



MISSOURI HOUSE OF REPRESENTATIVES  
**WITNESS APPEARANCE FORM**

BILL NUMBER: <b>HB 2568</b>		DATE: <b>2/22/2024</b>
COMMITTEE: <b>Transportation Accountability</b>		
<b>TESTIFYING:</b> <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES		
<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>ARNIE C. "HONEST-ABE" DIENOFF-STATE PUBLIC ADVOCATE</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:                  ZIP:
EMAIL: <b>arniedienoff@yahoo.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/8/2024 11:59 PM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		

**We NEED to Elect Transportation Commissioners from all eight (8) Congressional Districts and have a Commissioner Elected At-Large State-Wide.**



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<b>INDIVIDUAL:</b>			
WITNESS NAME: <b>ARNIE C. "HONEST-ABE" DIENOFF-STATE PUBLIC ADVOCATE</b>		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL: <b>arniedienoff@yahoo.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/22/2024 11:58 PM</b>	

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I am in Support of this Bill. We NEED much NEEDED Respect, Responsibility, Accountability and Transparency from the State Transportation Commission and the Missouri Department of Transportation. Patrick McKenna from the State of New Hampshire is bad for Our "Show-Me-State." It is all about Patrick and the heck with Our Six (6) Missourians. We NEED to Elect a State Transportation Commission, Comprised of Eight (8) Members Elected in each of Our State's Congressional Districts and the Chairman of the Commission shall Be Elected State-Wide. I am in favor of making this change and having the State Transportation Commission Accountable to We the People!



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>DIANE HUMPHREY</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:                  ZIP:
EMAIL: <b>dianehumphrey148@gmail.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/12/2024 9:15 PM</b>
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**Justice for baby Jaxx! He was not a employee of Modot**



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

Dear Chairman Mayhew and Members of the Committee on Transportation Accountability, We are writing on behalf of the Missouri Highways and Transportation Commission (the Commission) to express the Commission's opposition to House Bill (HB) 2568. 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 require the Governor to appoint Commission members from a list approved by the General Assembly 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. Finally, highway construction projects are expensive and funds are expended from the State Road Fund to pay for these projects. These projects require long-rang planning and funding stability to delivery large investments in transportation infrastructure. This is only possible by vesting the authority to expend these funds in an independent Commission, free from partisan politics, ensuring that these important projects are both planned and completed as promised to Missourians. HB 2568 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 2568 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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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>RANDY SCHERR</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:      ZIP:
EMAIL: <b>rjscherr@swllc.us.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/8/2024 8:00 AM</b>
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<b>WITNESS NAME</b>		
<b>REGISTERED LOBBYIST:</b>		
WITNESS NAME: <b>JEFF GLENN</b>		PHONE NUMBER:
REPRESENTING: <b>MISSOURIANS FOR TRANSPORTATION INVESTMENT</b>		TITLE: <b>EXECUTIVE DIRECTOR</b>
ADDRESS: <b>P.O. BOX 772</b>		
CITY: <b>CAPE GIRARDEAU</b>	STATE: <b>MO</b>	ZIP: <b>63702</b>
EMAIL: <b>info@mfti.org</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/7/2024 1:55 PM</b>

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Missourians for Transportation Investment (MFTI) would like to submit the following testimony on House Bill 2568 (HB 2568). Current proposed language in HB 2568 would change existing state law to state, "The highways and transportation commission shall consist of six members until December 1, 2026, at which time the number of members may be changed as established by law..." This language seems unnecessary as the number of commissioners could also be changed "as established by law" prior to December 1, 2026. MFTI supports the proposed language in HB 2568 that prohibits more than one member of the highways and transportation commission residing in the same congressional district at the same time. Current proposed language in HB 2568 states that "If reapportionment results in the elimination of a congressional district, the most senior member of the commission shall serve the remainder of the member's term, after which time that seat will no longer exist." This language could result in more than one commissioner residing in a single congressional district. If reapportionment were to eliminate a congressional district, the possibility exists that two commissioners, neither of whom are the most senior member of the commission, could reside in the same congressional district. This language could be revised to state, "If reapportionment results in two commission members residing in the same congressional district, the most senior member of that congressional district shall serve the remainder of the member's term, after which time that seat will be assigned to a congressional district without a current commission member, or in the event every congressional district is represented by a member on the commission, that seat shall no longer exist." Current proposed language in HB 2568 states that "No member shall be appointed to replace a member from the same congressional district and no member shall be appointed from a congressional district until each district has been represented by a member at least once." Some clarification may be needed. It is entirely possible that each congressional district has already been represented by a member at least once in the history of the commission. MFTI opposes the proposed language in the bill that would allow commission members to fill vacancies on the commission if the governor fails to fill a vacancy on the commission within thirty days and also opposes the process outlined in proposed language to fill those types of vacancies.