



MISSOURI HOUSE OF REPRESENTATIVES  
**WITNESS APPEARANCE FORM**

BILL NUMBER: <b>HJR 98</b>		DATE: <b>2/8/2024</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>2/1/2024 11:47 PM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		

I am in Favor of this Bill and getting Patrick McKenna and his Henchmen under control, into reality and make them Responsible, Accountable and Transparent. They are currently the Jefferson City Cigar Toting Country Club Folk dining on Filet Mignon and Lobster, Caviar and Dom Perignon "P2" Brut Champagne. The State Transportation Commission is way out-of-bounce, out-of-control and suing the State General Assembly in two (2) different lawsuits. In addition, the Administration and Commission are breaking several State Laws and Chapter #610 of the Revised State Statues of Missouri. Enough is Enough as Patrick McKenna gave himself a 30% Pay Raise!



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<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>		



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>DON BICKHAUS</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:                  ZIP:
EMAIL: <b>doniibecky@yahoo.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>1/29/2024 8:52 AM</b>

**THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.  
Absolutely...it's time this irresponsible department is sufficiently monitored and controlled.**



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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>2/1/2024 8:22 AM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		

We are writing on behalf of the Missouri Highways and Transportation Commission (the Commission) to express the Commission’s opposition to House Joint Resolution (HJR) 98. The Statewide Transportation Improvement Plan (STIP) represents the Commission’s rolling five-year state highway construction and improvement plan. Each year, the Commission undertakes an exhaustive, grass-roots highway construction and improvement planning process. This process begins locally as each regional planning commission and metropolitan planning organization works within financial constraints to prioritize local projects to be included in the STIP. The planning organizations then prioritize their local unfunded needs that are compiled as the “next up” projects to be completed if additional funds are secured. HJR 98 would eviscerate this process and subject the Commission’s highway construction and improvement planning process to often changing political winds. In addition to eliminating funding security, HJR 98 would have disproportionately negative impact on the rural and less populated areas of the state with fewer elected representatives in the General Assembly. For example, the City of Hannibal, Marion and Ralls counties, are currently represented by one representative and one senator in the Missouri General Assembly, whereas the City of Springfield and Greene County are represented by eight representatives and two senators. This disparity in representation would make securing funding for even simple preservation projects on road and bridges in northeast Missouri exceedingly difficult. In effect, most, if not all, highway improvement funds would be directed to the urban areas of the state, and those represented by the Speaker of the House, Senate President Pro Tem, Senate Appropriations Committee Chairperson and the House Budget Committee Chairperson with few funds remaining for the rest of the state. For these reasons, the Commission authorized me to voice our opposition to HJR 98. I hope you will consider the Commission’s position and reasons for opposition when determining whether to advance or withdraw the bill. Terry L. Ecker, Chairman W. Dustin Boatwright, P.E., Vice Chairman



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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 1:41 PM</b>

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

Missourians for Transportation Investment (MFTI) is opposed to House Joint Resolution 98 (HJR 98). This resolution, if approved by voters, would grant the general assembly veto power, by a simple majority, over any department of transportation spending plan including, but not limited to, the department's statewide transportation improvement program (STIP). The STIP is a five-year plan that guides transportation investments in Missouri. It is developed by the department of transportation in collaboration with local stakeholders such as Regional Planning Commissions (RPCs), Metropolitan Planning Organizations (MPOs) and Regional Councils of Governments (COGs). These local planning partners gather and discuss transportation needs in their areas to arrive at regional transportation priorities. These regional priorities are then weighed against priorities from other regions at the department of transportation district level, before eventually being considered in the context of transportation needs from other districts around the state. Local input is an important part of the existing process. Projects that are identified through the STIP process are often multi-year projects. Many of these projects start out in Year 5, or Year 4 of the STIP. As other projects are completed, these projects work their way down to Year 3, Year 2, and ultimately Year 1 of the STIP. The language under this resolution, if approved by voters, could allow the general assembly to leave a project on the list in the out-years (Years 5, 4, 3, etc.) then possibly veto those projects when they reach Year 2 or Year 1. To provide an example of the types of problems this language could create, a project could be slated for right-of-way acquisition in Year 3 of the STIP, then construction in Years 2 and 1. The general assembly, with this power, could allow the state to spend money on right-of-way acquisition one year, then veto the STIP the following year, preventing construction. In this scenario, the state would have paid for right-of-way for a project that wouldn't be constructed. In another scenario, a project could be scheduled for excavation work in Year 2, then paving in Year 1. If the general assembly decided to veto the STIP as that project reaches Year 1, the state would spend money to move dirt, but then not pave the project. These scenarios demonstrate the uncertainty that would be injected into the STIP process as a result of this language. That uncertainty could lead to a waste of state resources and more costly bids from those private sector companies that design and construct Missouri roads and bridges as they build that risk into their business models. Under the language in this resolution, some private sector companies may even choose not to bid on multi-year projects out of fear of projects being halted before they are completed.



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>KORTNIE HUDDLESTON</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:      ZIP:
EMAIL: <b>kortniehuddleston@gmail.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/8/2024 1:18 PM</b>

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The Missouri Department of Transportation should remain nonpartisan and serve the best interest of the people of Missouri. We have seen how partisan politics have plagued the Missouri General Assembly and giving them the power to veto any MODOT spending plan, including MODOT's Statewide Transportation Improvement Program, will only serve to stagnate any real infrastructure improvements in Missouri. Keep politics out of MODOT and oppose this bill.



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>MICHAEL DREYER</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:      ZIP:
EMAIL: <b>mdreyer93@gmail.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/8/2024 1:17 PM</b>

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<b>WITNESS NAME</b>			
<b>REGISTERED LOBBYIST:</b>			
WITNESS NAME: <b>PHILLIP ARNZEN</b>		PHONE NUMBER: <b>573-634-3511</b>	
REPRESENTING: <b>MISSOURI CHAMBER OF COMMERCE AND INDUSTRY</b>		TITLE: <b>DIRECTOR OF LEGISLATIVE AFFAIRS</b>	
ADDRESS: <b>428 E CAPITOL</b>			
CITY: <b>JEFFERSON CITY</b>		STATE: <b>MO</b>	ZIP: <b>65101</b>
EMAIL: <b>parnzen@mochamber.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/7/2024 5:31 PM</b>	

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**Our concern is this would cause problems with long term planning of infrastructure projects across the state.**





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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>RANDY SCHERR</b>		PHONE NUMBER: <b>573-636-6200</b>	
REPRESENTING: <b>MISSOURI CONCRETE ASSOCIATION</b>		TITLE:	
ADDRESS: <b>101 E. HIGH</b>			
CITY: <b>JEFFERSON CITY</b>		STATE: <b>MO</b>	ZIP: <b>65101</b>
EMAIL: <b>rjscherr@swllc.us.com</b>	ATTENDANCE: <b>In-Person</b>	SUBMIT DATE: <b>2/1/2024 7:41 AM</b>	
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<b>WITNESS NAME</b>		
<b>BUSINESS/ORGANIZATION:</b>		
WITNESS NAME: <b>RAY MCCARTY</b>		PHONE NUMBER: <b>573-634-2246</b>
BUSINESS/ORGANIZATION NAME: <b>ASSOCIATED INDUSTRIES OF MISSOURI; MISSOURI TRANSPORTATION AND DEVELOPMENT COUNCIL</b>		TITLE: <b>PRESIDENT/CEO</b>
ADDRESS: <b>3234 W TRUMAN BLVD</b>		
CITY: <b>JEFFERSON CITY</b>		STATE: <b>MO</b>
		ZIP: <b>65109</b>
EMAIL: <b>rmccarty@aimo.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>1/31/2024 4:33 PM</b>
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While we understand legislators' desire to exercise control over spending decisions made by MoDOT leaders, and certainly do not agree with some recent spending choices made by MoDOT, we do not believe this bill allowing the General Assembly veto authority over MoDOT spending plans is the best solution. Legislators should not determine the priority and timing of highway projects. The highways exist for the benefit of all Missourians, not just those occupying the majority of legislative seats at any particular time.



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>SUSAN GIBSON</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:      ZIP:
EMAIL: <b>Onesuegibson@protonmail.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>1/27/2024 2:17 PM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		