



MISSOURI HOUSE OF REPRESENTATIVES  
**WITNESS APPEARANCE FORM**

BILL NUMBER: <b>HB 3220</b>		DATE: <b>3/3/2026</b>	
COMMITTEE: <b>Crime and Public Safety</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>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>ARNIE C. A.C. "HONEST-ABE" DIENOFF</b>		PHONE NUMBER: <b>314-440-9000</b>	
BUSINESS/ORGANIZATION NAME: <b>STATE PUBLIC ADVOCACY</b>		TITLE: <b>STATE PUBLIC ADVOCATE</b>	
ADDRESS: <b>PO BOX #1535</b>			
CITY: <b>O'FALLON</b>		STATE: <b>MO</b>	ZIP: <b>63366</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>3/3/2026 12:00 AM</b>	
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>			



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>CHRISTIAN PADGET</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:      ZIP:
EMAIL:	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/28/2026 8:36 PM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		

HB3220 needs to be passed into law for the sake of the citizens of Missouri. Young drivers need to be held accountable for their actions just like older adults. If they are old enough for adult privileges, they should be old enough to understand consequences for their actions. Passing this bill is only a positive for all citizens of Missouri, including the young.



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<b>WITNESS NAME</b>			
<b>INDIVIDUAL:</b>			
WITNESS NAME: <b>DEANNA RHODES-WIDMER</b>		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE:		SUBMIT DATE: <b>3/3/2026 12:00 AM</b>
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<b>WITNESS NAME</b>			
<b>INDIVIDUAL:</b>			
WITNESS NAME: <b>DORINDA D PADGETT</b>		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: <b>In-Person</b>		SUBMIT DATE: <b>2/26/2026 9:14 PM</b>
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I will make a statement in person on 3/3/2026 during the hearing of the Crime and Public Safety Committee relative to modification of provisions relating to driving offenses committed by young drivers.



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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>JACKSON HOTALING</b>		PHONE NUMBER: <b>313-300-4748</b>	
BUSINESS/ORGANIZATION NAME: <b>MISSOURIANS FOR RESPONSIBLE TRANSPORTATION</b>		TITLE: <b>DIRECTOR OF POLICY AND PROGRAMS</b>	
ADDRESS: <b>PO BOX 7124</b>			
CITY: <b>COLUMBIA</b>		STATE: <b>MO</b>	ZIP: <b>65201</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>3/3/2026 12:00 AM</b>	
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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>JOE WIDMER</b>		PHONE NUMBER: <b>816-536-7512</b>	
BUSINESS/ORGANIZATION NAME: <b>FREEDOM OF ROAD RIDERS, INC</b>		TITLE: <b>LEGISLATIVE COORDINATOR</b>	
ADDRESS: <b>2319 HEIDE LANE</b>			
CITY: <b>NAPOLEON</b>		STATE: <b>MO</b>	ZIP: <b>64074</b>
EMAIL: <b>jwwidmer2012@hotmail.com</b>	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/5/2026 11:28 AM</b>	

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**In full support of this legislation, especially the driver's education section. It would be good to also teach the children about driving around motorcycles safely.**



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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>KIMBERLY ST CLAIR</b>		PHONE NUMBER: <b>314-363-5944</b>	
BUSINESS/ORGANIZATION NAME: <b>DOC DASH</b>		TITLE: <b>PRESIDENT   FOUNDER</b>	
ADDRESS: <b>929 N SPRING</b>			
CITY: <b>ST. LOUIS</b>		STATE: <b>MO</b>	ZIP: <b>63108</b>
EMAIL: <b>info@mydocdash.com</b>	ATTENDANCE: <b>In-Person</b>	SUBMIT DATE: <b>3/2/2026 8:18 PM</b>	

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**DOC DASH supports HB 3220, which enhances young driver accountability through mandatory driver education and clear traffic violation consequences.**

**By requiring structured education and maintaining point integrity, this bill aligns with proven safety practices. As a MoDOT-funded program and safety coalition member, DOC DASH works directly with young drivers across Missouri. We consistently see that structured education, paired with clear accountability, leads to measurable improvements in confidence, compliance, and responsible decision-making behind the wheel.**

**For these reasons, we strongly support HB 3220 and appreciate the Committee's commitment to strengthening safety outcomes for Missouri's young drivers.**



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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>NICK CHABARRIA</b>		PHONE NUMBER: <b>314-453-2107</b>	
BUSINESS/ORGANIZATION NAME: <b>AAA MISSOURI</b>		TITLE: <b>PUBLIC AFFAIRS</b>	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE:		SUBMIT DATE: <b>3/3/2026 12:00 AM</b>
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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>RHONDA LEA HUTCHINS</b>		PHONE NUMBER:
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS:		
CITY:		STATE:                  ZIP:
EMAIL:	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>2/27/2026 10:48 AM</b>
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I am in support of HB 3220. I was enrolled in Drivers Education in high school and have been equipped in life to be a cautious, courteous driver.

Recently, I lost my 20 year old grandson in a car wreck. He was a good kid. But had he have had the opportunity to participate in Driver's Education in high school, he might still be with us. Driver's Education could have instructed him on how to recover from a hydroplane.

Plea bargaining to get inexperienced young drivers out of points on their drivers license is not teaching them to be skilled drivers. Put driver's education back in schools and start teaching skillful driving before they are out on the road unsupervised.



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<b>WITNESS NAME</b>			
<b>INDIVIDUAL:</b>			
WITNESS NAME: <b>SHANNON LEIGH PADGETT JASKIEWICZ</b>		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/1/2026 3:53 AM</b>	

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It's an established medical fact the human brain develops and matures in a variety of stages at different ages, with the prefrontal cortex being the last area of the brain to mature. The prefrontal cortex is responsible for impulse control, executive function, risk assessment, emotional regulation and is not fully developed until people are in their late twenties or early thirties. Yet as a society, we give keys to "killing machines on wheels" to teenagers with still-developing brains, and turn them loose on our roads where they can and do cause harm and death to themselves and others. If we are going to continue to let teenagers on the roads, then we must make changes to the laws and implement protections and safety nets.

The practice of allowing teens to "make their tickets disappear" through plea bargains, the legal wrangling of attorneys, and/or paying stiff fines in lieu of incurring points on their licenses must stop. There is a reason the point system exists. It lets us know who is a danger on the roads to themselves and others.

As a result of these policies allowing teenagers the opportunities to artificially inflate their ability to drive safely and responsibly, my beloved father was killed. He was killed less than a mile from my parents' home by a teenager who already received three violations in seven months. Yet this teenager had zero points on his license nor any restrictions of any kind. "Officially," he had a clean record, but in reality, he was a killer in the making. If the teenager had been unable to obtain attorneys to maneuver his way out of the appropriate repercussions, my father would most likely be alive today.

Most teenagers would not like this added oversight and protection. Yet when asked about the various possibilities---would they prefer to incur points and possibly have their license restricted or suspended yet remain safe as a result---or would they prefer to drive unchecked and ultimately kill someone or themselves---I believe the answer is obvious. I believe most teenagers would want to avoid killing someone or being killed, even if it meant admitting they lack the maturity, impulse control and decision-making abilities they believe they have.

Please put a stop to the plea bargaining and finagling that teenagers are presently able to do to have points wiped off of their licenses. It's for their own safety as much as everyone else. The need driver's education as well before they are turned loose on our roads.

I support HB3220. Please vote to forward it into law

Respectfully,

**Shannon Jaskiewicz**



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<b>WITNESS NAME</b>			
<b>REGISTERED LOBBYIST:</b>			
WITNESS NAME: <b>TONY SHEPHERD</b>		PHONE NUMBER: <b>636-240-5009</b>	
REPRESENTING: <b>ABATE FOR MISSOURI</b>		TITLE: <b>LOBBYIST</b>	
ADDRESS: <b>500 HIGHWAY P</b>			
CITY: <b>O FALLON</b>		STATE: <b>MO</b>	ZIP: <b>63366</b>
EMAIL: <b>abatemo@yahoo.com</b>	ATTENDANCE: <b>In-Person</b>	SUBMIT DATE: <b>2/28/2026 11:24 AM</b>	

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**The #1 killer of our teens is traffic crashes. It's beyond time we get proper education for the most vulnerable on the road. They aren't just a hazard to themselves but all other people on the road also. Driving is an activity most of us do on a daily basis and it'd be a safer environment of all of us could do it properly.**



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<b>WITNESS NAME</b>			
<b>INDIVIDUAL:</b>			
WITNESS NAME: <b>SARAH BERRY</b>		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: <b>Written</b>	SUBMIT DATE: <b>3/3/2026 9:13 AM</b>	

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**HB 3220 hardens the system for young/new drivers by banning plea reductions and forcing program requirements, while leaving the adult-driver enforcement gap largely untouched.**

**1) Mandatory “no-plea-reduction” rule is the power-grab**

**It flatly says: if you’re under 21 (and even some newly-“adult privilege” drivers), a charge with points can’t be reduced to something with fewer/no points.**

**That’s not “safety.” That’s the legislature overriding case-by-case judgment (prosecutor discretion + court discretion) and turning every minor case into a points hammer.**

**2) It creates unequal treatment by age/driver-status in outcomes, not conduct**

**Two people commit the same offense—one can resolve it normally, the other is legally blocked solely because of age/new-driver status.**

**Even if a court upholds it under rational-basis review, it’s still bad law and bad incentives: it discourages practical resolutions and can push more kids into suspension/permit regression spirals.**

**3) It adds new requirements with real access problems**

**Driver’s ed: required for under-21 “never licensed” applicants, and the course must be completed within 90 days of applying.**

**If rural access is limited (or waitlists exist), this becomes a functional barrier to lawful licensing—especially for work/school kids.**

**4) “Free of charge” isn’t free if the system can’t deliver capacity**

**The bill promises free programs via contracts funded by a new fund, but it doesn’t guarantee statewide availability, instructors, vehicles, or scheduling**

**Missouri’s real problem is adult-driver normalization of reckless behavior, not whether a 16–20 year old can plea a 2-point ticket down.**

**If the legislature wants safety, it should raise certainty of enforcement and meaningful penalties for everyone, not just youth.**

**Legislative Notice:**

**The General Assembly is on notice that HB 3220 would materially restrict prosecutorial and judicial discretion by mandating charge/point outcomes for defined classes of drivers, and would likely increase suspensions and license regressions without a demonstrated, behavior-based safety benefit. These foreseeable effects may generate avoidable administrative burden, unequal enforcement impacts, and litigation risk in cases where access to required driver education is not practically available.**



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<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>JON NELSON</b>		PHONE NUMBER: <b>573-751-2803</b>	
BUSINESS/ORGANIZATION NAME: <b>MODOT</b>		TITLE: <b>STATE HIGHWAY SAFETY/TRAFFIC ENGINEER</b>	
ADDRESS:			
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