



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 1939		DATE: 1/27/2026	
COMMITTEE: Transportation			
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ARNIE C. AC "HONEST-ABE" DIENOFF		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE:	SUBMIT DATE: 1/27/2026 12:00 AM	
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: LILIANA TASLER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 1/26/2026 5:28 PM	
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WITNESS NAME		
INDIVIDUAL:		
WITNESS NAME: CATHY BROWN		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE: ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 1/27/2026 10:56 AM
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I want to share a circumstance that would be negatively impacted by this legislation. I have a friend who does not drive a car, but operates a golf cart with skill and safety. His local ordinances allow him to traverse his community in this way. If that were not allowed, he would be practically homebound, losing independence, his network in the community, opportunities for employment and opportunities to be out and about contributing to the community economically. I urge you to continue to let local municipalities create guidelines that work for their particular environment and their citizens.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: DENISE C GOULD		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 1/27/2026 11:56 AM	

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I hope my testimony is not to late. I was only made aware of this potential legislation about an hour ago.

My son is 42 years old and has disabilities but has been able to live on his own for the last 20+ years with accommodations and minimal personal supports. He is proud of his independence. He has worked at Marriott Residence Inn for 18 years. He has a large natural community of friends , supports and neighbors. He has lived in Winghaven in O'Fallon, MO for all of those independent years. We have worked very hard to minimize public funded supports, while keeping David and his neighborhood safe. David uses a golf cart and has for those 20+ years with absolutely no accidents and driven it safely on the city streets to get to Massa's and Subway both of which know him and watch out for him. He uses it to visit many of those neighbors and friends to remain an active contributing member of his community. He is fondly known as the "mayor of Winghaven". His golf cart has more than the required safety features and has a governor to moderate his speed. We went to the city council in O'Fallon to modify their ordinance to make the needed accommodations to insure that David was a legal driver in his neighborhood. My husband and I are well into our 70's and had thought that we had put into place the necessary resources for the sustainability of David's successful and independent life.

In conclusion, I request that this bill does not become an instrument to take David's fulfilling and independent life away from him and as a result require additional, expensive supports from the state.



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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: 1/25/2026 11:16 PM	

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HB 2939 is framed as a transparency measure, but in practice it functions as a political control mechanism over infrastructure planning, not a good-faith accountability reform.

The Statewide Transportation Improvement Program (STIP) already operates under extensive federal and state reporting requirements, including detailed project accounting, audits, and public disclosure tied to federal transportation funding. HB 2939 adds duplicative reporting mandates without providing funding, staffing, or administrative support — an unfunded mandate that diverts resources away from actual road and bridge construction.

More concerning, this bill politicizes transportation planning by forcing expenditures to be organized and scrutinized strictly by county, rather than by safety, engineering need, traffic flow, or regional impact.

Missouri’s transportation system does not stop at county lines, and neither should its planning.

This structure invites political pressure, score-keeping, and retaliation — not better roads.

HB 2939 also raises separation-of-powers concerns. The General Assembly appropriates funds, but execution and administration belong to the executive branch. Requiring post-completion reports to individual counties and annual legislative reporting at this level of granularity risks legislative micromanagement of an executive function, contrary to Article II, Section 1 of the Missouri Constitution.

Transparency is not achieved by drowning agencies in paperwork after the fact.

Transparency is achieved by clear budgets, open audits, and enforceable oversight — all of which already exist. This bill creates administrative drag while offering no new enforcement, no fraud prevention mechanism, and no measurable public benefit.

Missourians need safer roads, not political theater masquerading as reform. HB 2939 should be rejected.