



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 1692		DATE: 1/15/2026	
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: CAMELLIA PETERSON		PHONE NUMBER: 417-726-9475	
REPRESENTING: AMERICANS FOR PROSPERITY		TITLE:	
ADDRESS: PO BOX 94			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65102
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/15/2026 12:00 AM	
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: LEEON GRANT		PHONE NUMBER: 417-551-2167	
BUSINESS/ORGANIZATION NAME: CHRISTIAN BROTHERS AUTOMOTIVE SPRINGFIELD		TITLE: OWNER	
ADDRESS: 2315 W REPUBLIC RD.			
CITY: SPRINGFIELD		STATE: MO	ZIP: 65807
EMAIL: lee.grant@cbauto.net	ATTENDANCE: Written	SUBMIT DATE: 1/14/2026 8:25 PM	

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My name is Leevon Grant, I have owned and operated a very busy auto repair shop in Springfield, Missouri for the last 12 years. We are projecting \$4mil revenue this year and I employ 14 people.

During my time as a shop owner, I have made an effort to closely watch the Missouri Vehicle Inspection program. Every few years a bill is introduced to reduce it's scope or remove the program. I have closely watched such bills, read budget reports, spoken with my peers and observed our industry organizations responses and news media. My industry has launched mild opposition each time, however the reasoning and testimony they provide has always been inadequate and short-sighted. You will not hear support of these bills from any other auto shop owner, because their research is undeveloped.

1) From a purely business view, the program is harmful. It redirects a huge amount of valuable resources (physical space, time, personnel). I have over a decade of data showing that it is a net loss. In 2025 we performed 1,091 safety inspections resulting in a net labor loss of \$193,000 for shop labor only not counting office labor or lost revenue. The total loss figuring missed revenue profit per labor hour is closer to \$400,000-500,000. Our average sales success for customers who WANT to be in our door is 47% but safety inspection only customers who are required to be in our door that figure is less than 20%. Our average inspection only customer is also much more likely to be unhappy and leave a poor review affecting my reputation, especially upon failure. I am giving my business to the state for the "benefit" of being an administrative partner. This is revenue that could be used to hire, train, enrich and retain employees.

Why don't you hear this from other shops? Because the most vocal supporters of the program are often not very good at this business and cannot organically retain and attract a customer base. At worst they are using the program to prop up their car counts, and even selling unnecessary repairs at the expense of the public. At best they haven't taken the time to consider the effect on their business in detail. And then there are the "rubber" stamp stations.

2) The program itself is antiquated and inadequate. Delete it or overhaul it is the only solution. The handbook is based on 1950's technology and has been poorly band-aided for 70 years. The most important safety concerns (such as tires) are weakly addressed while other costly items are over-applied. Example, your vehicle frame could be rusted into pieces or poorly repaired and I cannot fail your inspection because it just simply isn't addressed.

The program is poorly administered by MSHP. They can and will overrule an inspection station failure for an upset person in a blatant disregard for the manual, while pulling an inspector's license for a gray area, during an undercover "gotcha" investigation. There is no attempt at partnership, training and education. Only adversarial game-playing. The exam is needlessly difficult and study guide woefully poor. The overall budget, while not large is needless net loss for the state for the state as well.

3) It is a needless tax on citizens, of both time and money. I see exasperated individuals who cannot afford either the time off work or the expense in my shop at the end of every month. Often times in tears. Single moms toting their kids to three, four, five inspection stations hoping to catch one with availability before their registration expires.

The most commonly cited studies claiming that states with safety inspections are up to 5% safer are easily refuted. More careful studies indicate the difference is almost negligible. And Missouri is said to have one of the most strict inspections. I have interviewed MSHP major accident investigators, to find that the data they collect doesn't at all correlate to the safety program. Faulty equipment is so rarely cited, and isn't categorized in a way that is useful to the public. Meaning we have no real world correlations that can attest to the effectiveness of the program.

I am willing to testify to all of this if these bills make it past committee and gain any traction.

Regards,

Leevon Grant
Christian Brothers Automotive
Springfield, Missouri
417-551-2167



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: MARK FIEGENBAUM		PHONE NUMBER: 573-690-8580	
REPRESENTING: MISSOURI FARM BUREAU		TITLE: DIRECTOR OF STATE AND LOCAL AFFAIRS	
ADDRESS: 701 S. COUNTRY CLUB DR.			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65102
EMAIL: mark.fiegenbaum@mofb.org	ATTENDANCE: Written	SUBMIT DATE: 1/15/2026 7:42 AM	
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We feel that Missouri's vehicle inspection law does not or has not worked in making for safer vehicles. We want to thank the Representative for recognizing the burden that this causes constituents and support these efforts to reform these regulations.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: NIMROD CHAPEL JR.		PHONE NUMBER: 816-309-5009	
BUSINESS/ORGANIZATION NAME: MO NAACP STATE CONFERENCE		TITLE: PRESIDENT	
ADDRESS: 311 W. HIGH ST.			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/15/2026 12:00 AM	
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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: TONY SHEPHERD		PHONE NUMBER: 636-240-5009
REPRESENTING: ABATE FOR MISSOURI		TITLE:
ADDRESS: 500 HIGHWAY P		
CITY: O FALLON		STATE: MO
		ZIP: 63366
EMAIL: abatemo@yahoo.com	ATTENDANCE: In-Person	SUBMIT DATE: 1/15/2026 4:21 AM

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Retired Union Master Tech and know of many reputable shops that still do inspections as a loss to shop time/revenue. Many if not most of the shops will inspect your vehicle when you stop in for normal service, oil change, tires, tune up?? I also know of several 'Bad Apples' out there preying on the public. Normally you have to drop vehicle off after getting appt. You wait anxiously to get a call saying it passed or failed. Passing -- no problem.. Failed then you get a quote/bid for repair. Your kinda locked in at that time on repair due to time constraints around needing vehicle for work or whatever. It's difficult getting second opinion as is recommended. Many times your looking at additional cost and time spent wanting to get verification recommended repair.

Many other States have dropped this program and the hazard rate of defective/broken/failed vehicles is minimum within 5-10%.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: GUS ADKINSON		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 1/14/2026 3:17 PM	
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I am owner of GAPS Automotive Repair located in Columbia I oppose this bill and any bill that would repeal, change or weaken the Missouri State Vehicle Safety Inspection Program.



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WITNESS NAME		
BUSINESS/ORGANIZATION:		
WITNESS NAME: JAMES COPELAND		PHONE NUMBER: 573-474-5574
BUSINESS/ORGANIZATION NAME: MIDWEST AUTOWORX (COLUMBIA)		TITLE: PRESIDENT
ADDRESS: 2001 RANGELINE ST		
CITY: COLUMBIA		STATE: MO
		ZIP: 65202
EMAIL: jcopeland@midwestautoworx.com	ATTENDANCE: In-Person	SUBMIT DATE: 1/14/2026 2:57 PM

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

My name is James Copeland, I am the owner of Midwest Autoworx Inc. in Columbia MO, I am opposed to any bill that weakens, degrades or removes motor vehicle state inspections in MO. I have been in the auto repair business for over 40 years and have seen the degradation to the MO Motor Vehicle Inspection Program, I have to admit that I am not a fan of big government, but I do think that safety of the motorist, especially the unsuspecting motorist that maintains their own cars regularly, is at risk by many individuals that do not care or do not understand the danger in driving a vehicle that they could lose control of at high speeds! We inspect over a hundred cars a month and some of these vehicles should not have been driven to our inspection station! The government believes in making it a law to wear seat belts for the protection of the individuals in the car, a law on using phones when driving, and a law for obtaining a license for you vehicle which is a state inspection to make sure your vehicle is safe to drive. These were all put in place to save lives and do! The inspection program is self funded and the cost is cheap at \$12, that is a bargain for customers, and the program should continue with out anymore degradation!



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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: MELISSA FORBIS		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 1/14/2026 3:08 PM
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I own two automotive shops: MC Fleets, 1005 N Fairview Rd, Columbia, MO 65203 and Automotive Specialist, 1201 Old 63 N, Columbia, MO 65201. I OPPOSE this bill and/or any bill that would repeal, change or weaken the Missouri State Vehicle Safety Inspection Program. I understood when we went to not requiring them for vehicles that are Up to 10 Years old or less than 150,000 but we are pushing that.

The data I have seen shows that states WITH Safety Inspection Programs shows HALF of fatality due to mechanical failure compared to states that do not require vehicle safety inspections. People do not go under their vehicles to take the time to inspect them. The older the vehicle, more things can fail. Without any inspections I am VERY concerned that fatalities will go up in Missouri. Emissions and Missouri State Safety Inspections are two SEPERATE inspections but are tied together. I am worried about safety and fatalities before I am worried about Emissions. Thank you for your time and consideration



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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	
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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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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: SARAH BERRY		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 1/14/2026 1:36 PM	

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Opposition to HB 1692

I oppose HB 1692 because it combines sweeping changes to vehicle registration, safety inspections, emissions inspections, and enforcement authority into a single, over-consolidated bill that is neither targeted nor proportionate. This section alone restructures emissions inspection requirements in a way that prioritizes administrative convenience over fairness, transparency, and real-world outcomes. HB 1692 creates a rigid, model-year-based emissions inspection regime that treats vehicle age as a proxy for environmental risk, rather than actual emissions performance or usage. This approach disproportionately burdens working families, rural residents, and low-mileage drivers while carving out exemptions that are inconsistent and difficult to navigate. Requiring affidavits, waivers, and biennial compliance for vehicles that may pose minimal environmental impact reflects policy overreach, not sound environmental stewardship.

Finally, tying registration approval directly to electronic verification of inspection data expands enforcement power without adequate guardrails, accountability, or demonstrated public benefit. Missouri can pursue clean air goals without expanding surveillance, paperwork, and penalties through a single, omnibus bill. These issues deserve narrower, evidence-based legislation — not a one-size-fits-all mandate. For these reasons, HB 1692 should be opposed.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: BRANDON KOCH		PHONE NUMBER: 573-893-4241	
REPRESENTING: MISSOURI INSURANCE COALITION		TITLE: EXECUTIVE DIRECTOR	
ADDRESS: 220 EAST HIGH STREET STE B			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65101
EMAIL: brandon@moinsurancecoalition.com	ATTENDANCE: Written	SUBMIT DATE: 1/15/2026 12:35 PM	

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While Missouri Insurance Coalition is not testifying in opposition to the bill, there is a concern that without some type of vehicle inspection process, more unsafe vehicles will be allowed to operate on the road.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: LT. ALEX VIVAS		PHONE NUMBER: 816-896-9931	
BUSINESS/ORGANIZATION NAME: MISSOURI STATE HIGHWAY PATROL		TITLE: LT./CHIEF OF STAFF	
ADDRESS: 1510 E. ELM ST.			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/15/2026 12:00 AM	
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