

COMMITTEE ON LEGISLATIVE RESEARCH
OVERSIGHT DIVISION

FISCAL NOTE

L.R. No.: 5400S.01I
 Bill No.: SB 1182
 Subject: Counties; Motor Vehicles
 Type: Original
 Date: February 27, 2026

Bill Summary: This proposal authorizes counties to provide vehicle weight exemptions for certain vehicles.

FISCAL SUMMARY

ESTIMATED NET EFFECT ON GENERAL REVENUE FUND

FUND AFFECTED	FY 2027	FY 2028	FY 2029
Total Estimated Net Effect on General Revenue	\$0	\$0	\$0

ESTIMATED NET EFFECT ON OTHER STATE FUNDS

FUND AFFECTED	FY 2027	FY 2028	FY 2029
State Road Fund (1320)*	\$0 to Could exceed (\$312,000)	\$0 to Could exceed (\$312,000)	\$0 to Could exceed (\$312,000)
Total Estimated Net Effect on <u>Other</u> State Funds	\$0 to Could exceed (\$312,000)	\$0 to Could exceed (\$312,000)	\$0 to Could exceed (\$312,000)

*Estimated cost to reanalyze 1% of the bridges on the state system.
 Numbers within parentheses: () indicate costs or losses.

ESTIMATED NET EFFECT ON FEDERAL FUNDS

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

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 to Could exceed (\$423,000)	\$0 to Could exceed (\$423,000)	\$0 to Could exceed (\$423,000)

*Estimated cost to reanalyze 1% of the bridges owned by counties, cities, and special road districts.

FISCAL ANALYSIS

ASSUMPTION

§304.184 – Vehicle Weight Limit Restrictions

Officials from the **Missouri Department of Transportation (MoDOT)** assume this bill would allow counties to enact weight increases per axle with no restrictions on vehicle configuration. Increased weight limits, especially shorter, heavier loads, will cause additional wear on the roadway system. This cost would be ongoing and difficult to quantify as it would decrease the life span of both roads and bridges.

If counties enacted this weight increase, structures across the state would need to be reanalyzed for the higher weight limit. This would be a significant undertaking for the approximately 24,500 bridges in the state. At an estimated \$3,000-\$5,000 per bridge for consultants to do the load rating and determine load postings (if applicable), it would cost MoDOT State Road Fund approximately \$30-\$50 million for the 10,400 bridges on the state system and local public agencies approximately \$40-\$70 million for the 14,100 bridges owned by counties, cities, and special road districts.

Oversight is uncertain how many structures (if any) would need to be reanalyzed for higher weight limits. Therefore, Oversight will reflect a cost that could exceed \$0 (no structures reanalyzed) to 1% of the bridges each fiscal year to the State Road Fund and to local political subdivisions.

$10,400 * .01 = 104 * \$3,000 = \$312,000$ (State Road Fund)
 $14,100 * .01 = 141 * \$3,000 = \$423,000$ (local political subdivisions)

Officials from the **Department of Revenue** and **Missouri Highway Patrol** 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.

Oversight only reflects the responses that we have received from state agencies and political subdivisions; however, county commissioners 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.

<u>FISCAL IMPACT – State Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
STATE ROAD FUND (1320)			
<u>Cost</u> – MoDOT (§304.184) Reanalyze structures for weight increases p.3	\$0 to Could exceed (\$312,000)	\$0 to Could exceed (\$312,000)	\$0 to Could exceed (\$312,000)
ESTIMATED NET EFFECT ON THE STATE ROAD FUND (1320)	\$0 to Could exceed (\$312,000)	\$0 to Could exceed (\$312,000)	\$0 to Could exceed (\$312,000)

<u>FISCAL IMPACT – Local Government</u>	FY 2027 (10 Mo.)	FY 2028	FY 2029
LOCAL POLITICAL SUBDIVISIONS			
<u>Cost</u> – (§304.184) Reanalyze structures for weight increases p.3	\$0 to Could exceed (\$423,000)	\$0 to Could exceed (\$423,000)	\$0 to Could exceed (\$423,000)
ESTIMATED NET EFFECT ON LOCAL POLITICAL SUBDIVISIONS	\$0 to Could exceed (\$423,000)	\$0 to Could exceed (\$423,000)	\$0 to Could exceed (\$423,000)

FISCAL IMPACT – Small Business

Small construction businesses could be impacted as a result of this proposal.

FISCAL DESCRIPTION

This act authorizes a county commission to allow any truck, tractor-trailer, or other combination engaged in transporting material or equipment to a construction site where economic activity occurs or will occur to operate with a weight not to exceed 22,400 pounds on one axle or a weight not to exceed 44,800 pounds on any tandem axle, provided that such vehicle shall not operate on the interstate highway system in excess of the weight limits imposed by federal statute and shall not exceed the width and length limitations provided in current law.

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
Missouri Highway Patrol



Julie Morff
Director
February 27, 2026



Jessica Harris
Assistant Director
February 27, 2026