

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 1369-01
Bill No.: HB 729
Subject: Licenses - Motor Vehicle; Revenue Dept.; Transportation
Type: Original
Date: March 12, 2001

FISCAL SUMMARY

ESTIMATED NET EFFECT ON STATE FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
Total Estimated Net Effect on <u>All</u> State Funds	\$0	\$0	\$0

ESTIMATED NET EFFECT ON FEDERAL FUNDS			
FUND AFFECTED	FY 2002	FY 2003	FY 2004
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	\$0	\$0	\$0

Numbers within parentheses: () indicate costs or losses.

This fiscal note contains 3 pages.

FISCAL ANALYSIS

ASSUMPTION

Officials from the **Department of Revenue** (DOR) assume this proposal would 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 would provide for one-stop convenience for commercial motor operators.

DOR is uncertain how many individuals would take advantage of this one-stop concept; however, if all registered motor vehicle owners apply with the Highway Reciprocity Commission 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.

DOR is assuming these Motor Carriers currently visit Branch Offices. Therefore, if all applicants were to apply with the HRC it would decrease the number of transactions in the Division of Motor Vehicle and Drivers Licensing and the Department could re-allocate the required FTE to the HRC if necessary. If in fact Motor Carriers currently visit Fee Agent Offices, the DOR would not have FTE available to re-allocate to the HRC; therefore, the HRC would have to request the additional FTE through the normal budget process.

Oversight assumes the number of registrations which would be handled by the HRC instead of fee agents as a result of this proposal would be minimal.

Officials from the **Department of Transportation** assume no fiscal impact to their agency.

<u>FISCAL IMPACT - State Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>FISCAL IMPACT - Local Government</u>	FY 2002 (10 Mo.)	FY 2003	FY 2004
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT - Small Business

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

DESCRIPTION

This legislation would make technical revisions to motor vehicle licensing provisions by allowing commercial motor vehicle applicants to conduct their licensing business with the Highway Reciprocity Commission instead of the DOR Division of Motor Vehicle and Driver Licensing.

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

SOURCES OF INFORMATION

Department of Revenue
Department of Transportation

NOT RESPONDING

Missouri Highway Patrol



Jeanne Jarrett, CPA
Director
March 12, 2001