



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 1811		DATE: 2/15/2024
COMMITTEE: Transportation Accountability		
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: ARNIE C. "HONEST-ABE" DIENOFF-STATE PUBLIC ADVOCATE		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL: arniedienoff@yahoo.com	ATTENDANCE: Written	SUBMIT DATE: 2/8/2024 11:59 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.		



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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: DIANE HUMPHREY		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL: dianehumphrey148@gmail.com	ATTENDANCE: Written	SUBMIT DATE: 2/12/2024 9:15 PM

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Justice for baby Jaxx! He was not a employee of modot



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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: DON BICKHAUS		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL: doniibecky@yahoo.com	ATTENDANCE: Written	SUBMIT DATE: 2/10/2024 5:55 PM
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I heartily agree!



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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: RANDY SCHERR		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL: rjscherr@swllc.us.com	ATTENDANCE: Written	SUBMIT DATE: 2/8/2024 8:00 AM
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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: JAY WUNDERLICH		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME: MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION		TITLE:
ADDRESS:		
CITY: JEFFERSON CITY		STATE: MO
		ZIP: 65102
EMAIL: jay.wunderlich@modot.mo.gov	ATTENDANCE: Written	SUBMIT DATE: 2/7/2024 5:12 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.		

Dear Chairman Mayhew and Members of the Committee on Transportation Accountability, I am writing on behalf of the Missouri Highways and Transportation Commission (the Commission) to express the Commission's opposition to House Bill (HB) 1811. The current non-partisan, independent Commission structure, in place since the 1921 Centennial Road Law, helps ensure that the State Highway System (SHS) is built, improved and maintained in a fair and equitable manner that is in the best interest of all system users. The Commission's current structure, with each member serving as an at-large member and charged with representing the interests of all areas of the state, helps ensure that no area of the state is favored or receives an unjust proportion of highway and bridge improvement or maintenance funding. Furthermore, the current text of the Missouri constitution seeks to insulate the Commission from partisan politics by requiring that "not more than one half of [Commission] members ... be of the same political party." Eliminating politics from the Commission's operation helps prevent the often-shifting political winds from influencing the Commission's distribution of funds for the planning, maintenance and construction of the SHS. Likewise, amending section 226.030, RSMo, to permit Commission members to be removed by a two-thirds vote of the General Assembly (GA) could unnecessarily inject partisan politics into the currently non-partisan Commission. Subjecting Commission members to removal when the governor is "fully satisfied of his inefficiency, neglect of duty, or misconduct in office" is sufficient to ensure that the volunteer members of the Commission remain committed to the best interests of Missouri road users. Finally, amending section 226.030, RSMo, to require the Governor to appoint Commission members from a list approved by the GA is not appropriate for the Department of Transportation or in the best interest of Missouri road users and taxpayers. To do so would unduly subject potential Commission members to political pressure and would be an invitation to corruption, political favors and quid pro quo. HB 1811 would eliminate many of the statutory protections that Missouri citizens and road users established, unduly inject politics into highway planning and construction, and revert highway improvement planning and funding to political exercises. For all of these reasons and more, the Commission strenuously opposes HB 1811 and hopes you will consider the Commission's position as you decide whether to advance or vote down the bill. Yours very truly, Terry L. Ecker, Chairman W. Dustin Boatwright, P.E., Vice Chairman



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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: JEFF GLENN		PHONE NUMBER:
REPRESENTING: MISSOURIANS FOR TRANSPORTATION INVESTMENT		TITLE: EXECUTIVE DIRECTOR
ADDRESS: P.O. BOX 772		
CITY: CAPE GIRARDEAU		STATE: MO
		ZIP: 63702
EMAIL: info@mfti.org	ATTENDANCE: Written	SUBMIT DATE: 2/7/2024 1:37 PM

THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.

Missourians for Transportation Investment (MFTI) would like to submit the following testimony on House Bill 1811 (HB 1811). MFTI supports the proposed language in HB 1811 that expands the highways and transportation commission to one member from each congressional district, with no more than half thereof to be members of the same political party; except that, if there is an odd number of members serving on the commission, no more than one-half plus one shall be of the same political party. MFTI supports the proposed language that allows commissioners to be removed from the commission if they have been found by unanimous vote of the other commissioners to have moved such commissioner's residence from the congressional district from which such commissioner was appointed. MFTI supports the proposed language that would remove a commissioner upon an affirmative vote by two-thirds of the house of representatives and two-thirds of the senate to remove such commissioner. MFTI supports the proposed language that would ban direct or indirect gifts of any tangible or intangible item, service, or thing of value from any paid lobbyist or lobbyist principal. MFTI opposes the proposed language that would require the governor to select nominees from lists submitted by the general assembly. The proposed language would require those lists to be approved by two-thirds of the house and two-thirds of the senate.