

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 0483-06
Bill No.: SCS for HB 120 with SA 1, SA 2, SA 3, SA 4, SA 5, SA 6, SA 8 and SPA 1
Subject: Motor Vehicles, Public Safety Department.
Type: Original
Date: May 16, 2001

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
State Road/Highway and Transportation Department Fund	(\$222,319)	(\$118,619)	(\$118,619)
Organ Donor Program Fund	\$160,910	\$202,092	\$0
Missouri Alternatives to Abortion Support	Unknown	Unknown	Unknown
Total Estimated Net Effect on <u>All</u> State Funds	Unknown to (\$61,409)	\$83,473 to Unknown	Unknown to (\$118,619)

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
None			
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON LOCAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
Local Government	Unknown to (Unknown)	Unknown to (\$6,207)	Unknown to (\$6,207)

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 18 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Public Safety - Missouri State Highway Patrol** assumed part of the proposed legislation would permit any person to operate a motor vehicle with window tinting applied to their car. The tinting must have a light transmission of thirty-five percent or more, plus or minus three percent. Each trooper assigned to the road would require a light meter. There are 756 troopers and the light meter is approximately \$100 each. The total fiscal impact would be \$75,600 ($756 \times \$100 = \$75,600$).

Oversight assumes local law enforcement agencies would also require light meters to check vehicles for the light transmission test. Whether local law enforcement agencies will require all officers within their agencies to possess the light meters is unknown. Even if each local law enforcement agency acquires only one light meter, Oversight assumes the costs will be significant.

In response to similar legislation from this year, officials at the **Department of Transportation (MoDOT)** assumed that the cost of placing two additional warning signs in each construction work zone would be \$40,000 per year over three years. Signs for maintenance work zones will cost \$60,000 per year over three years. However, MoDOT believed that these costs will be offset in savings realized from prevention of at least one fatality or injury in work zones each year. These savings cannot be quantified, but MoDOT feels that net fiscal impact will be minimal.

Oversight contends that the amount of these savings, if any, cannot be reasonably estimated. No savings are reflected in the fiscal note, and the costs for signs has been included at \$100,000 annually.

Oversight also notes that the increased amount of the fees, as well as the placement of warning signs by MoDOT, will likely result in fewer violations. The net effect on revenue from increased fines, therefore, is expected to be minimal. As a result, no revenue impact to the state or local governments, due to fines, is reflected in the fiscal note.

Officials from the **Department of Revenue (DOR)** state this proposal will allow commercial motor vehicle applicants to conduct their licensing business with the Highway Reciprocity Commission instead of applying for apportioned plates through the Division of Motor Vehicle and Driver Licensing. This provides for one-stop convenience for the commercial motor carrying public.

ASSUMPTION (continued)

DOR is uncertain how many individuals will take advantage of this one-stop concept; however, if all registered motor vehicle owners apply with the Highway Reciprocity Commission (HRC) versus the Division of Motor Vehicle and Drivers Licensing, the HRC would require two additional Clerk Typist II's to handle the processing of these applications.

For purposes of this fiscal note DOR is assuming that these Motor Carriers currently visit Branch Offices. Therefore, if all applicants apply with HRC it will decrease the amount of transactions in the Division of Motor Vehicle and Drivers Licensing and DOR could re-allocate the required FTE, if necessary.

If in fact the Motor Carriers currently visit the Fee Agent Offices, the Division of MV/DL would not have the FTE to re-allocate to HRC; therefore, the HRC would have to request the additional FTE through the normal budget process.

Officials from DOR assume the part of the proposal regarding historical vehicle plates will result in a minimal fiscal impact and will be implemented with existing resources. A very minimal decrease in revenue is anticipated from this part of the proposal.

The DOR assumes their Customer Assistance Bureau will require \$3,000 for programming costs associated with the necessary modifications to the over the counter drivers license system. Modifications are necessary due to the new certification options regarding operating a motor vehicle with a driver instructor (instruction permit application) and completion of a driver training program in lieu of completion of 20 hours of behind the wheel driver training (intermediate license application). **Oversight** assumes DOR could absorb the programming cost, and has excluded such costs from the fiscal impact.

Officials from the **Office of the State Courts Administrator (CTS)** state the proposal would provide changes in various vehicle licensing laws and motor vehicle regulations. It would impose additional fines of \$75.00 and \$250.00 for speeding violations in construction zones.

CTS assumes they would not expect any appreciable increase in the volume of traffic cases presented. It is not possible to predict any increased revenue to the school funds as a result of the higher fines.

In response to previous similar legislation, officials at the **Office of Prosecution Services** assume that the fiscal impact of an increased caseload is unknown, but that it would be less than \$100,000.

Oversight notes that any increased caseload could likely be absorbed with current resources.

ASSUMPTION (continued)

Officials from the **Department of Corrections (DOC)** state they currently cannot predict the number of new cases which may result from the creation of the offenses(s) outlined in this proposal. An increase in cases depends on the utilization by prosecutors and the actual sentences imposed by the court.

If additional persons are sentenced to the custody of the DOC due to the provisions of this legislation, the DOC will incur a corresponding increase in costs through supervision provided by the Board of Probation and Parole (FY99 average of \$2.47 per offender, per day).

In summary, supervision by the DOC through probation would result in some additional costs, but it is assumed the impact would be \$0 or a minimal amount that could be absorbed within existing resources.

Officials from the **Office of State Public Defender** assumed they could provide representation for those 25-50 cases arising where indigent persons were charged with failure to stop for a law enforcement officer and those who have altered temporary registrations. However, passage of more than one similar bill would require the State Public Defender System to request increased appropriations to cover cumulative cost of representing the indigent accused in the additional cases.

Officials from the **Office of the Attorney General** assume they could absorb the additional costs relating to this proposal with current resources.

Officials from the **Department of Elementary and Secondary Education** and the **Department of Economic Development – Division of Motor Carrier & Railroad Safety** assume this proposal would not fiscally impact their respective agencies.

Senate Amendment 1:

In response to similar legislation from this year, officials from the **Office of State Courts Administrator** assumed this proposal would have no impact on their agency.

Officials from the **Department of Revenue** state the Driver and Vehicle Services Bureau attempted to obtain statistics from the Missouri State Highway Patrol regarding arrests for stealing fuel. The Missouri State Highway Patrol was unable to provide such data.

The Driver and Vehicle Services Bureau also contacted the Missouri Petroleum Marketers and was advised that they conducted a survey about two years ago with members of their

ASSUMPTION (continued)

organization. Those who responded indicated that prosecution on such cases is rare due to the dollar amount involved. Most cases involve a theft of less than \$20.00 worth of fuel.

In order to implement this legislation, the Driver and Vehicle Services Bureau will have to develop new conviction codes and two new action types for the license withdrawal actions that will be imposed. These can be developed with existing resources.

DOR assumes that based on the undetermined number of violators, the fiscal impact of this legislation is **UNKNOWN**.

DOR estimates that the State Data Center will have costs of \$6,000 in fiscal year 2002 for the theft of fuel provisions.

Oversight assumes the fiscal impact of this proposal is minimal and could be absorbed with existing resources.

Senate Amendment 2:

In response to similar legislation from this year, officials from the **Department of Revenue** assumed this part of the proposal regarding sheltered workshops will have no impact to their agency.

Senate Amendment 3:

Oversight assumes this amendment would not have a fiscal impact to the state.

Senate Amendment 4:

Officials from the **Department of Revenue (DOR)** assumed the driver application process must be modified in order to collect a \$2.00 donation. Currently, the Driver and Vehicle Services Bureau can only collect a \$1.00 donation from each applicant. DOR assumes the Driver and Vehicle Services Bureau will incur programming expenses in the amount of \$42,000 to the Over-the-Counter system to accommodate each of the aforementioned changes to the system. The State Data Center estimates \$2,600 in program modifications in order to implement the organ donation requirement.

ASSUMPTION (continued)

In response to similar legislation from this year, DOR stated the program modifications to be made to the over-the-counter (OTC) driver licensing system would be facilitated by contractual requirements with Polaroid Corporation. Polaroid estimates sixty hours to complete the requirements of this proposals. Oversight assumes these original programming estimates are correct.

FY02

60	Estimated Hours of Programming
x \$125	Hourly Programming Rate
\$7,500	Programming Costs

REVENUE INCREASE

The Driver and Vehicle Services Bureau estimates increased revenue collected for the organ donor program fund. The following estimates are based on fiscal years 2002 and 2003 only as these are the final two years of a three year transition to a six year driver license renewal system. The Driver and Vehicle Services Bureau estimates that half of the renewal license applicants will be able to donate \$2.00 through this transitional period as these are the only applicants eligible to donate \$2.00. Beginning fiscal year 2004, this proposal will be revenue neutral as license renewal volumes and the increased donation amount will offset each other.

Estimates are based on current donation levels of \$33,682 per month.

FY02

\$33,682	Increased Donations Monthly
/ 2	Half of All Applicants will be eligible for a \$2.00 donation
x 10	Number of Months in Fiscal year 2002
\$168,410	Increased Funding in FY02

FY03

\$33,682	Increased Donations Monthly
/ 2	Half of All Applicants will be eligible for a \$2.00 donation
x 12	Number of Months in Fiscal Year 2003
\$202,092	Increased Funding for FY03

ASSUMPTION (continued)

Oversight notes that the fund is to repay the DOR the costs for development and implementation of the contribution program. These costs are reflected in the Highway Fund. Oversight has also reflected a transfer-in from the Organ Donor Program Fund to repay the costs of development and implementation. The proposal states that for the first fiscal year, the Organ Donor Program Fund shall reimburse the DOR for actual operating expenses of the program up to a maximum of \$100,000. For each fiscal year thereafter, the fund shall reimburse the DOR for the actual operating costs of the program in an amount not to exceed the prior year's actual operating costs, on a full fiscal year basis, plus three percent. Therefore, Oversight has calculated the net impact to DOR equal to approximately \$7,500 for FY02 and \$0 for FY03 and FY04 to reflect the reimbursement by the Organ Donor Program Fund.

Oversight assumes that hospitals could experience some administrative tasks relating to this proposal. However, we believe that the functions could be absorbed with existing resources and therefore have shown no fiscal impact to hospitals.

Officials from the **Department of Public Safety (DPS)** did not respond to our fiscal impact request. However, in responding to a similar proposal last session DPS assumed no fiscal impact.

Senate Amendment 5:

Oversight assumes this part of the proposal would not have a fiscal impact to the state or to local political subdivisions.

Senate Amendment 6:

In response to similar legislation from this year, officials from the **Department of Revenue**, **Department of Transportation** and the **Missouri State Highway Patrol (MSHP)** assumed the proposed legislation would have no fiscal impact on their agencies.

In response to similar legislation from this year, officials from the **Department of Natural Resources (DNR)** assumed the proposed legislation modifies who would receive funds from the Missouri Air Pollution Control Fund. Since this would not result in any additional revenue to the state, there would not be a fiscal impact from this provision.

The proposed legislation would require the Department to assume full responsibilities for the emission inspection program in Franklin County. Under the old BAR 90 program operated in

ASSUMPTION (continued)

the St. Louis non-attainment area, there were 910 inspection stations inspecting approximately 1.2 million vehicles. Under the new Franklin County program there would only be two inspection stations and two mobile vans inspecting 75,000 vehicles. The Department assumes the inspection stations added for the Franklin County program would not result in a significant workload increase. Therefore, the Department would not be negatively impacted by this provision.

The MSHP promulgated two rulemakings that rescinded the old BAR 90 rules on 04/30/2000 and established the Franklin County Emission Test Procedures on 06/30/2000. The orders of rulemaking will be in effect until DNR is given statutory responsibility for the emission inspection program in Franklin County. Once DNR has the authority to promulgate rules under Section 307.366 RSMo, the MSHP will rescind their rules after DNR promulgates the required rule for Franklin County. Therefore, there will not be a lapse in the emission inspection program in Franklin County.

Senate Amendment 8:

Officials from the **State Treasurer's Office** assume this proposal would not administratively impact their office.

DOR had the following response to Senate Amendment 8:

DIVISION OF MOTOR VEHICLE AND DRIVERS LICENSING _____

Motor Vehicle Bureau

License Plate Provisions (Costs):

The provisions of this proposal create two new license plate types to be known as Respect Life and Clergy. This proposal also allows additional sets to be issued with already existing speciality plates and creates new categories in already existing speciality plates by increasing the weight limit to 18,000 pounds.

This bureau will require 200 hours of overtime for a Clerk Typist II to process additional plate applications. The Clerk Typist II's responsibilities will include, editing, correspondence, validation, key entry, telephone and customer walk-in assistance (cost estimated to be \$2,956).

ASSUMPTION (continued)

In addition, this bureau will incur expenses in the amount of \$18,680 for policy and procedure changes, forms and postage, and \$25,215 for plates and tabs for FY02.

The Motor Vehicle Bureau could not obtain statistics for the number of CLERGY plates that would be applied for; therefore, this impact is **UNKNOWN**.

This proposal also requires the re-issuance of approximately 356 Combat Infantryman plates because the color red is deleted from the language. This would cost DOR approximately \$4.48 per set of plates re-issued.

License Plate Provisions (Revenues):

DOR states this proposal removes the \$15 additional fee for the “personalization” of Combat Infantryman, Pearl Harbor, Purple Heart, Silver Star, Vietnam Veteran, Korean Veteran, and World War II Veteran where the applicant pays \$30 versus just \$15. The Motor Vehicle Bureau (MVB) has issued 1,756 personalized plates that this would affect.

This proposal no longer requires applicant’s for Children’s Trust Fund special license plates to submit a \$15 fee. The Department of Revenue for FY2000 issued 3,287 CTF license plates.

Eliminating the additional \$15 “personalization” fee will result in the following revenue impact.

TOTAL PLATES THAT WILL NO LONGER REQUIRE \$15 = 5,043 (1,756 + 3,287)

5,043 x \$15 = \$75,645/12 months = \$6,304 x 10 months = \$63,040

FY02

\$63,040 x 75% = (\$47,280) Highway Fund

\$63,040 x 15% = (\$9,456) Cities

\$63,040 x 10% = (\$6,304) CART

(\$63,040)

FY03 & 04

\$75,645 x 75% = (\$56,734) Highway Fund

\$75,645 x 15% = (\$11,347) Cities

\$75,645 x 10% = (\$ 7,565) CART

(\$75,646)

ASSUMPTION (continued)

RAS:LR:OD (12/00)

The provisions of this proposal will also result in a \$15 fee for 113 second sets of Prisoner of War license plates, and 390 second sets of Special Military license plates per year. This proposal also allows additional categories of motor vehicles to obtain special plates. The Motor Vehicle Bureau assumed there would be approximately 2,884 additional applications for special plates because of the change in weight limits. An additional \$15 fee will be required for all these types of plates per year.

The option for biennial motor vehicle registration went into effect July 1, 2000. Therefore, the following projections are based on the percent of individuals who are choosing biennial registrations. Approximately 80% of the individuals being offered biennial registration are choosing this option. (Even numbered vehicles will be offered in even number years and odd numbered vehicles will be offered in odd number years.)

FY02

\$59,275 x 75% = \$44,456 Highway Fund
\$59,275 x 15% = \$ 8,891 Cities
\$59,275 x 10% = \$ 5,928 CART

FY03 & 04

\$50,820 x 75% = \$38,115 Highway Fund
\$50,820 x 15% = \$ 7,623 Cities
\$50,820 x 10% = \$ 5,082 CART

CLERGY

There will also be an increase due to the additional applications for Clergy license plates; however, because the statistics could not be obtained on the number of Clergy license plates that would be applied for the increase in revenue is UNKNOWN.

RESPECT LIFE

The Missouri Right to Life has approximately 65,000 members. DOR assume 2% of these members will apply for special license plates. The provisions of this proposal DO NOT require a \$15 fee to be charged for the Respect Life license plate.

Oversight assumes the revenue received from the Clergy license plate will be roughly equal to the costs of implementing the new Clergy and the new Respect Life plates to the Department of Revenue. Oversight also assumes the revenues into the Missouri alternatives to abortion support fund will be unknown, but will be more than the disbursements from the fund.

<u>FISCAL IMPACT - State Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
STATE ROAD/HIGHWAY AND TRANSPORTATION DEPT. FUND			
<u>Costs--MoDOT</u>			
Placement of Signs in Work Areas	(\$100,000)	(\$100,000)	(\$100,000)
<u>Costs - DPS - Light meters</u>	(\$75,600)	\$0	\$0
<u>Transfer from Organ Donor Program Fund for Development and Implementation Cost</u>	\$7,500	\$0	\$0
<u>Costs - Department of Revenue OTC Programming - Drivers License</u>	(\$7,500)	\$0	\$0
<u>Income Department of Revenue for new personalized plates - Clergy</u>	Unknown	Unknown	Unknown
<u>Costs - Department of Revenue for new personalized plates - Clergy and Respect Life</u>	(Unknown)	(Unknown)	(Unknown)
<u>Costs - Department of Revenue Revisions to existing special plates</u>	(\$43,895)	\$0	\$0
<u>Loss - Department of Revenue Certain specialty plates no longer requiring \$15 fee</u>	(\$47,280)	(\$56,734)	(\$56,734)
<u>Income - Department of Revenue New \$15 fee on certain existing specialty plates</u>	<u>\$44,456</u>	<u>\$38,115</u>	<u>\$38,115</u>
ESTIMATED NET EFFECT TO STATE ROAD/HIGHWAY AND TRANSPORTATION DEPT. FUND	<u>(\$222,319)</u>	<u>(\$118,619)</u>	<u>(\$118,619)</u>

ORGAN DONOR PROGRAM FUND

RAS:LR:OD (12/00)

<u>FISCAL IMPACT - State Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
<u>Income - Department of Health</u>			
Additional \$1 donation from license	\$168,410	\$202,092	\$0
<u>Transfer - Out</u>			
Transfer to Highway Fund for DOR development and implementation costs	<u>(\$7,500)</u>	<u>\$0</u>	<u>\$0</u>
ESTIMATED NET EFFECT ON ORGAN DONOR PROGRAM FUND	<u>\$160,910</u>	<u>\$202,092</u>	<u>\$0</u>

**MISSOURI ALTERNATIVES TO
ABORTION SUPPORT FUND**

<u>Revenue - Licenses plate fees</u>	Unknown	Unknown	Unknown
<u>Costs - Qualified disbursements</u>	<u>(Unknown)</u>	<u>(Unknown)</u>	<u>(Unknown)</u>
ESTIMATED NET EFFECT TO MISSOURI ALTERNATIVES TO ABORTION SUPPORT FUND	<u>UNKNOWN</u>	<u>UNKNOWN</u>	<u>UNKNOWN</u>

<u>FISCAL IMPACT - Local Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
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**LOCAL LAW ENFORCEMENT
AGENCIES**

<u>Costs for light meters</u>	<u>(Unknown)</u>	<u>\$0</u>	<u>\$0</u>
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CITIES

<u>FISCAL IMPACT - Local Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
<u>Income</u> Department of Revenue for new personalized plates - Clergy	Unknown	Unknown	Unknown
<u>Loss</u> - Certain specialty plates no longer requiring \$15 fee	(\$9,456)	(\$11,347)	(\$11,347)
<u>Income</u> - New \$15 fee on certain existing specialty plates	<u>\$8,891</u>	<u>\$7,623</u>	<u>\$7,623</u>
ESTIMATED NET EFFECT TO CITIES	Unknown to (\$565)	Unknown to (\$3,724)	Unknown to (\$3,724)

COUNTIES

<u>Income</u> Department of Revenue for new personalized plates - Clergy	Unknown	Unknown	Unknown
<u>Loss</u> - Certain specialty plates no longer requiring \$15 fee	(\$6,304)	(\$7,565)	(\$7,565)
<u>Income</u> - New \$15 fee on certain existing specialty plates	<u>\$5,928</u>	<u>\$5,082</u>	<u>\$5,082</u>
ESTIMATED NET EFFECT TO COUNTIES	Unknown to (\$376)	Unknown to (\$2,483)	Unknown to (\$2,483)

FISCAL IMPACT - Small Business

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

DESCRIPTION

This proposal changes the mental state of a person who fails to comply with an lawful order of a

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police officer or fire department official from willfully to knowingly. This proposal includes blue flashing lights for authorized emergency vehicles. The proposal removes the requirement that the motorman of a streetcar stop the streetcar upon the approach of an authorized emergency vehicle. It also removes the provision of law regarding written accident reports as well as removes the exclusion that written accident reports shall not be used as evidence in a court proceeding. The proposal expands the rule that a driver shall not follow an emergency vehicle closer than 500 feet. The current restriction only applies to fire engines. This proposal removes a provision of law regarding when police officers are authorized to remove motor vehicles.

This proposal also makes several changes to Missouri's traffic regulations.

This act changes the definition of "automobile transporter" to include recreational vehicles

This act also changes the current bridge formula structure. Currently, one weight formula applies to primary and interstate highways and another weight formula applies to supplementary highways. The act establishes one statewide weight structure. The Highways and Transportation Commission is allowed to establish maximum weight and speed limits for vehicles using bridges that are in such condition that weights specified by the standard weight formula will endanger the bridge. Special posting is required in such cases. This provision is similar to that contained in HB 1970 (2000).

This act also increases the allowable width for special permits for vehicles hauling lumber products and earth moving equipment. The maximum width is currently 14 feet wide; the act removes this reference. This is similar to a provision contained in HB 1979 (2000).

This act imposes an additional fine of \$250 for speeding in a construction zone if a construction worker is present. The act also requires the Department of Transportation to erect signs to warn drivers that a \$250 fine will be imposed for speeding in the work zone. The act also authorizes counties to assess a \$75 fine for speeding in a construction zone if a construction worker is present and appropriate signs have been posted. These provisions were contained in SB 683 (2000) and HB 338 (1999).

This act allows school bus exhaust tailpipes to extend two inches beyond the perimeter of the body or bumper. Current law does not allow the exhaust tailpipes to protrude from the bus at all. This provision is similar to one contained in SB 541 (2000).

DESCRIPTION (continued)

This act requires drivers to take certain actions, including yielding the right-of-way when

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possible, when an emergency vehicle is approaching. This is similar to the provision contained in SB 91 (2001).

The act requires drivers to follow traffic directions given by sheriffs and deputy sheriffs in the state. Failure to do so will be a class A misdemeanor.

This act revises registration requirements for historic vehicles such that the vehicle must be more than 25 years old.

The act adds collisions involving serious injury or fatality to circumstances which may be deemed as giving consent to drug & alcohol content tests for drivers involved.

The act allows for operation of motor vehicles by individuals 15 and over as a part of a driver's education program.

The act revises regulations for registration of commercial vehicles and trailers by the highway reciprocity commission.

The act adds requirements that must be met to drive vehicles through railroad crossings.

This proposal would create an alternative method of obtaining temporary driving permit. The required twenty hours of behind-the-wheel driving experience may include time spent in a driver training program taught by a driver training instructor holding a valid driver education endorsement from the Department of Elementary and Secondary Education or by a qualified instructor of a private driver's education program.

Under current law, no person may operate a vehicle with vision-reducing material applied to a windshield, sidewing, or window located to the left and right of the driver which reduces visibility from within or into the motor vehicle. Use of vision-reducing material with 35% light transmission is permitted only with a physician's prescription.

This proposal permits any person to use vision-reducing material with a light transmission of 35% or less, plus or minus 3%, and a luminous reflectance of 35% or more, plus or minus 3%, on the side and rear windows of a vehicle

The proposal also attempts to allow applicants for a drivers license, who possess a valid license from any other state, to be waived from taking the complete drivers examination.

DESCRIPTION (continued)

Senate Amendment 1:

This amendment requires the director of revenue to suspend an individual's driving privilege license if convicted of stealing fuel. A first offense would suspend the driving privilege for sixty days, a second offense would suspend the driving privilege for ninety days, and a third or subsequent offense would suspend the driving privilege for 180 days. A person must pay a fee of \$25 to have their license reinstated.

Senate Amendment 2:

This amendment allows sheltered workshops to be defined as a political subdivision, as used to determine if a motor vehicle is required to be registered with the Department of Revenue.

Senate Amendment 3:

This amendment takes out various sections of the Senate Committee Substitute.

Senate Amendment 4:

This amendment states that an applicant may make a donation of \$2 to promote organ donor programs and that at the time of application, a licensee must be asked whether he or she would like to make a donation.

Senate Amendment 5:

This part of the proposal mandates that towing companies shall grant access to insurance personnel for the purposes of inspection, appraisal and photographs of property at no charge and without requiring any surety.

Senate Amendment 6:

This amendment would place the BAR90 motor vehicle inspection and maintenance program, currently administered solely in Franklin County, entirely under the rulemaking jurisdiction of the Missouri Air Conservation Commission. Rulemaking authority is currently granted to the Superintendent of the Missouri Highway Patrol.

The proposal revises language regarding certificates and stickers by requiring that a certificate of approval be issued according to Commission rule for vehicles which are inspected and found to comply with the standards. Emissions inspection stations shall no longer be required to purchase

DESCRIPTION (continued)

forms and stickers from the Highway Patrol. However, emissions inspection stations are required to furnish forms and stickers of approval as required by Commission rule.

Under the proposal, fees for BAR90 motor vehicle emissions inspections shall be collected by the Department of Natural Resources, rather than the Highway Patrol. All such fee revenues shall be used solely by the Department of Natural Resources to administer and enforce the BAR90 motor vehicle emissions inspection program.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space. However, the MSHP noted that an emission inspection program is mandated by the United States Congress pursuant to the Federal Clean Air Act, 42 U.S.C. 7401, et seq.

Senate Amendment 8:

Updates several sections regarding specialized license plates, including the Congressional Medal of Honor motor vehicle license plate, combat infantryman motor vehicle license plate, Pearl Harbor motor vehicle license plate, purple heart motor vehicle license plate and the World War II Veteran motor vehicle license plate.

The amendment also adds the Respect Life License Plate, which can be issued after a \$25 contribution (\$50 contribution for a bi-annual registration) to the Missouri Alternatives to Abortion Support Fund. Until the balance of this new fund exceeds \$1 million, not more than one-half of the money in the fund shall be available for disbursement. When the State Treasurer certifies that the assets in the fund exceed \$1 million, all credited earnings plus all future credits to the fund from all sources shall be available for disbursement to abortion services by grants to, or contracts with, private agencies that are;

1. Established and operating primarily to provide alternatives to abortion services and that do not perform or refer for abortions or hold themselves out as performing or referring for abortions;
2. Located in this state; and
3. Exempt from local income taxation pursuant to the United State Internal Revenue Code.

The amendment also establishes a specialized license plate for "CLERGY".

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

SOURCES OF INFORMATION

Department of Transportation
Department of Economic Development
Division of Motor Carrier & Railroad Safety

Department of Revenue
Department of Public Safety
Missouri State Highway Patrol
Department of Elementary & Secondary Education
Office of State Courts Administrator
Office of Prosecution Services
Office of State Public Defender
Office of the Attorney General
Department of Corrections
Department of Natural Resources
Office of the State Treasurer

NOT RESPONDING

**St. Louis Police Department, Kansas City Police
Department, Jefferson City Police Department,
Columbia Police Department**



Jeanne Jarrett, CPA
Director

May 16, 2001