



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2743		DATE: 1/22/2026
COMMITTEE: Government Efficiency		
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: MARK FIEGENBAUM		PHONE NUMBER: 573-690-8580
REPRESENTING: MISSOURI FARM BUREAU		TITLE:
ADDRESS:		
CITY:		STATE: MO
		ZIP:
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/22/2026 12:00 AM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.		



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: RONALD REILING		PHONE NUMBER: 314-602-0758	
REPRESENTING: MWACA -MIDWEST AUTO CARE ALLIANCE		TITLE:	
ADDRESS: 2920 ELMCREST DR.			
CITY: SAINT CHARLES		STATE: MO	ZIP: 63301
EMAIL: ron@mwaca.org	ATTENDANCE: Written	SUBMIT DATE: 1/13/2026 4:06 PM	
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

January 13, 2026

Re: Opposition to HB1692, HB1695, HB 1938, HB 1983, HB 2036, HB 2662 and HB2743 –
**REPEAL AND/ OR CHANGES TO THE MISSOURI STATE MOTOR VEHICLE SAFETY INSPECTION
PROGRAM**

Dear Honorable Representatives,

The Midwest Auto Care Alliance (MWACA) and its 530 plus Automotive Service and Repair business members are opposed to any legislation that would repeal, change or weaken the Missouri State Vehicle Safety Program.

The effectiveness of the program is well documented. The data confirms that states with Safety Inspection Programs show that the fatality due to mechanical failure is half compared to the states that do not require vehicle safety inspections.

Currently, safety inspections are not required for registration of a motor vehicle having less than 150,000 miles for the 10-year period following the model year of manufacture.

Did you know that 51 percent of Missouri’s fleet is 10 years old or older?

The average failure for a vehicle safety defect is 18 percent. This number increases with the age of vehicles. Vehicles 11-15 years old = 20.8 percent defective rate, vehicles age 16-20 = 25.4 percent defective rate.

The Missouri State Safety Inspection Program and GVIP Federally Mandated Emission Inspections are two separate inspections that are tied together.

Another element of the program includes the School Bus Safety Inspections that will not be funded without the Safety Inspection Program.

St. Louis, St. Charles, and Franklin Counties will **STILL BE REQUIRED** to obtain an Emissions Inspection.

Here are a couple things we have heard about the program from legislators in the past:

- It’s inconvenient. We do many things every day that are inconvenient. Once every two years is hardly inconvenient. Saving lives has now become inconvenient?

- People always get things repaired when there is a problem. They take care of what is needed. If you

watch while you are driving you will see vehicles with headlights, taillights and brake lights burned out on a consistent basis. This is a simple and obvious failure that goes unrepaired. How can you expect drivers to find serious defects under their car? If they did do what they are responsible for we wouldn't need laws for mandatory car insurance and mandatory seatbelt laws to name a few.

- Inspections don't make any difference in accidents. The MSHP report, The Carnegie Mellon University report and the 2017 University of Texas Study say different!

- Missouri State Highway Patrol Safety Inspection Study (Fatal Crash Analysis) is from 2010 the last page (15). Nationwide fatalities due to mechanical failure are 1 out of every 65.9 in states with no safety inspections. In Missouri it is 1 out of 130. That's almost twice as many in states with no inspections.

- From Carnegie Mellon University (2015).

- 1–2 fewer safety related fatalities per billion VMT in a state with versus without a safety inspection program. Based on this paper's model results, they find Pennsylvania benefits from between 127 and 187 fewer fatalities each year, as a result of the vehicle safety inspection program. Applying the value of a statistical life to these fatality avoidance's, this benefit of lives saved is then compared to user costs of the inspection program. The authors of the Cambridge paper conclude that in every case, the benefits outweigh the calculated program costs by at least \$100M, making the program worthwhile to continue to implement. Future work should include an in-depth analysis of current inspection program costs, including costs to both the user and the state, versus the program's benefits in reducing fatalities.

- 2017 University of Texas Study that was requested by the Texas Legislation. The findings from this study's analysis indicate that the Inspection Program saves lives and enhances safety. The CTR team strongly recommends the following:

- Retain the Inspection Program.

- Conduct a further study to consider whether potential additional inspection items, such as tire age and recall information, should be included in the Inspection Program to further enhance highway safety in Texas.

- Cars are so advanced today we don't need safety inspections. This is true from the collision aspect of newer vehicles but does not do anything for safety items such as steering and suspension, brakes and exhaust just to mention a few items.

- When I get my oil changed, they inspect my car. The inspection you receive from getting an oil change is not even in the same ballpark. Missouri's Safety Inspection is one of the most comprehensive in the industry, not a quick 30-point glance to see what you can find.

- There were 15 deaths (2018) due to mechanical failure with Biannual Safety Inspection program. What will it be without?

Here's what you are not hearing:

- School Bus Safety Inspections: (increased safety risk for children) If the Safety Inspection Program fades away so will the funding to perform the school bus inspections. How will these mandated inspections be funded? Put the burden on the school districts? It would also eliminate any administrative penalties (i.e. suspensions, revocations) for official "school bus inspection" stations for failing to conduct a proper school bus inspection that is required to be conducted by an "official inspection station" 60 days prior to the beginning of a school year. (307.375 RSMo)

- States without safety inspections have twice as many fatalities due to mechanical failure than Missouri does. This data does not include accidents that occurred with no injuries.

- Two million dollars of road funding will be lost. Two million of the 30 million collected from the program goes to the road fund. Is this wise with a crumbling infrastructure we keep hearing about?

- State Highway Patrol troopers will be pulled off the roads to do trailer ID/OD and school bus inspections. Fewer Troopers on the road patrolling.

Please feel free to contact me with any questions or if you would like copies of the 3 studies.
Respectfully,

Ron Reiling
MWACA Lobbyist
ron@mwaca.org

314-602-075



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COMMITTEE: Government Efficiency		
TESTIFYING: <input type="checkbox"/> IN SUPPORT OF <input checked="" type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: SARAH BERRY		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 1/21/2026 9:24 AM

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I respectfully oppose HB 2743 because it weakens Missouri’s long-standing vehicle safety framework without providing an equivalent or superior public-safety alternative. Vehicle age and mileage are not reliable indicators of mechanical safety.

Brake failure, suspension defects, tire degradation, and steering malfunctions routinely occur well below 150,000 miles. Eliminating inspections for broad classes of vehicles shifts Missouri from preventative safety oversight to post-incident accountability — a move that increases roadway risk for all drivers.

This bill also exposes the state and its political subdivisions to increased liability. When preventable crashes occur, the legislative decision to remove inspection requirements will become part of the factual and legal record. That is not fiscal responsibility.

Additionally, HB 2743 creates unequal enforcement by maintaining inspection burdens on older vehicles — disproportionately affecting lower-income Missourians — while exempting newer vehicles regardless of actual mechanical condition.

Motor vehicle inspections are a core exercise of the state’s police power to protect life and property. Weakening that framework without a compelling safety substitute is neither prudent nor defensible.

For these reasons, I urge the committee to oppose HB 2743.