas subject to reformulated gasoline.”; and

Further amend the title and enacting clause accordingly.

Senator Eigel moved that the above amendment be adopted.

Senator Eigel offered SA 1 to SA 1, which was read:

SENATE AMENDMENT NO. 1 TO
SENATE AMENDMENT NO. 1

Amend Senate Amendment No. 1 to Senate Substitute for Senate Bill No. 762, Page 2, Line 54, by striking “three years” and inserting in lieu thereof the following: “**eighteen months**”.

Senator Eigel moved that the above amendment be adopted, which motion prevailed.

Senator Hough assumed the Chair.

Senator Eigel moved that SA 1, as amended, be adopted, which motion prevailed.

Senator Eslinger offered SA 2:

SENATE AMENDMENT NO. 2

Amend Senate Substitute for Senate Bill No. 762, Page 14, Section 144.1021, Line 7, by inserting after all of said line the following:

“301.010. As used in this chapter and sections 304.010 to 304.040, 304.120 to 304.260, and sections 307.010 to 307.175, the following terms mean:

(1) “All-terrain vehicle”, any motorized vehicle manufactured and used exclusively for off-highway use, with an unladen dry weight of one thousand five hundred pounds or less, traveling on three, four or more nonhighway tires, with either:

(a) A seat designed to be straddled by the operator, and handlebars for steering control, but excluding an electric bicycle; or

(b) A width of fifty inches or less, measured from outside of tire rim to outside of tire rim, regardless of seating or steering arrangement;

(2) “Autocycle”, a three-wheeled motor vehicle which the drivers and passengers ride in a partially or completely enclosed nonstraddle seating area, that is designed to be controlled with a steering wheel and pedals, and that has met applicable Department of Transportation National Highway Traffic Safety Administration requirements or federal motorcycle safety standards;

(3) “Automobile transporter”, any vehicle combination capable of carrying cargo on the power unit and designed and used for the transport of assembled motor vehicles, including truck camper units;

(4) “Axle load”, the total load transmitted to the road by all wheels whose centers are included between two parallel transverse vertical planes forty inches apart, extending across the full width of the vehicle;

(5) “Backhaul”, the return trip of a vehicle transporting cargo or general freight, especially when carrying goods back over all or part of the same route;

(6) “Boat transporter”, any vehicle combination capable of carrying cargo on the power unit and designed and used specifically to transport assembled boats and boat hulls. Boats may be partially disassembled to facilitate transporting;

(7) “Body shop”, a business that repairs physical damage on motor vehicles that are not owned by the shop or its officers or employees by mending, straightening, replacing body parts, or painting;

(8) “Bus”, a motor vehicle primarily for the transportation of a driver and eight or more passengers but not including shuttle buses;

(9) “Commercial motor vehicle”, a motor vehicle designed or regularly used for carrying freight and merchandise, or more than eight passengers but not including vanpools or shuttle buses;

(10) “Cotton trailer”, a trailer designed and used exclusively for transporting cotton at speeds less than forty miles per hour from field to field or from field to market and return;

(11) “Dealer”, any person, firm, corporation, association, agent or subagent engaged in the sale or exchange of new, used or reconstructed motor vehicles or trailers;

(12) “Director” or “director of revenue”, the director of the department of revenue;

(13) “Driveaway operation”:

(a) The movement of a motor vehicle or trailer by any person or motor carrier other than a dealer over any public highway, under its own power singly, or in a fixed combination of two or more vehicles, for the purpose of delivery for sale or for delivery either before or after sale;

(b) The movement of any vehicle or vehicles, not owned by the transporter, constituting the commodity being transported, by a person engaged in the business of furnishing drivers and operators for the purpose of transporting vehicles in transit from one place to another by the driveaway or towaway methods; or

(c) The movement of a motor vehicle by any person who is lawfully engaged in the business of transporting or delivering vehicles that are not the person’s own and vehicles of a type otherwise required to be registered, by the driveaway or towaway methods, from a point of manufacture, assembly or distribution or from the owner of the vehicles to a dealer or sales agent of a manufacturer or to any consignee designated by the shipper or consignor;

(14) “Dromedary”, a box, deck, or plate mounted behind the cab and forward of the fifth wheel on the frame of the power unit of a truck tractor-semitrailer combination. A truck tractor equipped with a dromedary may carry part of a load when operating independently or in a combination with a semitrailer;

(15) “Electric bicycle”, a bicycle equipped with fully operable pedals, a saddle or seat for the rider, and an electric motor of less than 750 watts that meets the requirements of one of the following three classes:

(a) “Class 1 electric bicycle”, an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of twenty miles per hour;

(b) “Class 2 electric bicycle”, an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of twenty miles per hour; or

(c) “Class 3 electric bicycle”, an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of twenty-eight miles per hour;

(16) “Farm tractor”, a tractor used exclusively for agricultural purposes;

(17) “Fleet”, any group of ten or more motor vehicles owned by the same owner;

(18) “Fleet vehicle”, a motor vehicle which is included as part of a fleet;

(19) “Fullmount”, a vehicle mounted completely on the frame of either the first or last vehicle in a saddlemount combination;

(20) “Gross weight”, the weight of vehicle and/or vehicle combination without load, plus the weight of any load thereon;

(21) “Hail-damaged vehicle”, any vehicle, the body of which has become dented as the result of the impact of hail;

(22) “Highway”, any public thoroughfare for vehicles, including state roads, county roads and public streets, avenues, boulevards, parkways or alleys in any municipality;

(23) “Improved highway”, a highway which has been paved with gravel, macadam, concrete, brick or asphalt, or surfaced in such a manner that it shall have a hard, smooth surface;

(24) “Intersecting highway”, any highway which joins another, whether or not it crosses the same;

(25) “Junk vehicle”, a vehicle which:

(a) Is incapable of operation or use upon the highways and has no resale value except as a source of parts or scrap; or

(b) Has been designated as junk or a substantially equivalent designation by this state or any other state;

(26) “Kit vehicle”, a motor vehicle assembled by a person other than a generally recognized manufacturer of motor vehicles by the use of a glider kit or replica purchased from an authorized manufacturer and accompanied by a manufacturer’s statement of origin;

(27) “Land improvement contractors’ commercial motor vehicle”, any not-for-hire commercial motor vehicle the operation of which is confined to:

(a) An area that extends not more than a radius of one hundred **fifty** miles from its home base of operations when transporting its owner’s machinery, equipment, or auxiliary supplies to or from projects involving soil and water conservation, or to and from equipment dealers’ maintenance facilities for maintenance purposes; or

(b) An area that extends not more than a radius of fifty miles from its home base of operations when transporting its owner’s machinery, equipment, or auxiliary supplies to or from projects not involving soil and water conservation.

Nothing in this subdivision shall be construed to prevent any motor vehicle from being registered as a commercial motor vehicle or local commercial motor vehicle;

(28) “Local commercial motor vehicle”, a commercial motor vehicle whose operations are confined to a municipality and that area extending not more than fifty miles therefrom, or a commercial motor vehicle whose property-carrying operations are confined solely to the transportation of property owned by any person who is the owner or operator of such vehicle to or from a farm owned by such person or under the person’s control by virtue of a landlord and tenant lease; provided that any such property transported to any such farm is for use in the operation of such farm;

(29) “Local log truck”, a commercial motor vehicle which is registered pursuant to this chapter to operate as a motor vehicle on the public highways of this state[,]; used exclusively in this state[,]; used to transport harvested forest products[,]; operated solely at a forested site and in an area extending not more than a one hundred **fifty** mile radius from such site[, carries a load with dimensions not in excess of twenty-

five cubic yards per two axles with dual wheels,]; and when operated on the national system of interstate and defense highways described in 23 U.S.C. Section 103, as amended, or outside the one hundred **fifty** mile radius from such site with an extended distance local log truck permit, [such vehicle shall not exceed the weight limits of section 304.180,] does not have more than four axles, and does not pull a trailer which has more than three axles. Harvesting equipment which is used specifically for cutting, felling, trimming, delimiting, debarking, chipping, skidding, loading, unloading, and stacking may be transported on a local log truck[. A local log truck may not exceed the limits required by law, however, if the truck does exceed such limits as determined by the inspecting officer, then notwithstanding any other provisions of law to the contrary, such truck shall be subject to the weight limits required by such sections as licensed for eighty thousand pounds];

(30) “Local log truck tractor”, a commercial motor vehicle which is registered under this chapter to operate as a motor vehicle on the public highways of this state[.]; used exclusively in this state[.]; used to transport harvested forest products, operated at a forested site and in an area extending not more than a one hundred **fifty** mile radius from such site[, operates with a weight not exceeding twenty-two thousand four hundred pounds on one axle or with a weight not exceeding forty-four thousand eight hundred pounds on any tandem axle,]; and when operated on the national system of interstate and defense highways described in 23 U.S.C. Section 103, as amended, or outside the one hundred **fifty** mile radius from such site with an extended distance local log truck permit, [such vehicle does not exceed the weight limits contained in section 304.180, and] does not have more than three axles and does not pull a trailer which has more than three axles[. Violations of axle weight limitations shall be subject to the load limit penalty as described for in sections 304.180 to 304.220];

(31) “Local transit bus”, a bus whose operations are confined wholly within a municipal corporation, or wholly within a municipal corporation and a commercial zone, as defined in section 390.020, adjacent thereto, forming a part of a public transportation system within such municipal corporation and such municipal corporation and adjacent commercial zone;

(32) “Log truck”, a vehicle which is not a local log truck or local log truck tractor and is used exclusively to transport harvested forest products to and from forested sites which is registered pursuant to this chapter to operate as a motor vehicle on the public highways of this state for the transportation of harvested forest products;

(33) “Major component parts”, the rear clip, cowl, frame, body, cab, front-end assembly, and front clip, as those terms are defined by the director of revenue pursuant to rules and regulations or by illustrations;

(34) “Manufacturer”, any person, firm, corporation or association engaged in the business of manufacturing or assembling motor vehicles, trailers or vessels for sale;

(35) “Motor change vehicle”, a vehicle manufactured prior to August, 1957, which receives a new, rebuilt or used engine, and which used the number stamped on the original engine as the vehicle identification number;

(36) “Motor vehicle”, any self-propelled vehicle not operated exclusively upon tracks, except farm tractors and electric bicycles;

(37) “Motor vehicle primarily for business use”, any vehicle other than a recreational motor vehicle, motorcycle, motortricycle, or any commercial motor vehicle licensed for over twelve thousand pounds:

(a) Offered for hire or lease; or

(b) The owner of which also owns ten or more such motor vehicles;

(38) “Motorcycle”, a motor vehicle operated on two wheels;

(39) “Motorized bicycle”, any two-wheeled or three-wheeled device having an automatic transmission and a motor with a cylinder capacity of not more than fifty cubic centimeters, which produces less than three gross brake horsepower, and is capable of propelling the device at a maximum speed of not more than thirty miles per hour on level ground, but excluding an electric bicycle;

(40) “Motortricycle”, a motor vehicle upon which the operator straddles or sits astride that is designed to be controlled by handle bars and is operated on three wheels, including a motorcycle while operated with any conveyance, temporary or otherwise, requiring the use of a third wheel, but excluding an electric bicycle. A motortricycle shall not be included in the definition of all-terrain vehicle;

(41) “Municipality”, any city, town or village, whether incorporated or not;

(42) “Nonresident”, a resident of a state or country other than the state of Missouri;

(43) “Non-USA-std motor vehicle”, a motor vehicle not originally manufactured in compliance with United States emissions or safety standards;

(44) “Operator”, any person who operates or drives a motor vehicle;

(45) “Owner”, any person, firm, corporation or association, who holds the legal title to a vehicle or who has executed a buyer’s order or retail installment sales contract with a motor vehicle dealer licensed under sections 301.550 to 301.580 for the purchase of a vehicle with an immediate right of possession vested in the transferee, or in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner;

(46) “Public garage”, a place of business where motor vehicles are housed, stored, repaired, reconstructed or repainted for persons other than the owners or operators of such place of business;

(47) “Rebuilder”, a business that repairs or rebuilds motor vehicles owned by the rebuilder, but does not include certificated common or contract carriers of persons or property;

(48) “Reconstructed motor vehicle”, a vehicle that is altered from its original construction by the addition or substitution of two or more new or used major component parts, excluding motor vehicles made from all new parts, and new multistage manufactured vehicles;

(49) “Recreational motor vehicle”, any motor vehicle designed, constructed or substantially modified so that it may be used and is used for the purposes of temporary housing quarters, including therein sleeping and eating facilities which are either permanently attached to the motor vehicle or attached to a unit which is securely attached to the motor vehicle. Nothing herein shall prevent any motor vehicle from being registered as a commercial motor vehicle if the motor vehicle could otherwise be so registered;

(50) “Recreational off-highway vehicle”, any motorized vehicle manufactured and used exclusively for

off-highway use which is more than fifty inches but no more than eighty inches in width, measured from outside of tire rim to outside of tire rim, with an unladen dry weight of three thousand five hundred pounds or less, traveling on four or more nonhighway tires and which may have access to ATV trails;

(51) “Recreational trailer”, any trailer designed, constructed, or substantially modified so that it may be used and is used for the purpose of temporary housing quarters, including therein sleeping or eating facilities, which can be temporarily attached to a motor vehicle or attached to a unit which is securely attached to a motor vehicle;

(52) “Rollback or car carrier”, any vehicle specifically designed to transport wrecked, disabled or otherwise inoperable vehicles, when the transportation is directly connected to a wrecker or towing service;

(53) “Saddlemount combination”, a combination of vehicles in which a truck or truck tractor tows one or more trucks or truck tractors, each connected by a saddle to the frame or fifth wheel of the vehicle in front of it. The “saddle” is a mechanism that connects the front axle of the towed vehicle to the frame or fifth wheel of the vehicle in front and functions like a fifth wheel kingpin connection. When two vehicles are towed in this manner the combination is called a “double saddlemount combination”. When three vehicles are towed in this manner, the combination is called a “triple saddlemount combination”;

(54) “Salvage dealer and dismantler”, a business that dismantles used motor vehicles for the sale of the parts thereof, and buys and sells used motor vehicle parts and accessories;

(55) “Salvage vehicle”, a motor vehicle, semitrailer, or house trailer which:

(a) Was damaged during a year that is no more than six years after the manufacturer’s model year designation for such vehicle to the extent that the total cost of repairs to rebuild or reconstruct the vehicle to its condition immediately before it was damaged for legal operation on the roads or highways exceeds eighty percent of the fair market value of the vehicle immediately preceding the time it was damaged;

(b) By reason of condition or circumstance, has been declared salvage, either by its owner, or by a person, firm, corporation, or other legal entity exercising the right of security interest in it;

(c) Has been declared salvage by an insurance company as a result of settlement of a claim;

(d) Ownership of which is evidenced by a salvage title; or

(e) Is abandoned property which is titled pursuant to section 304.155 or section 304.157 and designated with the words “salvage/abandoned property”. The total cost of repairs to rebuild or reconstruct the vehicle shall not include the cost of repairing, replacing, or reinstalling inflatable safety restraints, tires, sound systems, or damage as a result of hail, or any sales tax on parts or materials to rebuild or reconstruct the vehicle. For purposes of this definition, “fair market value” means the retail value of a motor vehicle as:

a. Set forth in a current edition of any nationally recognized compilation of retail values, including automated databases, or from publications commonly used by the automotive and insurance industries to establish the values of motor vehicles;

b. Determined pursuant to a market survey of comparable vehicles with regard to condition and equipment; and

c. Determined by an insurance company using any other procedure recognized by the insurance industry, including market surveys, that is applied by the company in a uniform manner;

(56) “School bus”, any motor vehicle used solely to transport students to or from school or to transport students to or from any place for educational purposes;

(57) “Scrap processor”, a business that, through the use of fixed or mobile equipment, flattens, crushes, or otherwise accepts motor vehicles and vehicle parts for processing or transportation to a shredder or scrap metal operator for recycling;

(58) “Shuttle bus”, a motor vehicle used or maintained by any person, firm, or corporation as an incidental service to transport patrons or customers of the regular business of such person, firm, or corporation to and from the place of business of the person, firm, or corporation providing the service at no fee or charge. Shuttle buses shall not be registered as buses or as commercial motor vehicles;

(59) “Special mobile equipment”, every self-propelled vehicle not designed or used primarily for the transportation of persons or property and incidentally operated or moved over the highways, including farm equipment, implements of husbandry, road construction or maintenance machinery, ditch-digging apparatus, stone crushers, air compressors, power shovels, cranes, graders, rollers, well-drillers and wood-sawing equipment used for hire, asphalt spreaders, bituminous mixers, bucket loaders, ditchers, leveling graders, finished machines, motor graders, road rollers, scarifiers, earth-moving carryalls, scrapers, drag lines, concrete pump trucks, rock-drilling and earth-moving equipment. This enumeration shall be deemed partial and shall not operate to exclude other such vehicles which are within the general terms of this section;

(60) “Specially constructed motor vehicle”, a motor vehicle which shall not have been originally constructed under a distinctive name, make, model or type by a manufacturer of motor vehicles. The term specially constructed motor vehicle includes kit vehicles;

(61) “Stinger-steered combination”, a truck tractor-semitrailer wherein the fifth wheel is located on a drop frame located behind and below the rearmost axle of the power unit;

(62) “Tandem axle”, a group of two or more axles, arranged one behind another, the distance between the extremes of which is more than forty inches and not more than ninety-six inches apart;

(63) “Towaway trailer transporter combination”, a combination of vehicles consisting of a trailer transporter towing unit and two trailers or semitrailers, with a total weight that does not exceed twenty-six thousand pounds; and in which the trailers or semitrailers carry no property and constitute inventory property of a manufacturer, distributor, or dealer of such trailers or semitrailers;

(64) “Tractor”, “truck tractor” or “truck-tractor”, a self-propelled motor vehicle designed for drawing other vehicles, but not for the carriage of any load when operating independently. When attached to a semitrailer, it supports a part of the weight thereof;

(65) “Trailer”, any vehicle without motive power designed for carrying property or passengers on its own structure and for being drawn by a self-propelled vehicle, except those running exclusively on tracks, including a semitrailer or vehicle of the trailer type so designed and used in conjunction with a self-propelled vehicle that a considerable part of its own weight rests upon and is carried by the towing vehicle. The term trailer shall not include cotton trailers as defined in this section and shall not include manufactured homes as defined in section 700.010;

(66) “Trailer transporter towing unit”, a power unit that is not used to carry property when operating in a towaway trailer transporter combination;

(67) “Truck”, a motor vehicle designed, used, or maintained for the transportation of property;

(68) “Truck-tractor semitrailer-semitrailer”, a combination vehicle in which the two trailing units are connected with a B-train assembly which is a rigid frame extension attached to the rear frame of a first semitrailer which allows for a fifth-wheel connection point for the second semitrailer and has one less articulation point than the conventional A-dolly connected truck-tractor semitrailer-trailer combination;

(69) “Truck-trailer boat transporter combination”, a boat transporter combination consisting of a straight truck towing a trailer using typically a ball and socket connection with the trailer axle located substantially at the trailer center of gravity rather than the rear of the trailer but so as to maintain a downward force on the trailer tongue;

(70) “Used parts dealer”, a business that buys and sells used motor vehicle parts or accessories, but not including a business that sells only new, remanufactured or rebuilt parts. Business does not include isolated sales at a swap meet of less than three days;

(71) “Utility vehicle”, any motorized vehicle manufactured and used exclusively for off-highway use which is more than fifty inches but no more than eighty inches in width, measured from outside of tire rim to outside of tire rim, with an unladen dry weight of three thousand five hundred pounds or less, traveling on four or six wheels, to be used primarily for landscaping, lawn care, or maintenance purposes;

(72) “Vanpool”, any van or other motor vehicle used or maintained by any person, group, firm, corporation, association, city, county or state agency, or any member thereof, for the transportation of not less than eight nor more than forty-eight employees, per motor vehicle, to and from their place of employment; however, a vanpool shall not be included in the definition of the term bus or commercial motor vehicle as defined in this section, nor shall a vanpool driver be deemed a chauffeur as that term is defined by section 303.020; nor shall use of a vanpool vehicle for ride-sharing arrangements, recreational, personal, or maintenance uses constitute an unlicensed use of the motor vehicle, unless used for monetary profit other than for use in a ride-sharing arrangement;

(73) “Vehicle”, any mechanical device on wheels, designed primarily for use, or used, on highways, except motorized bicycles, electric bicycles, vehicles propelled or drawn by horses or human power, or vehicles used exclusively on fixed rails or tracks, or cotton trailers or motorized wheelchairs operated by handicapped persons;

(74) “Wrecker” or “tow truck”, any emergency commercial vehicle equipped, designed and used to assist or render aid and transport or tow disabled or wrecked vehicles from a highway, road, street or highway rights-of-way to a point of storage or repair, including towing a replacement vehicle to replace a disabled or wrecked vehicle;

(75) “Wrecker or towing service”, the act of transporting, towing or recovering with a wrecker, tow truck, rollback or car carrier any vehicle not owned by the operator of the wrecker, tow truck, rollback or car carrier for which the operator directly or indirectly receives compensation or other personal gain.”; and

Further amend said bill, page 17, section 301.033, line 77, by inserting after all of said line the following:

“301.062. 1. The annual registration fee for a local log truck, registered pursuant to this chapter, is three hundred dollars.

2. A local log truck may receive an extended distance local log truck permit for an additional fee of three hundred dollars. A local log truck with an extended distance local log truck permit shall be allowed to transport harvested or processed forest products outside of the [one hundred mile] radius from the forested site **specified in section 301.010** at the weight limits for commercial vehicles specified in section 304.180. For the purposes of this section, “processed forest products” shall mean wood products that are produced from the initial processing of a round log and have received no additional manufacturing or packaging to prepare the material for any retail market including, but not limited to, sawdust, wood chips, bark, slabs, and green square edged lumber products.”; and

Further amend said bill, page 18, section 301.147, line 46, by inserting after all of said line the following:

“303.025. 1. No owner of a motor vehicle registered in this state, or required to be registered in this state, shall operate, register or maintain registration of a motor vehicle, or permit another person to operate such vehicle, unless the owner maintains the financial responsibility which conforms to the requirements of the laws of this state. No nonresident shall operate or permit another person to operate in this state a motor vehicle registered to such nonresident unless the nonresident maintains the financial responsibility which conforms to the requirements of the laws of the nonresident’s state of residence. Furthermore, no person shall operate a motor vehicle owned by another with the knowledge that the owner has not maintained financial responsibility unless such person has financial responsibility which covers the person’s operation of the other’s vehicle; however, no owner or nonresident shall be in violation of this subsection if he or she fails to maintain financial responsibility on a motor vehicle which is inoperable or being stored and not in operation. **The director of the department of revenue shall establish by rule a process for voluntary suspension of motor vehicle registration for vehicles which are inoperable or being stored and not in operation. The owner or nonresident shall not further operate the vehicle until the owner or nonresident notifies the department of revenue that the vehicle will be in use, and the department shall reinstate the motor vehicle registration upon receipt of proof of financial responsibility. Owners or nonresidents who operate a motor vehicle during a period of inoperability or storage claimed under this subsection shall be guilty of a class B misdemeanor and may additionally be guilty of a violation of this subsection. Notwithstanding any provision of law to the contrary, the department of revenue may verify motor vehicle financial responsibility as provided by law, but shall not otherwise take legal or administrative action to enforce the requirements of this section unless, in the discretion of the director, the motor vehicle is determined to have been operated in violation of this section, a motor vehicle registration is applied for in violation of this section, or the motor vehicle on two separate occasions thirty days apart is determined to have its registration maintained in violation of this section.** The director may prescribe rules and regulations for the implementation of this section.

2. A motor vehicle owner shall maintain the owner’s financial responsibility in a manner provided for in section 303.160, or with a motor vehicle liability policy which conforms to the requirements of the laws of this state. A nonresident motor vehicle owner shall maintain the owner’s financial responsibility which conforms to the requirements of the laws of the nonresident’s state of residence.

3. Any person who violates this section is guilty of a misdemeanor. A first violation of this section shall be punishable as a class D misdemeanor. A second or subsequent violation of this section [shall] **may be [punishable] punished** by imprisonment in the county jail for a term not to exceed fifteen days [and/or] **and shall be punished by a fine not less than two hundred dollars but not to exceed five hundred dollars.**

Prior pleas of guilty and prior findings of guilty shall be pleaded and proven in the same manner as required by section 558.021. However, no person shall be found guilty of violating this section if the operator demonstrates to the court that he or she met the financial responsibility requirements of this section at the time the peace officer, commercial vehicle enforcement officer or commercial vehicle inspector wrote the citation. In addition to any other authorized punishment, the court shall notify the director of revenue of any person convicted pursuant to this section and shall do one of the following:

(1) Enter an order suspending the driving privilege as of the date of the court order. If the court orders the suspension of the driving privilege, the court shall require the defendant to surrender to it any driver's license then held by such person. The length of the suspension shall be as prescribed in subsection 2 of section 303.042. The court shall forward to the director of revenue the order of suspension of driving privilege and any license surrendered within ten days;

(2) Forward the record of the conviction for an assessment of four points;

(3) In lieu of an assessment of points, render an order of supervision as provided in section 302.303. An order of supervision shall not be used in lieu of points more than one time in any thirty-six-month period. Every court having jurisdiction pursuant to the provisions of this section shall forward a record of conviction to the Missouri state highway patrol, or at the written direction of the Missouri state highway patrol, to the department of revenue, in a manner approved by the director of the department of public safety. The director shall establish procedures for the record keeping and administration of this section; or

(4) For a nonresident, suspend the nonresident's driving privileges in this state in accordance with section 303.030 and notify the official in charge of the issuance of licenses and registration certificates in the state in which such nonresident resides in accordance with section 303.080.

4. Nothing in sections 303.010 to 303.050, 303.060, 303.140, 303.220, 303.290, 303.330 and 303.370 shall be construed as prohibiting the department of commerce and insurance from approving or authorizing those exclusions and limitations which are contained in automobile liability insurance policies and the uninsured motorist provisions of automobile liability insurance policies.

5. If a court enters an order of suspension, the offender may appeal such order directly pursuant to chapter 512 and the provisions of section 302.311 shall not apply.

6. Any fines owed to the state pursuant to this section may be eligible for payment in installments. The director shall promulgate rules for the application of payment plans, which shall take into account individuals' ability to pay.

303.041. 1. **Except as otherwise provided in subsection 7 of section 303.425**, if the director determines [that as a result of a verification sample or accident report that the owner of a motor vehicle has not maintained financial responsibility, or if the director determines as a result of an order of supervision] that the **owner or** operator of a motor vehicle has not maintained the financial responsibility as required in this chapter, the director shall thirty-three days after mailing notice, suspend the driving privilege of the owner or operator and/or the registration of the vehicle failing to meet such requirement. The notice of suspension shall be mailed to the person at the last known address shown on the department's records. The notice of suspension is deemed received three days after mailing. The notice of suspension shall clearly specify the reason and statutory grounds for the suspension and the effective date of the suspension, the right of the person to request a hearing, the procedure for requesting a hearing, and the date by which that request

for a hearing must be made. If the request for a hearing is received by the department prior to the effective date of the suspension, the effective date of the suspension will be stayed until a final order is issued following the hearing.

2. **Except as otherwise provided by law**, neither the fact that subsequent to the date of verification or conviction, the owner acquired the required liability insurance policy nor the fact that the owner terminated ownership of the motor vehicle, shall have any bearing upon the director's decision to suspend. Until it is terminated, the suspension shall remain in force after the registration is renewed or a new registration is acquired for the motor vehicle. The suspension also shall apply to any motor vehicle to which the owner transfers the registration. Effective January 1, 2000, the department shall not extend any suspension for failure to pay a delinquent late surrender fee pursuant to this subsection.

303.420. 1. As used in sections 303.420 to 303.440, unless the context requires otherwise, the following terms shall mean:

(1) **"Law enforcement agency"**, the department of revenue, the Missouri state highway patrol, the prosecuting attorney or sheriff's office of any county or city not within a county, the chiefs of police of any city or municipality, or any other authorized law enforcement agency recognized by the state;

(2) **"Program"**, the motor vehicle financial responsibility enforcement and compliance incentive program established under section 303.425;

(3) **"System" or "verification system"**, the web-based resource established under section 303.430 for online verification of motor vehicle financial responsibility.

303.422. 1. There is hereby created in the state treasury the "Motor Vehicle Financial Responsibility Verification and Enforcement Fund", which shall consist of money received by the department of revenue under sections 303.420 to 303.440. The state treasurer shall be custodian of the fund. In accordance with sections 30.170 and 30.180, the state treasurer may approve disbursements. The fund shall be a dedicated fund and money in the fund shall be used solely by the department of revenue for the administration of sections 303.420 to 303.440.

2. Notwithstanding the provisions of section 33.080 to the contrary, any moneys remaining in the fund at the end of the biennium shall not revert to the credit of the general revenue fund.

3. The state treasurer shall invest moneys in the fund in the same manner as other funds are invested. Any interest and moneys earned on such investments shall be credited to the fund.

303.425. 1. (1) There is hereby created within the department of revenue the motor vehicle financial responsibility enforcement and compliance incentive program. The department of revenue may enter into contractual agreements with third-party vendors to facilitate the necessary technology and equipment, maintenance thereof, and associated program management services, and may enter into contractual agreements with the Missouri office of prosecution services as provided in sections 303.420 to 303.440. Where sections 303.420 to 303.440 authorize the department of revenue to enter into contracts with a third-party vendor or the Missouri office of prosecution services at its option, the department of revenue shall contract with the Missouri office of prosecution services unless the Missouri office of prosecution services declines to enter into the contract.

(2) The department of revenue or a third-party vendor shall utilize technology to compare vehicle

registration information with the financial responsibility information accessible through the system. The department of revenue shall utilize this information to identify motorists who are in violation of the motor vehicle financial responsibility law. The department of revenue may offer offenders under this program the option of pretrial diversion as an alternative to statutory fines or reinstatement fees prescribed under the motor vehicle financial responsibility law as a method of encouraging compliance and discouraging recidivism.

(3) All fees paid to or collected by third-party vendors or the Missouri office of prosecution services under sections 303.420 to 303.440 may come from violator diversion fees generated by the pretrial diversion option established under this section. A contractual agreement between the department of revenue and the Missouri office of prosecution services under sections 303.420 to 303.440 may provide for retention by the Missouri office of prosecution services of part or all of the violator diversion fees as consideration for the contract.

2. The department of revenue may authorize law enforcement agencies or third-party vendors to use technology to collect data for the investigation, detection, analysis, and enforcement of the motor vehicle financial responsibility law.

3. The department of revenue may authorize traffic enforcement officers, third-party vendors, or the Missouri office of prosecution services to administer the processing and issuance of notices of violation, the collection of fees for a violation of the motor vehicle financial responsibility law, or the referral of cases for prosecution, under the program.

4. Access to the system shall be restricted to authorized law enforcement agency users in the program, the department of revenue, and the third-party vendors with which the department of revenue contracts for purposes of the program, provided that any third-party vendor with which a contract is executed to provide necessary technology, equipment, or maintenance for the program shall be authorized as necessary to collaborate for required updates and maintenance of system software.

5. For purposes of the program, any data collected and matched to a corresponding vehicle insurance record as verified through the system, and any Missouri vehicle registration database, may be used to identify violations of the motor vehicle financial responsibility law. Such images and corresponding data shall constitute evidence of the violations.

6. Except as otherwise provided in this section, the department of revenue shall suspend, in accordance with section 303.041, the registration of any motor vehicle that is determined under the program to be in violation of the motor vehicle financial responsibility law.

7. The department of revenue shall send to an owner whose vehicle is identified under the program as being in violation of the motor vehicle financial responsibility law a notice that the vehicle's registration may be suspended unless the owner, within thirty days, provides proof of financial responsibility for the vehicle or proof, in a form specified by the department of revenue, that the owner has a pending criminal charge for a violation of the motor vehicle financial responsibility law. The notice shall include information on steps an individual may take to obtain proof of financial responsibility and a web address to a page on the department of revenue's website where information on obtaining proof of financial responsibility shall be provided. If proof of financial responsibility or a pending criminal charge is not provided within the time allotted, the department of revenue shall

provide a notice of suspension and suspend the vehicle's registration in accordance with section 303.041, or shall send a notice of vehicle registration suspension, clearly specifying the reason and statutory grounds for the suspension and the effective date of the suspension, the right of the vehicle owner to request a hearing, the procedure for requesting a hearing, and the date by which that request for a hearing must be made, as well as informing the owner that the matter will be referred for prosecution if a satisfactory response is not received in the time allotted, informing the owner that the minimum penalty for the violation is three hundred dollars and four license points, and offering the owner participation in a pretrial diversion option to preclude referral for prosecution and registration suspension under sections 303.420 to 303.440. The notice of vehicle registration suspension shall give a period of thirty-three days from mailing for the vehicle owner to respond, and shall be deemed received three days after mailing. If no request for a hearing or agreement to participate in the diversion option is received by the department of revenue prior to the date provided on the notice of vehicle registration suspension, the director shall suspend the vehicle's registration, effective immediately, and refer the case to the appropriate prosecuting attorney. If an agreement by the vehicle owner to participate in the diversion option is received by the department of revenue prior to the effective date provided on the notice of vehicle registration suspension, then upon payment of a diversion participation fee not to exceed two hundred dollars, agreement to secure proof of financial responsibility within the time provided on the notice of suspension, and agreement that such financial responsibility shall be maintained for a minimum of two years, no points shall be assessed to the vehicle owner's driver's license under section 302.302 and the department of revenue shall not take further action against the vehicle owner under sections 303.420 to 303.440, subject to compliance with the terms of the pretrial diversion option. The department of revenue shall suspend the vehicle registration of, and shall refer the case to the appropriate prosecuting attorney for prosecution of, participating vehicle owners who violate the terms of the pretrial diversion option. If a request for hearing is received by the department of revenue prior to the effective date provided on the notice of vehicle registration suspension, then for all purposes other than eligibility for participation in the diversion option, the effective date of the suspension shall be stayed until a final order is issued following the hearing. The department of revenue shall suspend the registration of vehicles determined under the final order to have violated the motor vehicle financial responsibility law, and shall refer the case to the appropriate prosecuting attorney for prosecution. Notices under this subsection shall be mailed to the vehicle owner at the last known address shown on the department of revenue's records. The department of revenue or its third-party vendor or the Missouri office of prosecution services shall issue receipts for the collection of diversion participation fees. Except as otherwise provided in subsection 1 of this section, all such fees shall be deposited into the motor vehicle financial responsibility verification and enforcement fund established in section 303.422. A vehicle owner whose registration has been suspended under sections 303.420 to 303.440 may obtain reinstatement of the registration upon providing proof of financial responsibility and payment to the department of revenue of a nonrefundable reinstatement fee equal to the fee that would be applicable under subsection 2 of section 303.042 if the registration had been suspended under section 303.041.

8. Data collected or retained under the program shall not be used by any entity for purposes other than enforcement of the motor vehicle financial responsibility law. Data collected and stored by law enforcement under the program shall be considered evidence if noncompliance with the motor vehicle financial responsibility law is confirmed. The evidence, and an affidavit stating that the evidence and system have identified a particular vehicle as being in violation of the motor vehicle financial

responsibility law, shall constitute probable cause for prosecution and shall be forwarded in accordance with subsection 7 of this section to the appropriate prosecuting attorney.

9. Owners of vehicles identified under the program as being in violation of the motor vehicle financial responsibility law shall be provided with options for disputing such claims which do not require appearance at any state or local court of law, or administrative facility. Any person who presents timely proof that he or she was in compliance with the motor vehicle financial responsibility law at the time of the alleged violation shall be entitled to dismissal of the charge with no assessment of fees or fines. Proof provided by a vehicle owner to the department of revenue that the vehicle was in compliance at the time of the suspected violation of the motor vehicle financial responsibility law shall be recorded in the system established by the department of revenue under section 303.430.

10. The collection of data or use of any technology pursuant to this section shall be done in a manner that prohibits any bias towards a specific community, race, gender, or socioeconomic status of vehicle owner.

11. Law enforcement agencies, third-party vendors, or other entities authorized to operate under the program shall not sell data collected or retained under the program for any purpose or share it for any purpose not expressly authorized in this section. All data shall be secured and any third-party vendor or other entity authorized to operate under the program may be liable for any data security breach.

12. The department of revenue shall not take action under sections 303.420 to 303.440 against vehicles registered as fleet vehicles under section 301.032, or against vehicles known to the department of revenue to be insured under a policy of commercial auto coverage, as such term is defined in subdivision (10) of subsection 2 of section 303.430.

13. Following one year after the implementation of the program, and every year thereafter, the department of revenue shall provide a report to the president pro tempore of the senate, the speaker of the house of representatives, the chairs of the house and senate committees with jurisdictions over insurance or transportation matters, and the chairs of the house budget and senate appropriations committees. The report shall include an evaluation of program operations, information as to the costs of the program incurred by the department of revenue, insurers, and the public, information as to the effectiveness of the program in reducing the number of uninsured motor vehicles, and anonymized demographic information including the race and zip code of vehicle owners identified under the program as being in violation of the motor vehicle financial responsibility law, and may include any additional information and recommendations for improvement of the program deemed appropriate by the department of revenue. The department of revenue may, by rule, require the state, counties, and municipalities to provide information in order to complete the report.

14. The Missouri office of prosecution services in consultation with the department of revenue may promulgate rules as necessary for the implementation of this section. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking

authority and any rule proposed or adopted after August 28, 2022, shall be invalid and void.

303.430. 1. The department of revenue shall establish and maintain a web-based system for the verification of motor vehicle financial responsibility, shall provide access to insurance reporting data and vehicle registration and financial responsibility data, and shall require motor vehicle insurers to establish functionality for the verification system, as provided in sections 303.420 to 303.440. The verification system, including any exceptions as provided for in sections 303.420 to 303.440 or in the implementation guide developed to support the program, shall supersede any existing verification system, and shall be the sole system used for the purpose of verifying financial responsibility required under this chapter.

2. The system established pursuant to subsection 1 of this section shall be subject to the following:

(1) The verification system shall transmit requests to insurers for verification of motor vehicle insurance coverage via web services established by the insurers through the internet in compliance with the specifications and standards of the Insurance Industry Committee on Motor Vehicle Administration, or “IICMVA”. Insurance company systems shall respond to each request with a prescribed response upon evaluation of the data provided in the request. The system shall include appropriate protections to secure its data against unauthorized access, and the department of revenue shall maintain a historical record of the system data for a period of no more than twelve months from the date of all requests and responses. The system shall be used for verification of the financial responsibility required under this chapter. The system shall be accessible to authorized personnel of the department of revenue, the courts, law enforcement personnel, and other entities authorized by the state as permitted by state or federal privacy laws, and it shall be interfaced, wherever appropriate, with existing state systems. The system shall include information enabling the department of revenue to submit inquiries to insurers regarding motor vehicle insurance which are consistent with insurance industry and IICMVA recommendations, specifications, and standards by using the following data elements for greater matching accuracy: insurer National Association of Insurance Commissioners, or “NAIC”, company code; vehicle identification number; policy number; verification date; or as otherwise described in the specifications and standards of the IICMVA. The department of revenue shall promulgate rules to offer insurers who insure one thousand or fewer vehicles within this state an alternative method for verifying motor vehicle insurance coverage in lieu of web services, and to provide for the verification of financial responsibility when financial responsibility is proven to the department to be maintained by means other than a policy of motor vehicle insurance. Insurers shall not be required to verify insurance coverage for vehicles registered in other jurisdictions;

(2) The verification system shall respond to each request within a time period established by the department of revenue. An insurer’s system shall respond within the time period prescribed by the IICMVA’s specifications and standards. Insurer systems shall be permitted reasonable system downtime for maintenance and other work with advance notice to the department of revenue. Insurers shall not be subject to enforcement fees or other sanctions under such circumstances, or when systems are not available because of emergency, outside attack, or other unexpected outages not planned by the insurer and reasonably outside its control;

(3) The system shall assist in identifying violations of the motor vehicle financial responsibility law in the most effective way possible. Responses to individual insurance verification requests shall have

no bearing on whether insurance coverage is determined to be in force at the time of a claim. Claims shall be individually investigated to determine the existence of coverage. Nothing in sections 303.420 to 303.440 shall prohibit the department of revenue from contracting with a third-party vendor or vendors who have successfully implemented similar systems in other states to assist in establishing and maintaining this verification system;

(4) The department of revenue shall consult with representatives of the insurance industry and may consult with third-party vendors to determine the objectives, details, and deadlines related to the system by establishment of an advisory council. The advisory council shall consist of voting members comprised of:

(a) The director of the department of commerce and insurance, or his or her designee, who shall serve as chair;

(b) Two representatives of the department of revenue, to be appointed by the director of the department of revenue;

(c) One representative of the department of commerce and insurance, to be appointed by the director of the department of commerce and insurance;

(d) Three representatives of insurance companies, to be appointed by the director of the department of commerce and insurance;

(e) One representative from the Missouri Insurance Coalition;

(f) One representative chosen by the National Association of Mutual Insurance Companies;

(g) One representative chosen by the American Property and Casualty Insurance Association;

(h) One representative chosen by the Missouri Independent Agents Association; and

(i) Such other representatives as may be appointed by the director of the department of commerce and insurance;

(5) The department of revenue shall publish for comment, and then issue, a detailed implementation guide for its online verification system;

(6) The department of revenue and its third-party vendors, if any, shall each maintain a contact person for insurers during the establishment, implementation, and operation of the system;

(7) If the department of revenue has reason to believe a vehicle owner does not maintain financial responsibility as required under this chapter, it may also request an insurer to verify the existence of such financial responsibility in a form approved by the department of revenue. In addition, insurers shall cooperate with the department of revenue in establishing and maintaining the verification system established under this section, and shall provide motor vehicle insurance policy status information as provided in the rules promulgated by the department of revenue;

(8) Every property and casualty insurance company licensed to issue motor vehicle insurance or authorized to do business in this state shall comply with sections 303.420 to 303.440, and corresponding rules promulgated by the department of revenue, for the verification of such insurance for every vehicle insured by that company in this state;

(9) Insurers shall maintain a historical record of insurance data for a minimum period of six months from the date of policy inception or policy change for the purpose of historical verification inquiries;

(10) For the purposes of this section, “commercial auto coverage” shall mean any coverage provided to an insured, regardless of number of vehicles or entities covered, under a commercial coverage form and rated from a commercial manual approved by the department of commerce and insurance. Sections 303.420 to 303.440 shall not apply to vehicles insured under commercial auto coverage; however, insurers of such vehicles may participate on a voluntary basis, and vehicle owners may provide proof at or subsequent to the time of vehicle registration that a vehicle is insured under commercial auto coverage, which the department of revenue shall record in the system;

(11) Insurers shall provide commercial or fleet automobile customers with evidence reflecting that the vehicle is insured under a commercial or fleet automobile liability policy. Sufficient evidence shall include an insurance identification card clearly marked with a suitable identifier such as “commercial auto insurance identification card”, “fleet auto insurance identification card”, or other clear identification that the vehicle is insured under a fleet or commercial policy;

(12) Notwithstanding any provision of sections 303.420 to 303.440, insurers shall be immune from civil and administrative liability for good faith efforts to comply with the terms of sections 303.420 to 303.440;

(13) Nothing in this section shall prohibit an insurer from using the services of a third-party vendor for facilitating the verification system required under sections 303.420 to 303.440.

3. The department of revenue shall promulgate rules as necessary for the implementation of sections 303.420 to 303.440. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking authority and any rule proposed or adopted after August 28, 2022, shall be invalid and void.

303.440. The verification system established under section 303.430 shall be installed and fully operational on January 1, 2024, following an appropriate testing or pilot period of not less than nine months. Until the successful completion of the testing or pilot period in the judgment of the director of the department of revenue, no enforcement action shall be taken based on the system, including but not limited to action taken under the program established under section 303.425.

304.180. 1. No vehicle or combination of vehicles shall be moved or operated on any highway in this state having a greater weight than twenty thousand pounds on one axle, no combination of vehicles operated by transporters of general freight over regular routes as defined in section 390.020 shall be moved or operated on any highway of this state having a greater weight than the vehicle manufacturer’s rating on a steering axle with the maximum weight not to exceed twelve thousand pounds on a steering axle, and no vehicle shall be moved or operated on any state highway of this state having a greater weight than thirty-four thousand pounds on any tandem axle; the term “tandem axle” shall mean a group of two or more axles, arranged one behind another, the distance between the extremes of which is more than forty inches and not

more than ninety-six inches apart.

2. An “axle load” is defined as the total load transmitted to the road by all wheels whose centers are included between two parallel transverse vertical planes forty inches apart, extending across the full width of the vehicle.

3. Subject to the limit upon the weight imposed upon a highway of this state through any one axle or on any tandem axle, the total gross weight with load imposed by any group of two or more consecutive axles of any vehicle or combination of vehicles shall not exceed the maximum load in pounds as set forth in the following table:

Distance in feet between the extremes of any group of two or more consecutive axles, measured to the nearest foot, except where indicated otherwise					
feet	Maximum load in pounds				
	2 axles	3 axles	4 axles	5 axles	6 axles
4	34,000				
5	34,000				
6	34,000				
7	34,000				
8	34,000	34,000			
More than 8	38,000	42,000			
9	39,000	42,500			
10	40,000	43,500			
11	40,000	44,000			
12	40,000	45,000	50,000		
13	40,000	45,500	50,500		
14	40,000	46,500	51,500		
15	40,000	47,000	52,000		
16	40,000	48,000	52,500	58,000	
17	40,000	48,500	53,500	58,500	
18	40,000	49,500	54,000	59,000	
19	40,000	50,000	54,500	60,000	
20	40,000	51,000	55,500	60,500	66,000
21	40,000	51,500	56,000	61,000	66,500
22	40,000	52,500	56,500	61,500	67,000
23	40,000	53,000	57,500	62,500	68,000
24	40,000	54,000	58,000	63,000	68,500
25	40,000	54,500	58,500	63,500	69,000
26	40,000	55,500	59,500	64,000	69,500
27	40,000	56,000	60,000	65,000	70,000
28	40,000	57,000	60,500	65,500	71,000
29	40,000	57,500	61,500	66,000	71,500
30	40,000	58,500	62,000	66,500	72,000
31	40,000	59,000	62,500	67,500	72,500
32	40,000	60,000	63,500	68,000	73,000

33	40,000	60,000	64,000	68,500	74,000
34	40,000	60,000	64,500	69,000	74,500
35	40,000	60,000	65,500	70,000	75,000
36		60,000	66,000	70,500	75,500
37		60,000	66,500	71,000	76,000
38		60,000	67,500	72,000	77,000
39		60,000	68,000	72,500	77,500
40		60,000	68,500	73,000	78,000
41		60,000	69,500	73,500	78,500
42		60,000	70,000	74,000	79,000
43		60,000	70,500	75,000	80,000
44		60,000	71,500	75,500	80,000
45		60,000	72,000	76,000	80,000
46		60,000	72,500	76,500	80,000
47		60,000	73,500	77,500	80,000
48		60,000	74,000	78,000	80,000
49		60,000	74,500	78,500	80,000
50		60,000	75,500	79,000	80,000
51		60,000	76,000	80,000	80,000
52		60,000	76,500	80,000	80,000
53		60,000	77,500	80,000	80,000
54		60,000	78,000	80,000	80,000
55		60,000	78,500	80,000	80,000
56		60,000	79,500	80,000	80,000
57		60,000	80,000	80,000	80,000

Notwithstanding the above table, two consecutive sets of tandem axles may carry a gross load of thirty-four thousand pounds each if the overall distance between the first and last axles of such consecutive sets of tandem axles is thirty-six feet or more.

4. Whenever the state highways and transportation commission finds that any state highway bridge in the state is in such a condition that use of such bridge by vehicles of the weights specified in subsection 3 of this section will endanger the bridge, or the users of the bridge, the commission may establish maximum weight limits and speed limits for vehicles using such bridge. The governing body of any city or county may grant authority by act or ordinance to the commission to enact the limitations established in this section on those roadways within the purview of such city or county. Notice of the weight limits and speed limits established by the commission shall be given by posting signs at a conspicuous place at each end of any such bridge.

5. Nothing in this section shall be construed as permitting lawful axle loads, tandem axle loads or gross loads in excess of those permitted under the provisions of P.L. 97-424 codified in Title 23 of the United States Code (23 U.S.C. Section 101, et al.), as amended.

6. Notwithstanding the weight limitations contained in this section, any vehicle or combination of vehicles operating on highways other than the interstate highway system may exceed single axle, tandem axle and gross weight limitations in an amount not to exceed two thousand pounds. However, total gross weight shall not exceed eighty thousand pounds, except as provided in subsections 9, 10, 12, [and] 13, **and 14** of this section.

7. Notwithstanding any provision of this section to the contrary, the commission shall issue a single-use

special permit, or upon request of the owner of the truck or equipment shall issue an annual permit, for the transporting of any crane or concrete pump truck or well-drillers' equipment. The commission shall set fees for the issuance of permits and parameters for the transport of cranes pursuant to this subsection. Notwithstanding the provisions of section 301.133, cranes, concrete pump trucks, or well-drillers' equipment may be operated on state-maintained roads and highways at any time on any day.

8. Notwithstanding the provision of this section to the contrary, the maximum gross vehicle limit and axle weight limit for any vehicle or combination of vehicles equipped with an idle reduction technology may be increased by a quantity necessary to compensate for the additional weight of the idle reduction system as provided for in 23 U.S.C. Section 127, as amended. In no case shall the additional weight increase allowed by this subsection be greater than five hundred fifty pounds. Upon request by an appropriate law enforcement officer, the vehicle operator shall provide proof that the idle reduction technology is fully functional at all times and that the gross weight increase is not used for any purpose other than for the use of idle reduction technology.

9. Notwithstanding any provision of this section or any other law to the contrary, the total gross weight of any vehicle or combination of vehicles hauling milk from a farm to a processing facility or livestock may be as much as, but shall not exceed, eighty-five thousand five hundred pounds while operating on highways other than the interstate highway system. The provisions of this subsection shall not apply to vehicles operated and operating on the Dwight D. Eisenhower System of Interstate and Defense Highways.

10. Notwithstanding any provision of this section or any other law to the contrary, any vehicle or combination of vehicles hauling grain or grain coproducts during times of harvest may be as much as, but not exceeding, ten percent over the maximum weight limitation allowable under subsection 3 of this section while operating on highways other than the interstate highway system. The provisions of this subsection shall not apply to vehicles operated and operating on the Dwight D. Eisenhower System of Interstate and Defense Highways.

11. Notwithstanding any provision of this section or any other law to the contrary, the commission shall issue emergency utility response permits for the transporting of utility wires or cables, poles, and equipment needed for repair work immediately following a disaster where utility service has been disrupted. Under exigent circumstances, verbal approval of such operation may be made either by the department of transportation motor carrier compliance supervisor or other designated motor carrier services representative. Utility vehicles and equipment used to assist utility companies granted special permits under this subsection may be operated and transported on state-maintained roads and highways at any time on any day. The commission shall promulgate all necessary rules and regulations for the administration of this section. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking authority and any rule proposed or adopted after August 28, 2014, shall be invalid and void.

12. Notwithstanding any provision of this section to the contrary, emergency vehicles designed to be used under emergency conditions to transport personnel and equipment and to support the suppression of fires and mitigate hazardous situations may have a maximum gross vehicle weight of eighty-six thousand pounds inclusive of twenty-four thousand pounds on a single steering axle; thirty-three thousand five hundred pounds on a single drive axle; sixty-two thousand pounds on a tandem axle; or fifty-two thousand pounds on a tandem rear-drive steer axle; except that, such emergency vehicles shall only operate on the Dwight D. Eisenhower National System of Interstate and Defense Highways.

13. Notwithstanding any provision of this section to the contrary, a vehicle operated by an engine fueled primarily by natural gas may operate upon the public highways of this state in excess of the vehicle weight limits set forth in this section by an amount that is equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. In no event shall the maximum gross vehicle weight of the vehicle operating

with a natural gas engine exceed eighty-two thousand pounds.

14. Notwithstanding any provision of law to the contrary, local log trucks and local log truck tractors, as defined in section 301.010, may be operated with a weight not exceeding twenty-two thousand four hundred pounds on one axle or a weight not exceeding forty-four thousand eight hundred pounds on any tandem axle, except the front steering axle shall not exceed fifteen thousand pounds or the gross vehicle weight rating set by the manufacturer, and may have a total weight of up to one hundred five thousand pounds. Provided however, when operating on the national system of interstate and defense highways described in 23 U.S.C. Section 103, as amended, or outside the radius from the forested site specified in section 301.010 with an extended distance local log truck permit, the vehicle shall not exceed the weight limits otherwise specified in this section.

304.240. 1. Any person, firm, corporation, partnership or association violating any of the provisions of sections 304.170 to 304.230 shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than five dollars or by confinement in a county jail for not more than twelve months, or by both the fine and confinement; provided, however, that where load limits as defined in sections 304.180 to 304.220 have been violated, the fine shall be two cents for each pound of excess weight up to and including five hundred, and five cents for each pound of excess weight above five hundred and not exceeding one thousand, and ten cents for each pound in excess weight above one thousand; provided that, when any vehicle is being operated under a special permit as provided in section 304.200, the term “excess weight” means only weight in excess of the amount permitted in the permit as issued. The court may, in its discretion, cause to be impounded the motor vehicle operated by any person violating the provisions of this section until such time as the fine and cost assessed by the court under this section is paid.

2. Notwithstanding subsection 1 of this section, the fine for a load-limit violation under sections 304.180 to 304.220 involving a local log truck or a local log truck tractor, as such terms are defined in section 301.010, shall be as follows:

(1) If the weight exceeds the limit by one pound to four thousand nine hundred ninety-nine pounds, the fine shall be ten cents for each pound of excess weight;

(2) If the weight exceeds the limit by five thousand pounds to nine thousand nine hundred ninety-nine pounds, the fine shall be twenty cents for each pound of excess weight; and

(3) If the weight exceeds the limit by ten thousand pounds or more, the fine shall be fifty cents for each pound of excess weight.”; and

Further amend said bill, page 25, Section 643.315, line 140, by inserting after all of said line the following:

“Section B. The repeal and reenactment of sections 303.025 and 303.041 shall take effect on January 1, 2024.”; and

Further amend the title and enacting clause accordingly.

Senator Eslinger moved that the above amendment be adopted, which motion prevailed.

Senator May offered SA 3:

SENATE AMENDMENT NO. 3

Amend Senate Substitute for Senate Bill No. 762, Page 20, Section 307.350, Line 74, by inserting after all of said line the following:

“454.1005. 1. To show cause why suspension of a license may not be appropriate, the obligor shall request a hearing from the court or division that issued the notice of intent to suspend the license. The request shall be made within sixty days of the date of service of notice.

2. If an obligor fails to respond, without good cause, to a notice of intent to suspend a license[,] **or to timely request a hearing or comply with a payment plan, [the obligor's defenses and objections shall be considered to be without merit and] the court or director may enter an order suspending the obligor's license and ordering the obligor to refrain from engaging in the licensed activity.**

3. Upon timely receipt of a request for hearing from an obligor, the court or director shall schedule a hearing **that complies with due process** to determine if suspension of the obligor's license is appropriate **considering all relevant factors, including those factors listed in subsection 4 of this section.** The court or director shall stay suspension of the license pending the outcome of the hearing.

4. [If the action involves an arrearage, the only issues that may be determined in a hearing pursuant to this section are] **In determining whether the license suspension is appropriate under the circumstances, the court or director shall consider and issue written findings of fact and conclusions of law within thirty days following the hearing regarding the following:**

(1) The identity of the obligor;

(2) Whether the arrearage is in an amount greater than or equal to three months of support payments or two thousand five hundred dollars, whichever is less, by the date of service of a notice of intent to suspend; [and]

(3) Whether the obligor has entered a payment plan. If the action involves a failure to comply with a subpoena or order, the only issues that may be determined are the identity of the obligor and whether the obligor has complied with the subpoena or order;

(4) Whether the obligor had the ability to make the payments that are in arrearage;

(5) Whether the obligor has the current ability to make the payments;

(6) The reasons the obligor needs the license, including, but not limited to:

(a) Transportation of family members to and from work, school, or medical treatment;

(b) Transportation of the obligor or family members to extra curricular activities; or

(c) A requirement for employment;

(7) Whether the obligor is unemployed or underemployed;

(8) Whether the obligor is actively seeking employment;

(9) Whether the obligor has engaged in job search and job readiness assistance, including utilization of the state employment database website;

(10) Whether the obligor has a physical or mental impairment affecting his or her capacity to work; and

(11) Any other relevant factors that affect the obligor's ability to make the child support payments.

5. If the court or director, after the hearing, determines that the obligor has failed to comply with the child support payment obligation and an arrearage exists in excess of two thousand five hundred dollars for good cause, then the court or director shall not issue an order suspending the obligor's

license and ordering the obligor to refrain from engaging in the licensed activity or, if an order is in place, shall stay such order. Good cause may include loss of employment, excluding voluntarily quitting or a dismissal due to poor job performance or failure to meet a condition of employment; catastrophic illness or accident of the obligor or a family member; severe inclement weather, including a natural disaster; or the obligor experiences a family emergency or other life-changing event, including divorce or domestic violence.

6. If the court or director, after hearing, determines that the obligor has failed, **without good cause**, to comply with any of the requirements in subsection 4 of this section, the court or director shall issue an order suspending the obligor’s license and ordering the obligor to refrain from engaging in the licensed activity.

[6.] 7. The court or division shall send a copy of the order suspending a license to the licensing authority and the obligor by certified mail.

[7.] 8. The determination of the director, after a hearing pursuant to this section, shall be a final agency decision and shall be subject to judicial review pursuant to chapter 536. Administrative hearings held pursuant to this section shall be conducted by hearing officers appointed by the director of the department pursuant to subsection 1 of section 454.475.

[8.] 9. A determination made by the court or division pursuant to this section is independent of any proceeding of the licensing authority to suspend, revoke, deny, terminate or renew a license.”; and

Further amend the title and enacting clause accordingly.

Senator May moved that the above amendment be adopted, which motion prevailed.

Senator Eigel offered SA 4:

SENATE AMENDMENT NO. 4

Amend Senate Substitute for Senate Bill No. 762, Page 2, Section 32.095, Line 26, by inserting after all of said line the following:

“142.803. 1. A tax is levied and imposed on all motor fuel used or consumed in this state as follows:

(1) Motor fuel, seventeen cents per gallon;

(2) Alternative fuels, not subject to the decal fees as provided in section 142.869, with a power potential equivalent of motor fuel. In the event alternative fuel, which is not commonly sold or measured by the gallon, is used in motor vehicles on the highways of this state, the director is authorized to assess and collect a tax upon such alternative fuel measured by the nearest power potential equivalent to that of one gallon of regular grade gasoline. The determination by the director of the power potential equivalent of such alternative fuel shall be prima facie correct;

(3) Aviation fuel used in propelling aircraft with reciprocating engines, nine cents per gallon as levied and imposed by section 155.080 to be collected as required under this chapter;

(4) Compressed natural gas fuel, five cents per gasoline gallon equivalent until December 31, 2019, eleven cents per gasoline gallon equivalent from January 1, 2020, until December 31, 2024, and then seventeen cents per gasoline gallon equivalent thereafter. The gasoline gallon equivalent and method of sale for compressed natural gas shall be as published by the National Institute of Standards and Technology in

Handbooks 44 and 130, and supplements thereto or revisions thereof. In the absence of such standard or agreement, the gasoline gallon equivalent and method of sale for compressed natural gas shall be equal to five and sixty-six-hundredths pounds of compressed natural gas. All applicable provisions contained in this chapter governing administration, collections, and enforcement of the state motor fuel tax shall apply to the tax imposed on compressed natural gas, including but not limited to licensing, reporting, penalties, and interest;

(5) Liquefied natural gas fuel, five cents per diesel gallon equivalent until December 31, 2019, eleven cents per diesel gallon equivalent from January 1, 2020, until December 31, 2024, and then seventeen cents per diesel gallon equivalent thereafter. The diesel gallon equivalent and method of sale for liquefied natural gas shall be as published by the National Institute of Standards and Technology in Handbooks 44 and 130, and supplements thereto or revisions thereof. In the absence of such standard or agreement, the diesel gallon equivalent and method of sale for liquefied natural gas shall be equal to six and six-hundredths pounds of liquefied natural gas. All applicable provisions contained in this chapter governing administration, collections, and enforcement of the state motor fuel tax shall apply to the tax imposed on liquefied natural gas, including but not limited to licensing, reporting, penalties, and interest;

(6) Propane gas fuel, five cents per gallon until December 31, 2019, eleven cents per gallon from January 1, 2020, until December 31, 2024, and then seventeen cents per gallon thereafter. All applicable provisions contained in this chapter governing administration, collection, and enforcement of the state motor fuel tax shall apply to the tax imposed on propane gas including, but not limited to, licensing, reporting, penalties, and interest;

(7) If a natural gas, compressed natural gas, liquefied natural gas, electric, or propane connection is used for fueling motor vehicles and for another use, such as heating, the tax imposed by this section shall apply to the entire amount of natural gas, compressed natural gas, liquefied natural gas, electricity, or propane used unless an approved separate metering and accounting system is in place.

2. All taxes, surcharges and fees are imposed upon the ultimate consumer, but are to be precollected as described in this chapter, for the facility and convenience of the consumer. The levy and assessment on other persons as specified in this chapter shall be as agents of this state for the precollection of the tax.

[3. In addition to any tax collected under subdivision (1) of subsection 1 of this section, the following tax is levied and imposed on all motor fuel used or consumed in this state, subject to the exemption on tax liability set forth in section 142.822: from October 1, 2021, to June 30, 2022, two and a half cents per gallon; from July 1, 2022, to June 30, 2023, five cents per gallon; from July 1, 2023, to June 30, 2024, seven and a half cents per gallon; from July 1, 2024, to June 30, 2025, ten cents per gallon; and on and after July 1, 2025, twelve and a half cents per gallon.]”;

Further amend said bill, page 25, section 643.315, line 140, by inserting after all of said line the following:

“[142.822. 1. Motor fuel used for purposes of propelling motor vehicles on highways shall be exempt from the fuel tax collected under subsection 3 of section 142.803, and an exemption and refund may be claimed by the taxpayer if the tax has been paid and no refund has been previously issued, provided that the taxpayer applies for the exemption and refund as specified in this section. The exemption and refund shall be issued on a fiscal year basis to each person who pays the fuel tax collected under subsection 3 of section 142.803 and who claims an exemption and refund in accordance with this section, and shall apply so that the fuel taxpayer has no liability for the tax collected in that fiscal year under subsection 3 of section 142.803.

2. To claim an exemption and refund in accordance with this section, a person shall present to the director a statement containing a written verification that the claim is made under penalty of perjury and that states the total fuel tax paid in the applicable fiscal year for each vehicle for which the exemption and refund is claimed. The claim shall not be transferred or assigned, and shall be filed on or after July first, but not later than September thirtieth, following the fiscal year for which the exemption and refund is claimed. The claim statement may be submitted electronically, and shall at a minimum include the following information:

(1) Vehicle identification number of the motor vehicle into which the motor fuel was delivered;

(2) Date of sale;

(3) Name and address of purchaser;

(4) Name and address of seller;

(5) Number of gallons purchased; and

(6) Number of gallons purchased and charged Missouri fuel tax, as a separate item.

3. Every person shall maintain and keep records supporting the claim statement filed with the department of revenue for a period of three years to substantiate all claims for exemption and refund of the motor fuel tax, together with invoices, original sales receipts marked paid by the seller, bills of lading, and other pertinent records and paper as may be required by the director for reasonable administration of this chapter.

4. The director may make any investigation necessary before issuing an exemption and refund under this section, and may investigate an exemption and refund under this section after it has been issued and within the time frame for making adjustments to the tax pursuant to this chapter.

5. If an exemption and refund is not issued within forty-five days of an accurate and complete filing, as required by this chapter, the director shall pay interest at the rate provided in section 32.065 accruing after the expiration of the forty-five-day period until the date the exemption and refund is issued.

6. The exemption and refund specified in this section shall be available only with regard to motor fuel delivered into a motor vehicle with a gross weight, as defined in section 301.010, of twenty-six thousand pounds or less.

7. The director shall promulgate rules as necessary to implement the provisions of this section. Any rule or portion of a rule, as that term is defined in section 536.010, that is created under the authority delegated in this section shall become effective only if it complies with and is subject to all of the provisions of chapter 536 and, if applicable, section 536.028. This section and chapter 536 are nonseverable and if any of the powers vested with the general assembly pursuant to chapter 536 to review, to delay the effective date, or to disapprove and annul a rule are subsequently held unconstitutional, then the grant of rulemaking authority and any rule proposed or adopted after August 28, 2021, shall be invalid and void.]"; and

Further amend the title and enacting clause accordingly.

Senator Eigel moved that the above amendment be adopted.

At the request of Senator Brown, **SB 762**, with **SS** and **SA 4** (pending), was placed on the Informal Calendar.

At the request of Senator Bean, **SB 850**, with **SCS**, was placed on the Informal Calendar.

At the request of Senator Bernskoetter, **SB 664** was placed on the Informal Calendar.

Senator Thompson Rehder moved that **SB 775**, **SB 751** and **SB 640**, with **SCS**, be taken up for

perfection, which motion prevailed.

SCS for SBs 775, 751 and 640, entitled:

SENATE COMMITTEE SUBSTITUTE FOR
SENATE BILLS NOS. 775, 751, and 640

An Act to repeal sections 491.015, 566.150, and 595.201, RSMo, and to enact in lieu thereof three new sections relating to sexual offenses, with penalty provisions.

Was taken up.

Senator Thompson Rehder moved that SCS for SBs 775, 751 and 640 be adopted.

Senators Thompson Rehder and Schupp offered SS for SCS for SBs 775, 751 and 640, entitled:

SENATE SUBSTITUTE FOR
SENATE COMMITTEE SUBSTITUTE FOR
SENATE BILLS NOS. 775, 751, and 640

An Act to repeal sections 491.015, 566.149, 566.150, 566.155, 595.201, and 595.226, RSMo, and to enact in lieu thereof six new sections relating to sexual offenses, with penalty provisions.

Senator Thompson Rehder moved that SS for SCS for SBs 775, 751 and 640 be adopted.

Senator Brattin offered SA 1:

SENATE AMENDMENT NO. 1

Amend Senate Substitute for Senate Committee Substitute for Senate Bills Nos. 775, 751, and 640, Page 6, Section 566.155, Line 20, by inserting after all of said line the following:

“573.550. 1. A person commits the offense of providing obscene material to a student if such person is affiliated with a public or private elementary or secondary school in an official capacity and, knowing of its content and character, such person provides, assigns, supplies, distributes, loans, or coerces acceptance of or approving of the providing of obscene material to a student or possesses with the purpose of providing, assigning, supplying, distributing, loaning, or coercing acceptance of or approving of the providing of obscene material to a student.

2. The offense of providing obscene material to a student is a class A misdemeanor.

3. As used in this section, the following terms shall mean:

(1) “Person affiliated with a public or private elementary or secondary school in an official capacity”, an administrator, teacher, librarian, media center personnel, substitute teacher, teacher’s assistant, student teacher, law enforcement officer, school board member, school bus driver, guidance counselor, coach, guest lecturer, guest speaker, or other nonschool employee who is invited to present information to students by a teacher, administrator, or other school employee. Such term shall not include a student enrolled in the elementary or secondary school;

(2) “Obscene material”, any material or performance if, taken as a whole:

(a) Applying contemporary community standards, its predominant appeal is to prurient interest

in sex;

(b) The average person, applying contemporary community standards, would find the material depicts or describes sexual conduct in a patently offensive way; and

(c) A reasonable person would find the material lacks serious literary, artistic, political, or scientific value.”; and

Further amend the title and enacting clause accordingly.

Senator Brattin moved that the above amendment be adopted.

Senator Bean assumed the Chair.

Senator Hough assumed the Chair.

Senator Brattin requested a roll call vote be taken and was joined in his request by Senators Eigel, Hoskins, Moon and Onder.

At the request of Senator Thompson Rehder, **SB 775, SB 751 and SB 640**, with **SCS, SS for SCS and SA 1** (pending), was placed on the Informal Calendar.

REPORTS OF STANDING COMMITTEES

Senator Rowden, Chairman of the Committee on Rules, Joint Rules, Resolutions and Ethics, submitted the following report:

Mr. President: Your Committee on Rules, Joint Rules, Resolutions and Ethics, to which was referred **SS No. 2 for SJR 38**, begs leave to report that it has examined the same and finds that the joint resolution has been truly perfected and that the printed copies furnished the Senators are correct.

RESOLUTIONS

Senator Thompson Rehder offered Senate Resolution No. 609, regarding Lambert’s Café, Sikeston, which was adopted.

Senator O’Laughlin offered Senate Resolution No. 610, regarding Harvey Robert Jones, Kirksville, which was adopted.

INTRODUCTION OF GUESTS

Senator Mosley introduced to the Senate, Monica Butler; and Antonio Parker.

Senator White introduced to the Senate, Missouri Coalition Recovery Support providers, Teddy Steen; Jennifer Harris; and Carl Perkins; and MO Developmental Disabilities Council, Vicky Davidson; Emily Hartley; Leigh Anne Haun; Katheryne Staeger-Wilson; Danielle Eads; Stacy Morse; Sara Williamson; and Miranda Fredrick; and Missouri State Teachers Association, Jennifer Wagoner, Carthage; Linda Vselmann, Webb City; and Carlos Gumucio, Webb City; Kelly Perkins; and Jessica Wagner, Jasper County.

On motion of Senator Rowden, the Senate adjourned under the rules

SENATE CALENDAR

THIRTY-SECOND DAY—WEDNESDAY, MARCH 9, 2022

FORMAL CALENDAR

SECOND READING OF SENATE BILLS

SB 1134-Eslinger and Bean	SB 1158-Brown
SB 1135-Hegeman	SB 1159-Eslinger
SB 1136-Roberts	SB 1160-Eslinger
SB 1137-Roberts	SB 1161-Eslinger
SB 1138-Hough	SB 1162-Rowden
SB 1139-Crawford	SB 1163-Hegeman
SB 1140-Schupp	SB 1164-Eigel
SB 1141-Razer	SB 1165-Roberts
SB 1142-Hough	SB 1166-Gannon
SB 1143-Brown	SB 1167-Gannon
SB 1144-Crawford	SB 1168-Gannon
SB 1145-Washington	SB 1169-Razer
SB 1146-Washington	SB 1170-Schupp
SB 1147-Washington	SB 1171-Moon
SB 1148-Roberts	SB 1172-Washington
SB 1149-White	SB 1173-Schupp
SB 1150-Rowden	SB 1174-Eslinger
SB 1151-Roberts	SB 1175-Eslinger
SB 1152-Eslinger	SB 1176-Schupp
SB 1153-Eslinger	SB 1177-Cierpiot
SB 1154-Koenig	SB 1178-White and Cierpiot
SB 1155-Luetkemeyer	SB 1179-Hough
SB 1156-Brown	SB 1180-Hough
SB 1157-Brown	SB 1181-Luetkemeyer

SB 1182-Gannon	SB 1216-Cierpiot
SB 1183-Gannon	SB 1217-Hegeman
SB 1184-Thompson Rehder	SB 1218-Hegeman
SB 1185-Thompson Rehder	SB 1219-Gannon
SB 1186-Thompson Rehder	SB 1220-Gannon
SB 1187-Thompson Rehder	SB 1221-Eslinger
SB 1188-Beck and Gannon	SB 1222-Eslinger
SB 1189-Cierpiot	SB 1223-Brattin
SB 1190-Roberts	SB 1224-Brattin
SB 1191-Crawford	SB 1225-Brattin
SB 1192-Crawford	SB 1226-Brattin
SB 1193-Washington	SB 1227-Brattin
SB 1194-Washington	SB 1228-Bernskoetter
SB 1195-Washington	SB 1229-Brown
SB 1196-Washington	SB 1230-Washington
SB 1197-Mosley	SB 1231-O'Laughlin
SB 1198-Mosley	SB 1232-O'Laughlin
SB 1199-Mosley	SB 1233-Roberts
SB 1200-Gannon	SB 1234-Roberts
SB 1201-Rizzo	SB 1235-May
SB 1202-Koenig	SB 1236-Schatz
SB 1203-Koenig	SB 1237-Schatz
SB 1204-Eigel	SB 1238-Schatz
SB 1205-Washington	SB 1239-Rizzo
SB 1206-Onder	SB 1240-Brattin
SB 1207-Onder	SB 1241-Brattin
SB 1208-Moon	SB 1242-Brattin
SB 1209-May	SB 1243-Hegeman
SB 1210-May	SJR 47-Moon
SB 1211-Bean	SJR 48-Moon
SB 1212-Crawford	SJR 49-Mosley
SB 1213-Crawford	SJR 50-Eigel
SB 1214-White	SJR 51-Cierpiot
SB 1215-Schupp	SJR 52-Koenig

SJR 53-Onder
SJR 54-Bernskoetter
SJR 55-Schatz
SJR 56-Schatz

SJR 57-Schatz
SJR 58-Schatz
SJR 59-Brattin

HOUSE BILLS ON SECOND READING

HCS for HB 1986

THIRD READING OF SENATE BILLS

SS for SB 678-Luetkemeyer
SB 652-Rizzo (In Fiscal Oversight)
SB 655-Crawford
SS#2 for SCS for SB 649-Eigel

SS for SCS for SBs 681 & 662-O'Laughlin
and Arthur (In Fiscal Oversight)
SB 820-Burlison (In Fiscal Oversight)
SS#2 for SJR 38-Luetkemeyer

SENATE BILLS FOR PERFECTION

1. SB 799-Hegeman, with SCS
2. SB 690-Thompson Rehder
3. SB 743-Crawford
4. SB 724-Hegeman, with SCS
5. SBs 702, 636, 651, & 693-Eslinger, with SCS
6. SB 710-Beck
7. SB 807-Hoskins
8. SB 665-Bernskoetter

9. SB 834-Luetkemeyer and Thompson Rehder,
with SCS
10. SB 798-Mosley
11. SB 667-Burlison
12. SB 758-Hough, with SCS
13. SB 726-Onder
14. SB 761-Brown
15. SB 657-Cierpiot

INFORMAL CALENDAR

SENATE BILLS FOR PERFECTION

SB 631-Hegeman, with SCS
SB 648-Rowden
SB 663-Bernskoetter, with SCS

SB 664-Bernskoetter
SBs 698 & 639-Gannon, et al, with SCS,
SA 1 & SA 1 to SA 1 (pending)

SB 732-Hoskins, with SCS	SB 823-White, with SS, SA 2 & point of order (pending)
SB 745-Cierpiot, with SCS, SS for SCS & SA 2 (pending)	SB 850-Bean, with SCS
SB 762-Brown, with SS & SA 4 (pending)	SB 869-Koenig
SBs 775, 751 & 640-Thompson Rehder and Schupp, with SCS, SS for SCS & SA 1 (pending)	SJR 39-Luetkemeyer
	SJR 41-Roberts and Mosley

HOUSE BILLS ON THIRD READING

HCS for HB 2117, with SA 1 (pending) (Bernskoetter)

CONSENT CALENDAR

Senate Bills

Reported 2/24

SB 845-Eslinger

RESOLUTIONS

SR 435-Schatz	SR 468-Hoskins
SR 448-Eigel	SR 469-Hoskins
SR 453-Eigel	SR 472-White
SR 466-Eigel	SR 496-Hoskins
SR 467-Eigel	HCR 52-Plocher (Rowden)

Reported from Committee

SCR 27-May	SCR 29-Hegeman
SCR 28-White	

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