



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

| | | | |
|--|-------------------------------|--|----------------------|
| BILL NUMBER: HB 1838 | | 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: 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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Bout Time!! Yes it's a real headache keeping these current and have little use on the road.**



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

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 1:48 PM |
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Opposition Testimony – HB 1838

HB 1838 creates an unjustified safety exemption for certain vehicles that still operate on public roads. A vehicle does not become less dangerous because it is labeled “farm-related.” When uninspected vehicles share highways with families, school buses, and commuters, the risk is shifted from the vehicle owner onto the public. Safety inspections are not regulatory theater—they exist to catch brake failures, steering defects, lighting issues, and structural hazards before someone is injured or killed. This bill removes a basic safeguard with no credible evidence that it improves safety or reduces harm. More concerning, HB 1838 signals a legislative willingness to trade public safety for convenience. If inspection requirements are burdensome, the responsible solution is targeted relief, modernized inspection standards, or fee adjustments—not blanket exemptions that erode uniform safety rules. Missouri’s roads are already under strain. Lowering safety standards for any class of vehicle that operates on them is reckless, not reform. For these reasons, HB 1838 should be rejected.



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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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