

**LEGISLATIVE FISCAL OFFICE**  
**Fiscal Note**



Fiscal Note On: **HB 582** HLS 26RS 746

Bill Text Version: **ENGROSSED**

Opp. Chamb. Action:

Proposed Amd.: **w/ PROP HSE FLOOR AMD**

Sub. Bill For.: **REVISED**

<b>Date:</b> May 18, 2026	11:31 AM	<b>Author:</b> BAYHAM
<b>Dept./Agy.:</b> Department of Public Safety; Office of Motor Vehicles		<b>Analyst:</b> Katherine Granier
<b>Subject:</b> Reinstatement fees for lapses of vehicle liability security		

MTR VEHICLE/OFFICE EG DECREASE SG RV See Note Page 1 of 1  
Provides relative to reinstatement fees for lapses of vehicle liability security

Present law provides sanctions and reinstatement fees for a lapse in motor vehicle liability security. Present law requires a reinstatement fee for a lapse in vehicle security be \$100 per violation for lapses in coverage between one (1) to thirty (30) days. Proposed law reduces a reinstatement fee for a lapse in vehicle security from \$100 per violation to \$75 for lapses in coverage between one (1) to thirty (30) days. Present law requires a reinstatement fee for a lapse in vehicle security be \$250 per violation for lapses in coverage between thirty-one (31) to ninety (90) days. Proposed law reduces a reinstatement fee for a lapse in vehicle security from \$250 per violation to \$200 for lapses in coverage between thirty-one (31) to ninety (90) days. Present law requires a reinstatement fee for a lapse in vehicle security be \$500 per violation for lapses in excess of ninety (90) days. Proposed law reduces a reinstatement fee for a lapse in vehicle security from \$500 per violation to \$400 for lapses in coverage between in excess of ninety (90) days. Proposed law increases grace period before the imposition of a reinstatement fee.

EXPENDITURES	2026-27	2027-28	2028-29	2029-30	2030-31	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Agy. Self-Gen.	<b>SEE BELOW</b>	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Annual Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

REVENUES	2026-27	2027-28	2028-29	2029-30	2030-31	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Agy. Self-Gen.	<b>DECREASE</b>	<b>DECREASE</b>	<b>DECREASE</b>	<b>DECREASE</b>	<b>DECREASE</b>	
Ded./Other	<b>DECREASE</b>	<b>DECREASE</b>	<b>DECREASE</b>	<b>DECREASE</b>	<b>DECREASE</b>	
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Annual Total</b>						

**EXPENDITURE EXPLANATION**

Proposed law will require a one-time indeterminable SGR expenditure within the Department of Public Safety (DPS), Office of Motor Vehicles (OMV) to program and test software. The LFO believes that any additional IT work associated with this measure will be incremental in nature, and that the department can potentially accomplish these tasks utilizing existing resources and budget authority. To the extent that numerous pieces of legislation are enacted that require additional programming efforts, DPS may require additional resources.

While the proposed law does not otherwise directly impact state expenditures, it does reduce SGR and Statutory Dedications out of the Real Time Insurance Verification System Fund used to support certain functions within the Department of Public Safety, specifically a portion of State Police trooper salaries and the general operating costs of the Office of Motor Vehicles. To the extent that the legislature continues to fund activities in the Department of Public Safety supported by these revenues at the same or a diminished level in subsequent fiscal years, the funding sources supporting the base expenditures must be replaced by SGF or another revenue source to supplant the loss of SGR and statutory dedications. These activities would compete for annual SGF resources along with other significant SGF supported services and activities of the state.

**REVENUE EXPLANATION**

Proposed law will decrease self-generated revenues in the Department of Public Safety, Office of Motor Vehicles (OMV) as well as decrease revenues in the statutorily dedicated Real Time Insurance Verification System Fund as a result of reducing reinstatement fees on insurance cancellations from \$100 per violation to \$50 for lapses in coverage between sixteen (16) to thirty (30) days for first-time cases. Monies from the Real Time Insurance Verification Fund are used within the Office of State Police for trooper salaries. SGR collected by OMV in excess of appropriation is deposited into the SGF.

For illustrative purposes, using historical averages from FY 22 through FY 25, the table below reflects a total estimated loss of \$415,550.

	Average	Old Fee	New Fee	Diff	Decrease	Total
16-30 Days Lapse (first time)	8,311	\$100	\$50	(\$50)	(\$415,550)	(\$415,550)

Senate Dual Referral Rules  
 13.5.1 >= \$100,000 Annual Fiscal Cost {S & H}  
 13.5.2 >= \$500,000 Annual Tax or Fee Change {S & H}

House  
 6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}  
 6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}

**Patrice Thomas**  
**Deputy Fiscal Officer**