

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 5907S.07S  
 Bill No.: CCS for HCS for SB 1408  
 Subject: Advertising and Signs; Boats and Watercraft; Contracts and Contractors; Licenses - Driver's; Motor Carriers; Motor Vehicles; Department of Revenue; Roads and Highways; Transportation; Department of Transportation  
 Type: Original  
 Date: May 14, 2026

Bill Summary: This proposal modifies provisions relating to transportation.

**FISCAL SUMMARY**

**ESTIMATED NET EFFECT ON GENERAL REVENUE FUND**

FUND AFFECTED	FY 2027	FY 2028	FY 2029
General Revenue	(\$503,994)	\$0	\$0
<b>Total Estimated Net Effect on General Revenue</b>	<b>(\$503,994)</b>	<b>\$0</b>	<b>\$0</b>

**ESTIMATED NET EFFECT ON OTHER STATE FUNDS**

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Highway Fund (1644)	\$6,102,125	\$5,734,849	Less than \$2,262,643
Highway Patrol Inspection Fund (1297)	(\$325,000)	(\$650,000)	Less than (\$650,000)
State Road Fund (1320)*	(\$384,000)	\$0	\$0
<b>Total Estimated Net Effect on Other State Funds</b>	<b>\$5,393,125</b>	<b>\$5,084,849</b>	<b>Less than \$1,612,643</b>

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

Numbers within parentheses: () indicate costs or losses.

**ESTIMATED NET EFFECT ON FEDERAL FUNDS**

FUND AFFECTED	FY 2027	FY 2028	FY 2029
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)**

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Highway Fund (1644)	(1 FTE)	(1 FTE)	(1 FTE)
<b>Total Estimated Net Effect on FTE</b>	<b>(1 FTE)</b>	<b>(1 FTE)</b>	<b>(1 FTE)</b>

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

**ESTIMATED NET EFFECT ON LOCAL FUNDS**

FUND AFFECTED	FY 2027	FY 2028	FY 2029
<b>Local Government</b>	<b>\$2,314,805</b>	<b>\$2,314,805</b>	<b>\$1,157,402</b>

## FISCAL ANALYSIS

### ASSUMPTION

**Oversight** was unable to receive some of the agency responses in a timely manner due to the short fiscal note request time. Oversight has presented this fiscal note on the best current information that we have or on prior year information regarding a similar bill. Upon the receipt of agency responses, Oversight will review to determine if an updated fiscal note should be prepared and seek the necessary approval to publish a new fiscal note.

### §§136.055, 301.130 & 301.147 – Three-Year Motor Vehicle Registration Option

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

#### *Administrative Impact*

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

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

The subsequent registration of said vehicle will require proof of five years of paid personal property taxes.

#### FY 2027 – Motor Vehicle Bureau

Lead Administrative Support Asst. 75 hrs. @ \$26.44/hr. =\$1,983

Associate Research/Data Analyst 300 hrs. @ \$31.16/hr. =\$9,348

Research/Data Analyst 100 hrs. @ \$37.14/hr. =\$3,714

Administrative Manager 60 hrs. @ \$51.40/hr. =\$3,084

#### FY 2027 – Systems Analysis & Support

Associate Research/Data Analyst 771 hrs. @ \$31.16/hr. =\$24,024

Research/Data Analyst 193 hrs. @ \$37.14/hr. =\$7,168

Administrative Manager 97 hrs. @ \$51.40/hr. =\$4,986

FY 2027 – Strategy & Communications Office

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

Total = \$66,771

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

FUSION Impact

**DOR** notes:

Development: 100/hrs. @ \$225/hr. = \$22,250

Testing: 100/hrs. @ \$225/hr. = \$22,250

TOTAL = **\$44,500**

DOR notes OA-ITSD services will be required at a cost of **\$215,732** in FY 2027 (2,054.59 hours x \$105 per hour).

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

Revenue Impact

**DOR** notes, anyone seeking a three-year registration under the proposed language will be required to pay registration fees at three times the normal rate. The Motor Vehicle Bureau estimates that 25% of applicants may wish to register their motor vehicle at the three-year duration. The Motor Vehicle Bureau may see a temporary increase in funds that will average out as the same these same vehicles will not require registration renewal for three years. However, it is important to note that registration fees are not refundable or transferable should the vehicle change owners.

Due to this, the proposed language will likely result in a net positive of funds to the Motor Vehicle Bureau. It will be impossible to quantify this figure as it relies on too many variables, with the keystone of public interest and expected participation in the program being an unknown. However, it is important to note that registration fees are not refundable or transferable should the vehicle change owners. Due to this, the proposed language will likely result in a net positive of funds to the Motor Vehicle Bureau. It will be impossible to quantify this figure as it relies on too many variables, with the keystone of public interest and expected participation in the program being an unknown.

FY 2023 - 321,400 vehicles 5 model years and under that were registered.  
FY 2024 - 325,203 vehicles 5 model years and under that were registered.  
FY 2025 - 365,331 vehicles 5 model years and under that were registered.  
Average: 337,311

FY 2023 - \$39,635,924.50 total amount of fees paid on vehicles 5 model years and under.  
FY 2024 - \$35,862,193.50 total amount of fees paid on vehicles 5 model years and under.  
FY 2025 - \$35,612,490.00 total amount of fees paid on vehicles 5 model years and under.  
Average: \$37,036,869

FY 2027 estimated impact:

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$   
50% of total for 6 effective months:  $\$9,259,217.25 * 0.5 = \$4,629,958.63$   
Total x 3 for increased fees:  $\$4,629,958.63 * 3 = \$13,889,876$   
Difference:  $\$13,889,876 - \$4,629,958.63 = \$9,259,917$   
**\$9,259,917** increase in registration funds

FY 2028 estimated impact:

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$   
50% of total who began 5 years in FY27:  $\$9,259,217.25 * 0.50 = \$4,629,958.63$   
Total x 3 for increased fees:  $\$4,629,958.63 * 3 = \$9,259,917$   
Difference:  $\$13,889,876 - \$4,629,958.63 = \$9,259,917$   
**\$9,259,917** increase in registration funds

FY 2029 estimated impact:

First 6 months of FY29  
25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$   
**\$9,259,217** increase in revenue  
Last 6 months of FY29  
25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$   
50% to account for 6 months:  $\$9,259,217.25 * 0.5 = \$4,629,608.63$   
**\$4,629,609** decrease in revenue  
**\$4,629,608** increase in revenue

FY 2030 estimated impact:

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$   
**\$9,259,217** decrease in revenue

FY 2031 estimated impact:

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$   
**\$9,259,217** decrease in revenue

FY 2032 estimated impact:

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$

**\$9,259,217** decrease in revenue

FY 2033 estimated impact:

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$

**\$9,259,217** decrease in revenue

FY 2034 estimated impact:

First 6 months of FY34

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$

50% to account for 6 months:  $\$9,259,217.25 * 0.5 = \$4,629,608.63$

**\$4,629,609** decrease in revenue

It is projected that by January 2035, the financial impact will be revenue neutral, resulting in no significant net gain or loss to the state, as revenues and expenditures are expected to balance over a seven-and-a-half-year period.

Following the allowed three-year registration period, up to three years of personal property tax will need to be verified prior to the next registration or renewal. This change will impact county collectors, who will be required to maintain records for more than the current two-year period and provide the Department of Revenue's system with up to three years of proof of paid personal property tax. This may also result in loss of funds to city and counties.

**Oversight** assumes there will be an increase in revenue in the first two years after implementation of this proposal if vehicle owners (of vehicles less than five years old) choose the three-year registration option.

Oversight will reflect an increase in revenue for fiscal years 2027 and 2028. Oversight assumes the revenue will then even out in FY 2029 as registrations will decrease due to vehicles utilizing the three-year registration option in 2027 and 2028.

Oversight assumes the following:

FY 2027 estimated impact:

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$

50% of total for 6 effective months:  $\$9,259,217.25 * 0.5 = \$4,629,608.63$

Total x 3 for increased fees:  $\$4,629,608.63 * 3 = \$13,888,825.89$

Difference:  $\$13,888,825.89 - \$4,629,608.63 = \$9,259,217.26$

**\$9,259,217** increase in registration funds

FY 2028 estimated impact:

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$

50% of total who began 5 years in FY27:  $\$9,259,217.25 * 0.5 = \$4,629,608.63$

Total x 3 for increased fees:  $\$4,629,958.63 * 3 = \$13,888,825.89$

Difference:  $\$13,888,825.89 - \$4,629,608.63 = \$9,259,217.26$

**\$9,259,217** increase in registration funds

FY 2029 estimated impact:

First 6 months of FY29

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$

\$9,259,217 increase in revenue

Last 6 months of FY29

25% of estimated funds collected:  $\$37,036,869 * 0.25 = \$9,259,217.25$

50% to account for 6 months:  $\$9,259,217.25 * 0.5 = \$4,629,608.63$

**\$4,629,609** net increase in revenue

Oversight assumes there will be a net increase of revenue in FY 2029 (first six months of FY 2029 revenue of \$9,259,217 followed by a decrease for the last six months of FY 2029 revenue of \$4,629,609).

Oversight notes the revenue increase/decrease impacts the Highway Fund (75%), Cities (15%) and Counties (10%).

Officials from the **Department of Public Safety - Missouri Highway Patrol (MHP)** assume the following regarding this proposal:

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

**Oversight** is unable to determine how many vehicles will no longer require safety inspections as a result of this proposal; however, Oversight assumes the number will be minimal as current statute does not require a safety inspection if the vehicle is less than ten years old and has less than 150,000 miles. Oversight will reflect an "Unknown, but less than \$250,000" fiscal impact to the Highway Fund and the Highway Patrol Inspection Fund starting in FY 2029.

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

§170.027 - Missouri Integrated Safe Driving Program

Officials from **Department of Elementary and Secondary Education (DESE)** assume Section 170.027 creates the Missouri Integrated Safe Driving Program. This program would result in one-time costs in FY 2027 of \$27,840 for a work group of 8 teachers meeting for five days to develop a rubric and vet resources. In addition, one-time costs in FY 2027 of \$10,000 would be needed to contract a person to lead this work.

**Oversight** assumes DESE is provided with core funding to handle a certain amount of activity each year. Oversight assumes DESE could absorb the costs related to this proposal. If multiple bills pass which require additional staffing and duties at substantial costs, DESE could request funding through the appropriation process. Officials from the Oversight Division assume the proposal will have no fiscal impact on their organization.

In response to similar legislation, HCS for HB 2195 (2026), officials from the **Department of Revenue, Department of Public Safety - Missouri Highway Patrol and Missouri Department of Transportation** each assumed the proposal would have no fiscal impact on their respective organizations. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for their agencies.

In response to similar legislation, HCS for HB 2195 (2026), officials from **Miller County R-III School District** assumed the wording of this bill makes it sound like this will require very little extra time and effort on the part of the district and require no extra funding since the curriculum is supposed to be worked into existing courses, all additional curricular mandates require extra work on the part of the district.

To work extra standards or units into existing courses will require man hours to rewrite existing curricula and pacing guides, and possibly require that they spend less time focusing on standards that affect our state-mandated testing outcomes, since these must be placed in courses that all students will already be taking--they cannot be put into elective courses because all students may not then be exposed to them. Requirements like this are especially onerous for small schools; they have fewer staff members among whom they can spread out the work it takes to revise curricula to incorporate new materials. This bill requires more work of districts with no additional funding resources to compensate teachers for the time it will take to incorporate more requirements.

In response to similar legislation, HCS for HB 248 (2025), officials from **Warren Co. R-III School District** assumed the cost would be approximately \$500,000 annually. This would require a large increase in staff and vehicles for students to drive.

**Oversight** assumes there could be cost to schools that choose to participate in the Missouri Integrated Driving Program. However, the program does not require participants to spend any time operating a vehicle and program participation is voluntary. Therefore, Oversight will reflect no additional cost to schools.

#### §§226.540 & 226.550 – Outdoor Advertising

Officials from the **Missouri Department of Transportation** assume this proposal would waive the permit fee and biennial fee for landowners, provided the landowner is the permit holder and owns both the land the sign is located on and the business advertised on the sign.

This proposal is estimated to have a negative fiscal impact to MoDOT of \$2,500 annually.

Language added under §226.540(4) may increase new permit fees and biennial inspection fees collected in un-zoned areas by \$3,750 annually. In 2025, there were 15 billboard permits issued in un-zoned areas along a primary route. MoDOT estimates that language under §226.540(4) would allow an additional 15 permits to be issued in un-zoned areas along a primary route on the opposite side of the travel way.

15 billboard permits x \$200 new permit fee = \$3,000

Biennial inspection fee of \$100 x 15 billboard permits issued / 2 = \$750

\$3,000 + \$750 = \$3,750 annually

Language added under §226.550.1, 2, and 4 may decrease the biennial inspection fees for landowners by \$6,250 annually.

There are 125 (estimated) landowners that are also the permit holder and advertiser x \$100 biennial inspection fee / 2 = \$6,250.

Cumulative impact is \$6,250 - \$3,750 = \$2,500

**Oversight** assumes MoDOT is provided with core funding to handle a certain amount of activity each year. Oversight assumes MoDOT could absorb the loss related to this proposal. If multiple bills pass which require additional staffing and duties at substantial costs, MoDOT could request funding through the appropriation process.

#### §227.101 – Contracts for Work on the State Highway System

In response to a previous version, officials from the **Missouri Department of Transportation** stated MoDOT does not publish the Engineer's Estimate to ensure best competition between bidders and to receive the most work for the best price.

Publishing the Engineer's Estimate before a contract is awarded would allow contractors to more easily decipher the floor for future projects, hindering MoDOT's ability to get the most competitive bids for highway work. MoDOT expects this proposal to increase construction costs by at least 1% of the total program, which equates to a negative impact of \$15,000,000 to the State Road Fund annually.

**Oversight** assumes the fiscal impact estimated by MoDOT would be a potential indirect impact; therefore, Oversight will not reflect a direct fiscal impact on the fiscal note.

§§229.130, 229.160, 229.210, 229.220, 229.222, 229.270, 229.420, 229.430, 229.440 & 229.450  
– Transportation Provisions

In response to a previous version, officials from **Missouri Department of Transportation, Department of Public Safety - Missouri Highway Patrol** and **Department of Revenue** each assumed the proposal would have no fiscal impact on their respective organizations.

**Oversight** notes that the above mentioned agencies have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note.

In response to a previous version, officials from the **City of Kansas City** assumed the proposal would have no fiscal impact on their organization. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for this agency.

**Oversight** notes the following misdemeanor convictions for violations of §229.210 (driving on a bridge/highway under construction):

<b>Fiscal Year</b>	<b>Number of Misdemeanor Convictions (§229.210)</b>
2025	15
2024	5
2023	22
2022	19
2021	5
2020	20

Oversight notes there is a fine of not less than \$500 and not more than \$1,000 for violations of §229.210.

Oversight notes the proposal is eliminating the misdemeanor charge; therefore, fine revenue will decrease. However, Oversight notes the number of convictions have been minimal; therefore, Oversight will not reflect the decrease in fine revenue on the fiscal note.

§§301.020, 301.074, 301.132, 301.190, 301.443, 307.350, 307.375, 307.380 & 643.315 – Motor Vehicle Safety Inspections

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

*Administrative Impact*

To implement the proposed provisions of this bill the MVB would be required to:

- Update procedures, manuals, Department website, and correspondence letters

- Update systems to remove safety inspection requirements for most vehicle registrations
- Update systems to account for changes in conditional exemption from emissions inspections
- Send communications to stakeholders as applicable

FY 2027 – Motor Vehicle Bureau

Associate Research/Data Analyst 246 hrs. @ \$31.16/hr. =\$7,665

Research/Data Analyst 67 hrs. @ \$37.14/hr. =\$2,488

Administrative Manager 34 hrs. @ \$51.40/hr. =\$1,748

FY 2027 – Systems Analysis & Support

Associate Research/Data Analyst 611 hrs. @ \$31.16/hr. =\$19,039

Research/Data Analyst 153 hrs. @ \$37.14/hr. =\$5,682

Administrative Manager 77 hrs. @ \$51.40/hr. =\$3,958

FY 2027 – Strategy & Communications Office

Associate Research/Data Analyst 180 hrs. @ \$31.16/hr. =\$5,609

Research/Data Analyst 80 hrs. @ \$37.14/hr. =\$2,971

Total = \$49,160

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

*FUSION Impact*

**DOR notes:** Implementation: 160 hours @ \$225/hr. =\$36,000

Testing: 160 hours @ \$225/hr. =\$36,000

Total = **\$72,000**

DOR notes OA-ITSD services will be required at a cost of **\$76,250** in FY 2027 (726.19 hours x \$105 per hour).

Note that this would require additional direct access functionality so that MSHP can notate in FUSION when a vehicle is damaged badly enough in an accident that it needs the safety inspection.

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

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

Officials from the **Department of Public Safety - Missouri Highway Patrol** assume current statutes fund the administration of safety inspections through the charging of a fee of \$1.50 to purchase an inspection sticker/authority to apply to a vehicle which passed the inspection.

The deposit of fees collected is broken up with \$1.00 going to Highway Fund (1644) and \$.50 going to Highway Patrol Inspection Fund (1297).

$1,300,000 \times \$1.00 = \$1,300,000$  - Highway Fund (1644)  
 $1,300,000 \times \$0.50 = \$650,000$  - Highway Patrol Inspection Fund (1297)

If this legislation is enacted, there would be a one-time cost of fully refunding safety inspection stations for their inventory of safety inspection sticker/authorities. This is calculated by estimating the statewide inventory of stickers/authorities and multiplying by the \$1.50 that would be reimbursed. The statewide inventory in stations at a given time is estimated to be 15% of their annual supply.

In Section 8.185, the Patrol currently has spending authority for \$100,000 for the refund of unused stickers. If enacted, the Patrol would need additional spending authority for these refunds. The Patrol assumes this would be an expenditure for only one fiscal year.

$1,300,000 \times .15 (15\%) \times \$1.50 = \text{Total } \$292,500$  - Highway Fund (1644)

Due to the decreased number of inspections performed, one (1) Administrative Support Assistant positions at General Headquarters, title code V01025, salary range \$40,704.00 - \$50,304.00 could possibly be eliminated due to a reduction of clerical activities.

The Patrol expects the proposal to significantly change its duties, staffing needs, and required equipment, creating a fiscal impact to the 1297 Fund large enough to require supplemental funding to maintain core functions such as school bus, salvage, and dealer inspections. Missouri currently relies on about 3,850 safety inspection stations, including 725 that also perform emissions testing. If stations outside the emissions area leave the program, major inspection responsibilities would shift to the Patrol. The state would also need a new database capable of interfacing with law enforcement and the Department of Revenue, estimated to cost \$150,000.

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

In response to a previous version, officials from the **Department of Natural Resources (DNR)** assumed the elimination of the safety inspection for all vehicles other than commercial vehicles at §307.350.1 would require a conforming amendment to the state rule for emission inspections in the St. Louis area (10 CSR 10-5.381).

The department estimates the time required for the rulemaking would be 300 hours for an Environmental Program Analyst to draft the rule amendment and take it through the administrative rulemaking process. This would be a one-time cost to department of \$10,644 (35.48/per hour - \$73,788 annually (\$67,080 base pay plus \$6,708 time of service pay)), (fringe and indirect not included). The department anticipates being able to absorb these costs. However, until the FY 2027 budget is final, the department cannot identify specific funding sources. Absorbing these costs would divert resources from other priorities and core assignments of department team members.

**Oversight** assumes DNR is provided with core funding to handle a certain amount of activity each year. Oversight assumes DNR could absorb the costs related to this proposal. If multiple bills pass which require additional staffing and duties at substantial costs, DNR could request funding through the appropriation process.

In response to a previous version, officials from the **Missouri Department of Transportation** assumed the proposal will have no fiscal impact on their organization. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for this agency.

#### §301.130 – License Plate Covers

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

**Oversight** notes that the above-mentioned agencies have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note.

#### §301.472 – Kansas City Chiefs Special License Plates

Officials from the **Department of Revenue** assumed the following regarding this proposal:

#### Administrative Impact

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

- Update procedures, manuals, and Department website
- Send communications to stakeholders
- Update legacy system(s)
- Train staff

#### FY 2027 – Motor Vehicle Bureau

Associate Research/Data Analyst 50 hrs. @ \$31.16/hr. =\$1,558

Research/Data Analyst 25 hrs. @ \$37.14/hr. =\$929  
Administrative Manager 10 hrs. @ \$51.40/hr. =\$514

FY 2027 – Systems Analysis & Support

Associate Research/Data Analyst 80 hrs. @ \$31.16/hr. =\$2,493  
Research/Data Analyst 20 hrs. @ \$37.14/hr. =\$743  
Administrative Manager 10 hrs. @ \$51.40/hr. =\$514

FY 2027 – Strategy & Communications Office

Associate Research/Data Analyst 40 hrs. @ \$31.16/hr. =\$1,246  
Research/Data Analyst 20 hrs. @ \$37.14/hr. =\$743

Total = \$8,740

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

*FUSION Impact*

**DOR** notes the implementation of this bill will not require any substantial modifications to the department's modernized system, FUSION.

DOR notes OA-ITSD services will be required at a cost of **\$22,317** in FY 2027 (212.54 hours x \$105 per hour).

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

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

*Revenue Impact*

The proposed legislation repeals Section 301.472, RSMo, and terminates the agreement allowing issuance of Kansas City Chiefs specialty license plates effective August 28, 2026. The department currently has 670 Kansas City Chiefs plates actively registered, each requiring an annual \$15 reservation/personalization fee.

The bill will result in an estimated annual loss of \$10,050 in General Revenue starting in FY 2027, as no new Kansas City Chiefs plates will be issued or renewed after August 28, 2026.

**Oversight** assumes any revenue loss from no longer allowing Kansas City Chiefs special license plates will be minimal; therefore, Oversight will not reflect a fiscal impact.

§301.472 – Professional Sports Team Special License Plates

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

*Administrative Impact*

To implement the proposed provisions of this bill the MVB would be required to:

- Update procedures, manuals, Department website, and correspondence letters
- Update registration application forms
- Send communication to stakeholders as applicable
- Train current staff

FY 2027 – Motor Vehicle Bureau

Associate Research/Data Analyst 80 hrs. @ \$31.16/hr. =\$2,493  
Research/Data Analyst 40 hrs. @ \$37.14/hr. =\$1,486  
Administrative Manager 20 hrs. @ \$51.40/hr. =\$1,028

FY 2027 – Systems Analysis & Support

Associate Research/Data Analyst 134 hrs. @ \$31.16/hr. =\$4,175  
Research/Data Analyst 34 hrs. @ \$37.14/hr. =\$1,263  
Administrative Manager 17 hrs. @ \$51.40/hr. =\$874

FY 2027 – Strategy & Communications Office

Associate Research/Data Analyst 60 hrs. @ \$31.16/hr. =\$1,870  
Research/Data Analyst 30 hrs. @ \$37.14/hr. =\$1,114

Total = \$14,303

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

*FUSION Impact*

**DOR** notes:

80 hours of development @ \$225/hr. = \$18,000

80 hours of testing @ \$225/hr. = \$18,000  
Total = **\$36,000**

- Configure a new inventory type and update any MVE interfaces; and
- No new distribution types would be needed since the organization handles any special distributions, like other sports plate types.

DOR notes OA-ITSD services will be required at a cost of **\$37,195** in FY 2027 (354.24 hours x \$105 per hour).

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

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

#### §304.010 – Speed Limit on Certain Roads

Officials from the **Missouri Department of Transportation (MoDOT)** state there are 512 rural interstate and freeway speed limit signs. Each location including materials, installation, and labor is estimated to cost \$750, for a total of \$384,000.

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

In response to a previous version, officials from the **Department of Public Safety-Missouri Highway Patrol** and **Department of Revenue** each assumed the proposal would have no fiscal impact on their respective organizations. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for these agencies.

#### §304.822 – Electronic Communication Devices While Driving

In response to similar legislation, HB 2055 (2026), officials from the **Department of Revenue**, **Missouri Highway Patrol** and **Missouri Department of Transportation** each assumed the proposal would have no fiscal impact on their respective organizations.

**Oversight** notes that the above-mentioned agencies have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note.

In response to similar legislation, HB 2055 (2026), officials from the **City of Kansas City, Phelps County Sheriff, St. Louis County Police Department** and **Kansas City Police Department** each assumed the proposal would have no fiscal impact on their respective organizations. **Oversight** does not have any information to the contrary. Therefore, Oversight will reflect a zero impact in the fiscal note for these agencies.

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

#### §307.128 – Motorcycle Auxiliary Lighting

In response to similar legislation, SB 1477 (2026), officials from the **Missouri Department of Transportation, Department of Public Safety-Missouri Highway Patrol, Department of Revenue, Phelps County Sheriff, Kansas City Police Department, Branson Police Department** and **St. Louis County Police Department** each assumed the proposal would have no fiscal impact on their respective organizations.

**Oversight** notes that the above-mentioned agencies have stated the proposal would not have a direct fiscal impact on their organization. Oversight does not have any information to the contrary. Therefore, Oversight will reflect a zero impact on the fiscal note.

#### Responses regarding the proposed legislation as a whole

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

#### Rule Promulgation

Officials from the **Joint Committee on Administrative Rules** assume this proposal is not anticipated to cause a fiscal impact beyond its current appropriation.

Officials from the **Office of the Secretary of State (SOS)** note many bills considered by the General Assembly include provisions allowing or requiring agencies to submit rules and regulations to implement the act. The SOS is provided with core funding to handle a certain amount of normal activity resulting from each year's legislative session. The fiscal impact for this fiscal note to the SOS for Administrative Rules is less than \$5,000. The SOS recognizes that this is a small amount and does not expect that additional funding would be required to meet these costs.

However, the SOS also recognizes that many such bills may be passed by the General Assembly in a given year and that collectively the costs may be in excess of what the office can sustain with its core budget. Therefore, the SOS reserves the right to request funding for the cost of supporting administrative rules requirements should the need arise based on a review of the finally approved bills signed by the governor.

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
<b>GENERAL REVENUE</b>			
<u>Cost – DOR (§§136.055, 301.130 &amp; 301.147) OA-ITSD services</u>	(\$215,732)	\$0	\$0
<u>Cost – DOR (§§136.055, 301.130 &amp; 301.147) FUSION</u>	(\$44,500)	\$0	\$0
<u>Cost – DOR (§§301.074 – 643.315) OA-ITSD</u>	(\$76,250)	\$0	\$0
<u>Cost – DOR (§§301.074 – 643.315) FUSION</u>	(\$72,000)	\$0	\$0
<u>Cost – DOR (§301.472) OA-ITSD</u>	(\$22,317)	\$0	\$0
<u>Cost – DOR (§301.472) FUSION</u>	(\$36,000)	\$0	\$0
<u>Cost – DOR (§301.472) OA-ITSD</u>	(\$37,195)	\$0	\$0
<b>ESTIMATED NET EFFECT ON GENERAL REVENUE</b>	<b><u>(\$503,994)</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>
<b>HIGHWAY FUND (1644)*</b>			
<u>Revenue Gain – MHP (§§136.055, 301.130 &amp; 301.147) Increase and then potentially decrease in registration fees due to a three-year registration option</u>	\$6,944,413	\$6,944,413	\$3,472,207
<u>Savings – MHP (§§301.074 – 643.315) 1 FTE no longer needed</u>			
Personal Service	\$45,504	\$45,504	\$45,504

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
Fringe Benefits	\$40,044	\$40,044	\$40,044
Expense and Equipment	\$14,664	\$4,888	\$4,888
<u>Total Savings – MHP</u>	<u>\$100,212</u>	<u>\$90,436</u>	<u>\$90,436</u>
FTE Change – MHP	(1 FTE)	(1 FTE)	(1 FTE)
<u>Revenue Loss – MHP (§§301.074 – 643.315) Decrease in motor vehicle inspections</u>	(\$650,000)	(\$1,300,000)	(\$1,300,000)
<u>Revenue Loss – MHP (§§136.055, 301.130 &amp; 301.147) Decrease in the number of inspections</u>	\$0	\$0	(Unknown, Less than \$250,000)
<u>Cost – MHP (§§301.074 – 643.315) Reimbursement of inspection stickers</u>	(\$292,500)	\$0	\$0
<b>ESTIMATED NET EFFECT ON THE HIGHWAY FUND (1644)</b>	<b><u>\$6,102,125</u></b>	<b><u>\$5,734,849</u></b>	<b><u>Less than \$2,262,643</u></b>
Estimated Net FTE Change to the Highway Fund	(1 FTE)	(1 FTE)	(1 FTE)
<b>HIGHWAY PATROL INSPECTION FUND (1297)*</b>			
<u>Revenue Loss – MHP (§§136.055, 301.130 &amp; 301.147) Decrease in the number of inspections</u>	\$0	\$0	(Unknown, Less than \$250,000)
<u>Revenue Loss – MHP (§§301.074 – 643.315) Decrease in motor vehicle inspections</u>	(\$325,000)	(\$650,000)	(\$650,000)
<b>ESTIMATED NET EFFECT ON THE HIGHWAY PATROL INSPECTION FUND (1297)</b>	<b><u>(\$325,000)</u></b>	<b><u>(\$650,000)</u></b>	<b><u>Less than (\$650,000)</u></b>

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
<b>STATE ROAD FUND (1320)</b>			
<u>Cost – MoDOT (§304.010) Cost of signs to update speed limit</u>	<u>(\$384,000)</u>	<u>\$0</u>	<u>\$0</u>
<b>ESTIMATED NET EFFECT ON THE STATE ROAD FUND</b>	<b><u>(\$384,000)</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>

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

<u>FISCAL IMPACT – Local Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
<b>LOCAL POLITICAL SUBDIVISIONS*</b>			
<u>Revenue Gain – (Cities 15%) (§§136.055, 301.130 &amp; 301.147) Increase and then potential decrease in registration fees due to a three-year registration option</u>	<u>\$1,388,883</u>	<u>\$1,388,883</u>	<u>\$694,441</u>
<u>Revenue Gain – (Counties 10%) (§136.055, §301.130 &amp; 301.147) Increase and then potential decrease in registration fees due to a three-year registration option</u>	<u>\$925,922</u>	<u>\$925,922</u>	<u>\$462,961</u>
<b>ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS</b>	<b><u>\$2,314,805</u></b>	<b><u>\$2,314,805</u></b>	<b><u>\$1,157,402</u></b>

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

FISCAL IMPACT – Small Business

Small businesses that provide safety and emissions inspections could be impacted as a result of this proposal.

FISCAL DESCRIPTION

This proposal modifies provisions relating to transportation.

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

SOURCES OF INFORMATION

Missouri Department of Transportation  
Department of Revenue  
Department of Public Safety - Missouri Highway Patrol  
Office of the Secretary of State  
Joint Committee on Administrative Rules  
City of Kansas City  
Phelps County Sheriff  
Kansas City Police Department  
St. Louis County Police Department  
Branson Police Department  
Department of Elementary and Secondary Education  
Department of Corrections  
Office of the State Courts Administrator  
Warren Co. R-III School district  
Miller County R-III School District  
Office of the State Public Defender  
Department of Natural Resources



Julie Morff  
Director  
May 14, 2026



Jessica Harris  
Assistant Director  
May 14, 2026