

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 4510S.04P
 Bill No.: Perfected SS for SB 1033
 Subject: Agriculture; Air Quality; Environmental Protection; Federal - State Relations;
 Licenses - Motor Vehicle; Motor Vehicles; Department of Natural Resources;
 Department of Natural Resources; Transportation; Department of Transportation
 Type: Original
 Date: April 20, 2026

Bill Summary: This proposal creates provisions relating to the regulation of air quality.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND

FUND AFFECTED	FY 2027	FY 2028	FY 2029
General Revenue	(\$127,726)	More or Less than (\$4,224,349)	More or Less than (\$4,224,349)
Total Estimated Net Effect on General Revenue	(\$127,726)	More or Less than (\$4,224,349)	More or Less than (\$4,224,349)

ESTIMATED NET EFFECT ON OTHER STATE FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Missouri Air Emission Reduction Fund (1267)*	(Unknown)	More or Less than \$1,076,200	More or Less than \$1,076,200
Air Pollution Fee Fund Subaccount (1594)	\$0	More or Less than \$3,148,149	More or Less than \$3,148,149
Total Estimated Net Effect on Other State Funds	(Unknown)	More or Less than \$4,224,349	More or Less than \$4,224,349

*Oversight assumes the Unknown loss of emissions inspection fees will be less than \$250,000

Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Federal Highway Funds*	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)
Total Estimated Net Effect on <u>All</u> Federal Funds	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)

*Oversight notes the loss of federal funds due to noncompliance could be substantial and more than \$250,000.

ESTIMATED NET EFFECT ON FULL TIME EQUIVALENT (FTE)

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on FTE	0	0	0

- 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
Local Government	\$0	\$0	\$0

FISCAL ANALYSIS

ASSUMPTION

§643.315 – Emissions Inspections for Farm Vehicles Over Ten Years Old

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

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

- Update procedures, forms, and correspondence
- Updates to system(s)
- Update Department website
- Send communications to contracted license offices and other contracted stakeholders
- Train internal and contract license office staff

FY 2027 – Motor Vehicle Bureau

Associate Research/Data Analyst 30 hrs. @ \$31.16/hr. = \$935

Research/Data Analyst 20 hrs. @ \$37.14/hr. = \$743

Administrative Manager 10 hrs. @ \$51.40/hr. = \$514

FY 2027 – Systems Analysis & Support

Associate Research/Data Analyst 393 hrs. @ \$31.16/hr. = \$12,246

Research/Data Analyst 98 hrs. @ \$37.14/hr. = \$3,640

Administrative Manager 49 hrs. @ \$51.40/hr. = \$2,519

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 = \$22,586

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 testing and development @ \$225/hr. = **\$18,000**

DOR notes OA-ITSD services will be required at a cost of **\$109,726** in FY 2027 (1,045 hours x \$105 per hour).

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.

Revenue Impact

DOR notes, regarding the removal of emissions inspections, the Motor Vehicle Bureau does not project a change in revenue. The Department defers to the Department of Natural Resources for any federal compliance conflicts.

Officials from the **Missouri Department of Transportation (MoDOT)** assume the requirement for vehicle emissions inspections is a control measure, cited in the Missouri DNR State Implementation Plan (SIP), to reduce pollution.

If this exception is established and vehicle emissions testing is not met according to federal regulations, the SIP would have to be amended to remove this control measure. In order to stay within federal compliance with the Clean Air Act, some other pollution control mechanism would need to replace it. If pollution control goals are impeded, MoDOT could face the possibility of having discretionary funding prescribed for projects that have pollution reduction benefits sometime in the future, or even withheld completely. The redirection of federal funding to pollution reduction could affect other MoDOT projects, therefore, creating an unknown negative fiscal impact on MoDOT's program delivery program. According to MoDOT's 2025 Financial Snapshot, the State received over \$1.5 billion in federal revenues. At the discretion of the U.S. Environmental Protection Agency, up to all federal highway funding could be redirected or restricted, not just the federal dollars spent in the non-attainment area of the state.

Oversight assumes this proposal could impact federal funding if Missouri is found to be out of compliance; therefore, Oversight will reflect a \$0 or "Unknown" loss to federal highway funds.

Officials from the **Department of Natural Resources (DNR)** state the Gateway Vehicle Inspection Program (GVIP) is the state's program for administering the Clean Air Act mandated emission inspections for vehicles registered in the St. Louis area. Emission tests are required for motor registration renewals every two years and also between most ownership transfers. The fee for the emissions test is \$24, of which \$2.50 is paid to the State.

The proposed bill will exempt a new category of vehicles from the requirement to obtain a passing emission inspection before vehicle registration renewal.

This new category of vehicles to be exempted through the bill are motor vehicles over ten years old that are registered as local commercial motor vehicles used for farm or farming transportation operations, as described in §301.010, or that are otherwise defined as covered farm vehicles under federal laws and regulations.

The bill text at §643.315.2(13) would add a new exemption for emission inspections for motor vehicles over ten years old that are registered as local commercial motor vehicles used for farm or farming transportation operations. The bill would result in fewer required emission inspections for vehicles in the area, which would reduce fees collected by the state. According to Missouri Department of Natural Resource's data from 2023 and 2024, there were an average of approximately 330,000 vehicles that got an emissions inspection each year in the St. Louis area and that had model years that were ten years old or older. However, the number of these vehicles that would also meet the new exemption criteria based on classification as a farm vehicle is unknown. Therefore, the projected reduction in fee revenue that would result from the new exemption is also **unknown**.

The vehicle emission inspection program is a required program under the Federal Clean Air Act (CAA) and is part of Missouri's EPA-approved State Implementation Plan (SIP) to address ozone nonattainment status in the St. Louis area. EPA is obligated by the Clean Air Act to approve or disapprove all revisions to the SIP. The CAA also includes an anti-backsliding provision at CAA Section 110(l), which prevents EPA from approving any revision to the SIP that would interfere with attainment or reasonable further progress towards attainment with respect to any federal outdoor air quality standard.

If this bill is enacted, the department would need to revise the state's rule for the emission inspection program (10 CSR 10-5.381) and then submit that rule change as a SIP revision for EPA approval along with a demonstration showing that the new exemption would not conflict with the Clean Air Act's anti-backsliding provisions. The team member time needed to develop the rulemaking and demonstration is estimated at 750 hours for an Environmental Program Specialist position. This would be a one-time cost to the department of **\$31,163**. The department anticipates being able to absorb these costs. However, until the FY 2027 budget is final, the department cannot identify specific funding sources.

Fiscal Impact Summary

The projected reduction in fee revenue to fund 1267 (Air Emission Reduction Fund) that would result from the new exemption is unknown.

Salary for Environmental Program Specialist to author rule and anti-backsliding demonstration: 750 hr @ \$41.55/hr = \$31,163 (based on an annual salary of \$86,434 not including fringe and indirect). The department anticipates being able to absorb these costs. However, until the FY 2027 budget is final, the department cannot identify specific funding sources.

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

Oversight will reflect an “Unknown” loss to the Air Emission Reduction Fund for the loss of fees due to farm vehicles not being required to have an emissions inspection. Oversight assumes this loss will be less than \$250,000.

Oversight notes there was a balance of \$1,920,987 in the Air Emission Reduction Fund as of December 31, 2025.

§§640.220 & 643.350 – Department of Natural Resources Funds

Officials from the **Department of Natural Resources (DNR)** state that the bill text at 640.220.2. adds new language that would prevent unexpended funds from the Natural Resources Protection Fund to be reverted to the general revenue fund of the state beginning July 1, 2027. Currently, any unexpended funds in the subaccounts of the Natural Resources Protection Fund are reverted to general revenue by the amount that exceed the preceding biennium’s collections. This provision for reverting unexpended funds from the Natural Resources Protection Fund into the general revenue fund has not been triggered in the last ten (10) years for any of the Air Pollution Control Program subaccounts. However, it is unknown what impact the bill language may have in future years. In the event the bill language would prevent funds in the air program subaccounts of the Natural Resources Protection Fund from reverting to the general revenue fund in the future, it would not impact total state revenue, but it would result in a decrease in general revenue and an increase in funding for the air program subaccounts of the Natural Resources Protection Fund. Therefore, the fiscal impact to the department as a result of this provision in the bill is \$0 to unknown.

The bill text at 640.220.3 adds new language that would redirect five percent of the sales and use tax derived from the electric power sector (NAICS code 221122) from the state’s general revenue fund to the air pollution permit fees subaccount of the natural resources protection fund. During the five-year period from FY21 – FY25, the average annual value equal to five percent of these sales and use taxes is \$3,148,149. While this language would not affect total state revenue, it is expected that each year starting in FY2028, department funding for the Air Pollution Control Program would increase by this amount, and the state’s general revenue fund would decrease by this amount because of the bill. This amount will vary each year and may increase over time depending on the actual sales and use tax collected from the electric power sector (NAICS code 221122).

The bill text at 643.350.4. removes existing statutory language. The removal of the language would prevent fees collected for the Missouri Air Emission Reduction Fund for our Gateway Vehicle Inspection Program (GVIP) to be redirected to the general revenue fund of the state beginning July 1, 2027. Currently, all fees collected through this program between January 1st thru June 30th may be redirected to the general revenue fund if in the immediately preceding fiscal year, the state’s net general revenue did not increase by two percent or more. Due to the condition in the current statute for redirecting funds from GVIP fees to general revenue (i.e. general revenue does not increase by two percent or more from the previous year), the GVIP fees are not redirected to general revenue every year. Since 2010, this condition has

been met several times, where GVIP funds from January through June were redirected to general revenue. In two of the more recent years in which this happened (2020 and 2021), the average funding amount redirected from GVIP fees to general revenue was \$1,076,200 per year. FY 2024 General Revenue (GR) collections increased by 1.5% compared to FY 2023 collections which would trigger a revenue redirect in FY25. The department requested the Office of Administration approve an exemption from the redirection of GVIP funds for FY25, but this request was not approved. The department is preparing to request another exemption from the revenue redirect in FY26 due to GR revenues below 2% the prior fiscal year. It is unknown in which future years that general revenue will not increase by two percent or more and thus trigger the GVIP fees to be redirected to general revenue from January through June based on the current statutory text, but with this bill language, the funds would not be redirected to general revenue in any year starting July 1, 2027, even if this condition is met. Therefore, the department is estimating a range in fiscal impact from \$0 - \$1,076,200 each year starting in fiscal year 2028 due to this provision in the bill. The fiscal impact range does not impact total state revenue, but any positive amount would increase department revenue and decrease general revenue by the amount that is not redirected.

Fiscal Impact Summary:

640.220.2

FY 27: No impact

FY 28 and beyond: \$0 to unknown increase to Air Pollution Permit Fee Fund Subaccount (Fund 1594) and corresponding decrease of \$0 to unknown to General Revenue.

640.220.3

FY 27: No impact

FY 28 and beyond: The annual impact is estimated at approximately \$3,148,149 decrease in General Revenue and a corresponding increase of approximately \$3,148,149 to the Air Pollution Permit Fee Fund Subaccount (Fund 1594). Amount is based on a 5-year average of the annual sales and use taxes collected from the power sector.

643.350.4

FY 27 No impact

FY 28 and beyond: \$0 - \$1,076,200 increase each year starting in fiscal year 2027 to the Missouri Air Emission Reduction Fund (Fund 1267) with a corresponding decrease of \$0 - \$1,076,200 to General Revenue

Total

FY 27: No impact

FY 28 and beyond: \$3,148,149 - \$4,224,349 increase for Department with corresponding decrease of \$3,148,149 - \$4,224,349 for General Revenue.

Oversight does not have information to the contrary and therefore, Oversight will reflect the estimates as provided by DNR as more or less than in the fiscal note.

Oversight notes there was a balance of \$3,534,779 in the Air Pollution Permit Fee Fund Subaccount (1594) as of December 31, 2025.

Oversight notes there was a balance of \$1,920,987 in the Missouri Air Emission Reduction Fund (1267) as of December 31, 2025.

Officials from the **Department of Revenue (DOR)** state that currently the Department of Natural Resources receives funding that is placed in subaccounts. These subaccounts are set up to periodically to revert any remaining revenue to general revenue. Section 640.220.2 of this proposal would starting July 1, 2027, allow the subaccounts to keep their revenue and not be subject to the sweep of funds. DOR defers to the DNR for the impact on the subaccounts.

Section 640.220.3 starting July 1, 2027, and each year thereafter would require that the Commissioner of the Office of Administration determine the amount of general revenue received from the state sales and use tax for electric power distribution from companies registered under the NAIC code 221122. Five percent of this funding is to be transferred to the air pollution permit fee subaccount annually.

The NAIC code 221122 are the companies that engage in either (1) operating electric power distribution systems or (2) operate as electric power brokers or agents that arrange the sale of electricity. DOR notes that as of August 28, 2024, electricity distribution is exempt from sales and use tax. However, this bill requires that companies registered with the NAIC code 221122 have their tax subject to this proposal.

Given that electricity distribution became exempt from sales tax in August 2024, DOR does not have enough information to determine how much of the funds listed under NAIC code are for electric distribution and how much is from other things these companies do. The NAIC code 221122 may have sales tax from other NAIC codes listed in it, as companies only use one code to register with DOR for sales tax.

DOR cannot predict how many companies previously registered under NAIC code 221122 would change their registered NAIC code to account for other work companies do. Nor can DOR account for the number of locations that the companies own that exclusively do electric power generation and can be removed from their locations list for sales tax reporting. Therefore, DOR is unable to predict how much may actually be transferred per this proposal.

DOR records show that several companies are registered using the NAIC code of 221122. In FY 2024 companies submitted taxable sales equal to \$1,972,576,941. The DOR assume that some of this funding may be available to transfer. The general revenue portion of the state sales tax 3%. That would result in state sales tax for general revenue of \$59,177,308. This proposal would allow up to 5% of that amount to be transferred to these subaccounts. This proposal could result in up to \$2,958,865 being transferred.

DOR assumes this proposal would require DOR to still deposit the sales tax money the DOR receives into general revenue per current procedures and then the Commissioner of Administration would move it. Therefore, this will not fiscally impact DOR.

In response to similar legislation, SB 953 (2026), officials from the **Office of Administration - Budget and Planning (B&P)** assumed the following regarding this proposal:

§640.220 – Power Distribution Sales Tax Transfer

Beginning FY28, this section would require OA to determine how much GR sales tax was collected in the prior calendar year from NAICS code 221122 (electric power distribution). The Treasurer shall then transfer 5% of the amount collected to the Air Pollution Permit Fees fund. Monies in the fund will no longer revert to GR at the end of the biennium and monies shall only be used to operate the air pollution control program.

B&P notes that in FY25, taxable sales attributable to NAICS 221122 were \$2,210,219,165. This would indicate that about \$66,306,575 ($\$2,210,219,165 \times 3\%$) in GR sales tax was collected. Therefore, B&P estimates that approximately \$3,315,329 ($\$66,306,575 \times 5\%$) could be transferred from GR to the Air Pollution Permit Fee fund annually, starting with FY28.

Section 643.350.4 - Inspection fee — contractor to remit portion, deposit in Missouri air emission reduction fund, use of, balance not to lapse — moneys may be deposited into general revenue fund, when — supplementation of funds.

DNR reported that six redirections of funds have occurred between FY 2010 and FY 2024, averaging \$1,012,490. An FY 2025 redirection should have been \$1,041,734 but did not happen and will be a transfer to GR in FY 27. Another redirection is expected for FY 2026 of approximately \$1.05M. DNR reported that the Missouri Air Emission Reduction Fund (1267) will become insolvent with the latest two redirections at this level.

§643.675 – Air Dispersion Modeling for Cotton Gins

Officials from the **Department of Natural Resources (DNR)** state the bill text adds a new Section 643.675, which states that cotton gins that are not a Class A source are not required to submit air dispersion modeling to the department in order to obtain a construction permit for the cotton gin. The department assumes it would need to amend state rule 10 CSR 10-6.060, and since that rule is part of Missouri's federally approved state implementation plan for the Clean Air Act, the amendment would need to be submitted to EPA as a plan revision for approval. The team member time needed to develop the rulemaking is estimated at 350 hours for an Environmental Program Specialist position. This would be a one-time cost to the department of \$14,543. The department anticipates being able to absorb these costs. However, until the FY27 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. The department anticipates that EPA approval of the plan revision would be challenging, and could lead to a disapproval of the change and possibly a federal action calling for the state to

change the state rule back to match the federally approved version of the rule, with the potential for EPA to impose sanctions (highway funding) at its discretion if the state does not comply with the call for the change.

Fiscal Impact Summary:

FY27: One-time cost for salary for Environmental Program Specialist to author rule amendment: 350 hr @ \$41.55/hr = \$14,543 (based on an annual salary of \$86,434 not including fringe and indirect). The department anticipates being able to absorb these costs. Absorbing these costs would divert resources from other priorities and core assignments of department team members. However, until the FY27 budget is final, the department cannot identify specific funding sources. FY28 and beyond: unknown impact with potential for highway funding sanctions if EPA does not approve the amendment as a change to the federally approved Clean Air Act plan.

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 section. If multiple bills pass which require additional staffing and duties at substantial costs, DNR could request funding through the appropriation process.

For fiscal note purposes, Oversight assumes the state will comply with federal guidelines; therefore, Oversight will not reflect the potential loss of federal highway funds.

Responses regarding the proposed legislation as a whole

Officials from the **Missouri Department of Agriculture, Office of Administration, and Office of the State Treasurer** each assume the proposal will 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.

Officials from the **Department of Public Safety - Missouri Highway Patrol** defer to the Department of Natural Resources for the potential fiscal impact of this proposal.

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
GENERAL REVENUE			
<u>Revenue Loss</u> – DNR (§640.220.2) Unexpended balance within the Natural Resources Protection Fund subaccounts no longer reverting to General Revenue. p.6-8	\$0	\$0 to (Unknown)	\$0 to (Unknown)
<u>Revenue Loss</u> – DNR (§640.220.3) Redirect of 5% of the sales and use tax derived from the electric power sector to the Air Pollution Permit Fee Subaccount p.6-8	\$0	More or Less than (\$3,148,149)	More or Less than (\$3,148,149)
<u>Revenue Loss</u> – DNR (§640.350.4) GVIP funds no longer being reverted to General Revenue. p.6-8	\$0	\$0 or More Less than (\$1,076,200)	\$0 or More Less than (\$1,076,200)
<u>Cost</u> – DOR (§643.315) FUSION p.3	(\$18,000)	\$0	\$0
<u>Cost</u> – DOR/OA ITSD (§643.315) p.3	(\$109,726)	\$0	\$0
ESTIMATED NET EFFECT ON GENERAL REVENUE	<u>(\$127,726)</u>	More or Less than <u>(\$4,224,349)</u>	More or Less than <u>(\$4,224,349)</u>
MISSOURI AIR EMISSION REDUCTION FUND (1267)			
<u>Savings</u> – DNR (§640.350.4) GVIP funds no longer being reverted to GR p.6-8	\$0	\$0 or More or Less than \$1,076,200	\$0 or More or Less than \$1,076,200
<u>Revenue Loss</u> – DNR (§643.315) Emissions inspection fees not required for exempted farm vehicles p.5	(Unknown)	(Unknown)	(Unknown)
ESTIMATED NET EFFECT ON THE AIR EMISSION REDUCTION FUND	<u>(Unknown)</u>	More or Less than <u>\$1,076,200</u>	More or Less than <u>\$1,076,200</u>

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
AIR POLLUTION PERMIT FEE FUND SUBACCOUNT (1594)			
<u>Savings</u> – DNR (§640.220.2) Unexpended balance within the Natural Resources Protection Fund subaccounts no longer reverting to GR p.6-8	\$0	\$0 to Unknown	\$0 to Unknown
<u>Revenue Gain</u> – DNR (§640.220.3) Redirect of 5% of the sales and use tax derived from the electric power sector p.6-8	\$0	More or Less than \$3,148,149	More or Less than \$3,148,149
ESTIMATED NET EFFECT ON THE AIR POLLUTION PERMIT FEE FUND SUBACCOUNT	\$0	More or Less than \$3,148,149	More or Less than \$3,148,149
FEDERAL HIGHWAY FUNDS*			
<u>Loss</u> – MoDOT (§643.315) Potential loss of funds if Missouri is found to be out of compliance p.4	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)
ESTIMATED NET EFFECT ON FEDERAL HIGHWAY FUNDS	\$0 or (Unknown)	\$0 or (Unknown)	\$0 or (Unknown)

*Oversight notes the loss of federal funds due to noncompliance could be substantial.

<u>FISCAL IMPACT – Local Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
	\$0	\$0	\$0

FISCAL IMPACT – Small Business

Small farming operations could be impacted as a result of this proposal.

FISCAL DESCRIPTION

The act creates provisions relating to the regulation of air quality.

EXPENDITURE OF MONEYS IN FUNDS BY THE DEPARTMENT OF NATURAL RESOURCES (Sections 640.220 and 643.350)

Under the act, before June 30, 2027, any unexpended balance in the subaccounts of the Natural Resources Protection Fund exceeding the preceding biennium's collections shall revert to the General Revenue Fund at the end of each biennium.

Beginning July 1, 2027, any unexpended balance in the subaccounts of the Fund that exceeds the preceding biennium's collections shall not revert to the General Revenue Fund.

Beginning July 1, 2027, and annually on July 1 of each succeeding year, the Commissioner of Administration shall use taxable sales reports to estimate the amount of state general revenue sales and use tax derived from electric power distribution in the immediately preceding calendar year and shall report such amount to the state treasurer. The state treasurer shall transfer certain amounts from the general revenue sales as described in the act.

The act repeals certain provisions relating to the transfer of funds from the Missouri Air Emission Reduction Fund.

MOTOR VEHICLES EMISSION INSPECTION REQUIREMENTS (Section 643.315)

This act provides that motor vehicle emissions inspection requirements shall not apply to motor vehicles over 10 years old that are registered as local commercial vehicles and used for farm or farming transportation operations, or that are otherwise defined as "covered farm vehicles" under federal law.

COTTON GINS (Section 643.675)

The act provides that an owner or operator of a cotton gin, defined as a machine that separates cotton fibers from cotton seeds, that emits a certain amount of air contaminants, as described in the act, shall not be required to submit air dispersion modeling, as defined in the act, to the Department of Natural Resources to obtain a construction permit for the cotton gin.

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 Natural Resources
Missouri Department of Transportation
Missouri Department of Agriculture
Office of the State Treasurer
Department of Public Safety - Missouri Highway Patrol
Office of Administration - Budget and Planning
Office of Administration



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April 20, 2026



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