



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2589		DATE: 4/16/2026	
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			
BUSINESS/ORGANIZATION:			
WITNESS NAME: ARNIE C. AC "HONEST-ABE" DIENOFF		PHONE NUMBER: 314-440-9000	
BUSINESS/ORGANIZATION NAME: STATE PUBLIC ADVOCACY		TITLE: STATE PUBLIC ADVOCATE	
ADDRESS: P.O. BOX #1535			
CITY: O' FALLON		STATE: MO	ZIP: 63366
EMAIL: ArnieDienoff@Mail.Com	ATTENDANCE: In-Person	SUBMIT DATE: 4/16/2026 11:50 PM	
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

I am in Support of this Bill and changing the Requirement.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: DEANNA RHODES-WIDMER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 4/16/2026 8:53 AM
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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: GARY WAYNE MEFFORD		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 4/16/2026 9:12 PM
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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: CHRISTINA ANNETTE MILLER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 4/16/2026 12:13 PM	

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If a vehicle is hauling a trailer, you cannot see their license plate, if they only have one on the rear-end. Also, if you need to take down a license plate, in traffic, you may only be able to see the front plate.



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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: 4/15/2026 9:32 PM	
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I rise in opposition to this bill.

This proposal is being presented as a cost-saving measure. The fiscal note projects roughly \$2.8 to \$2.9 million in annual savings.

But the same fiscal note undercuts that claim.

The Department of Revenue confirms that millions of existing license plates will be surrendered and destroyed.

Approximately 1.7 million plates already in inventory will be rendered unusable, and an estimated 3 million plates per year will be collected and processed during the transition.

That is not efficiency.

That is the state creating avoidable waste at scale.

The cost projections are also incomplete.

Manufacturing impacts are listed as “unknown to unknown.” The Department of Corrections warns that reducing production volume may increase per-unit costs due to lost economies of scale.

So the bill claims savings while simultaneously introducing cost instability in the production system that supports it.

Implementation costs are acknowledged, but minimized.

The Department of Revenue identifies system modifications, staffing needs, and administrative changes. It also recommends delaying implementation to align with a future system rollout to avoid duplicative costs.

That is a direct indication that this bill is not aligned with existing infrastructure.

The projected savings are narrow and one-sided.

They reflect reduced material output—fewer plates and fewer tabs—but do not fully account for the cost of destruction, transition, system changes, or operational disruption.

Let the record reflect:

This legislation depends on projected savings that are offset by known waste and undefined costs.

It requires the destruction of millions of state-produced assets.

It introduces instability into manufacturing cost structures.

And it moves forward despite clear signals from the administering agency that implementation timing is misaligned.

This is not a verified cost reduction.

It is an incomplete fiscal representation.

For these reasons, I stand in opposition.