



MISSOURI HOUSE OF REPRESENTATIVES  
**WITNESS APPEARANCE FORM**

BILL NUMBER: <b>HB 1069</b>		DATE: <b>2/4/2025</b>
COMMITTEE: <b>Government Efficiency</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>In-Person</b>	SUBMIT DATE: <b>2/4/2025 11:46 PM</b>

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

**I am in Support of this Bill and abolishing Safety Inspections and expanding License Plate Renewals to five (5) Years. Please see my video Committee Testimony.**



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<b>WITNESS NAME</b>			
<b>REGISTERED LOBBYIST:</b>			
WITNESS NAME: <b>HAMPTON WILLIAMS</b>		PHONE NUMBER: <b>417-793-0673</b>	
REPRESENTING: <b>MISSOURI INSURANCE COMMITTEE</b>		TITLE:	
ADDRESS: <b>220 W. HIGH STREET, SUITE B</b>			
CITY: <b>JEFFERSON CITY</b>		STATE: <b>MO</b>	ZIP: <b>65101</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>2/4/2025 12:00 AM</b>	
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<b>WITNESS NAME</b>		
<b>BUSINESS/ORGANIZATION:</b>		
WITNESS NAME: <b>MIKE MOEHLKAMP</b>		PHONE NUMBER: <b>314-831-5843</b>
BUSINESS/ORGANIZATION NAME: <b>GARY's AUTO SERVICE</b>		TITLE:
ADDRESS: <b>1779 NORTH HIGHWAY 67</b>		
CITY: <b>FLORISSANT</b>		STATE: <b>MO</b>
		ZIP: <b>63033</b>
EMAIL: <b>mike@garysautoonline.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/3/2025 7:56 PM</b>

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I am in opposition to this bill. The vehicle safety inspection insures that the vehicle operating on Missouri roadways or in sound working condition for the vehicle operator as well as the other commuters sharing the same roadways. As a auto repair shop owner with the current inspection program we see vehicles come in for their bi-annual federal emissions test that if a safety inspection were performed would fail. Items like severely wore tires (cord showing), brakes that are grinding, and worn steering and suspension items. these vehicles leave the shop without these concerns addressed because the owners don't want them fixed. The items mentioned above are not monitored by the computer(s) on the vehicle nor can they be seen while the vehicle is going down the road. They require a visual inspection! I would like to invite the members of this committee visit my shop or any shop the does safety inspections to see what is inspected.



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<b>WITNESS NAME</b>			
<b>REGISTERED LOBBYIST:</b>			
WITNESS NAME: <b>RONALD G REILING</b>		PHONE NUMBER: <b>314-602-0758</b>	
REPRESENTING: <b>MIDWEST AUTO CARE ALLIANCE (MWACA)</b>		TITLE:	
ADDRESS: <b>2920 ELMCREST DR.</b>			
CITY: <b>SAINT CHARLES</b>		STATE: <b>MO</b>	ZIP: <b>63301</b>
EMAIL: <b>ron@mwaca.org</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/3/2025 5:54 PM</b>	

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

Re:                    **Opposition to HB 334 (Kelley) and HB 1069 (Farnan) – REPEAL THE MOTOR VEHICLE SAFETY INSPECTION PROGRAM** Dear Honorable Representatives, The Midwest Auto Care Alliance (MWACA) and its 522 Automotive Service and Repair business members are opposed to any legislation that would 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 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. • It's a \$30 million tax cut. This is not a tax; it is a fee for services rendered. If you want to hang your hat on a tax cut maybe it should be for more than \$6 a year. (Fee is \$12 every two years). You can't fill your gas tank or even take your family out to dinner with this "huge" tax cut. • 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 inspections are funded through the State Safety Inspection Program. (You can contact MSHP to verify) How will it be funded now? Put more burdens on school districts?
- 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. This bill is bad for Missouri, and UNFAIR to lower income citizens who must drive older vehicles because of their economic situation. 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](mailto:ron@mwaca.org) 314-602-075



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