



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 389		DATE: 3/10/2021	
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-STATE PUBLIC ADVO		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL: arniedienoff@yahoo.com	ATTENDANCE: Written		SUBMIT DATE: 3/10/2021 4:11 PM
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I am in Full Support of this Task Force Committee. It very much needed. I look forward to the Proposed Commercial Towing Recommendations.



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WITNESS NAME		
REGISTERED LOBBYIST:		
WITNESS NAME: LEWIE PUGH		PHONE NUMBER:
REPRESENTING: OWNER OPERATOR INDEPENDENT DRIVERS ASSOCIATION		TITLE:
ADDRESS: 1 NORTHWEST OIDA DRIVE		
CITY: GRAIN VALLEY		STATE: MO
		ZIP: 64029
EMAIL:	ATTENDANCE:	SUBMIT DATE: 3/10/2021 12:00 AM
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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: MIKE MATOUSEK		PHONE NUMBER: 816-229-5791	
BUSINESS/ORGANIZATION NAME: OWNER OPERATER INDEPENDENT DRIVERS ASSOCIATION		TITLE:	
ADDRESS: 1 NORTH WEST OIDA DRIVE			
CITY: GRAIN VALLEY		STATE: MO	ZIP: 64029
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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: TOM CRAWFORD		PHONE NUMBER: 573-634-3388	
REPRESENTING: MISSOURI TRUCKING ASSOCIATION		TITLE:	
ADDRESS: 102 EAST HIGH STREET			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 3/10/2021 12:00 AM	
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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: DWIGHT SCHARNHORST		PHONE NUMBER: 314-401-8569	
REPRESENTING: MTTA		TITLE: CHIEF LOBBYIST	
ADDRESS: 1890 SAN PEDRO LA.			
CITY: FENTON		STATE: MO	ZIP: 63026
EMAIL: themissourigroup@yahoo.com		ATTENDANCE: Written	SUBMIT DATE: 3/10/2021 11:56 AM

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My testimony:" MTTA (the largest and oldest tow and recovery association in Missouri), which I represent here today, is in opposition to HB387 as we have been in previous forms in previous sessions. This legislation, first and foremost, is an attempt to establish another government entity regulating the private sector service industry in Missouri. We are opposed to government picking winners and losers in the day to day affairs concerning all Missouri businesses. Again this session the bill is being promoted by one truck insurance provider, OOIDA of Grain Valley Missouri. As you have seen today they are the only company testifying in favor of HB387. OOIDA is well known, industry wide, for under-selling truck insurance policies that are extremely limited in coverage. OOIDA lost a case in the state of New Jersey due to the types of business practices I have described. Upon the incidence of a serious accident by their insure-es their customer is rightfully upset by the differential in their coverage and the actual cost fairly assessed by our member companies. At this point OOIDA is looking to sue to cover their deceitful negligence it under-selling their customer in the first place. The type of incidents I refer to require expensive (approaching \$300K per) equipment. This kind of equipment (though not required in every case) must be at the ready in case it is needed to clear Missouri's highways and bridges for the benefit and safety of Missouri motorists as required by law-in-enforcement in our state. Many times equipment must be dispatched by our members not knowing the severity or situation of the situation. I would also ask you to consider that once this task-force is established it is logical to expect calls for more, covering passenger car insurance and could be extended to auto repair, home re-modelers plus a multitude service providers involving pricing complaints or damages. It is our position and opinion that the free markets legitimate competition has always been the way of dealing with issues concerning pricing and quality of service. Consumers by their selection determine winners and losers in the market place as they have for as long as anyone can remember." In conclusion and most importantly, Gov. Parson stated in vetoing this bill last session, "These companies have a path for legal redress in these rare and limited occasions through the civil courts of Missouri counties." I would add that in consultation with both MODOT and MSHP over the last 3 sessions they have voiced reluctance concerning the establishment of a Towing Task Force. Dwight Scharnhorst The Missouri Group themissourigroup@yahoo.com 314-401-8569 cell



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: ROBERT LUKAS REED		PHONE NUMBER: 573-291-3627	
BUSINESS/ORGANIZATION NAME: MISSOURI DEPARTMENT OF TRANSPORTATION		TITLE: SENIOR GOVERNMENTAL RELATIONS SPECIALIST	
ADDRESS: 105 W. CAPITOL AVE.			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65102
EMAIL: robert.l.reed@modot.mo.gov	ATTENDANCE: Written	SUBMIT DATE: 3/10/2021 4:08 PM	
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Chairman Brown and Members of the Committee:The Missouri Department of Transportation (MoDOT) respectfully submits its opposition to SB 387. This proposal would incur a significant and unknown cost to the Department without improving the condition of the taxpayers' infrastructure. MoDOT generally is not the agency to initiate a nonconsensual tow and has little to no authority over towing companies. This matter is likely better decided within the judicial system, especially since MoDOT and the proposed Committee have no authority to provide civil relief to complainants. Additionally, the Department has no authority over state or local law enforcement as they work to keep the highways clear for safe travel. From a fiscal standpoint, this legislation seeks to place an entirely new division of employees within MoDOT. This language would include all commercial motor vehicle tows, not just semi-trucks, and would include all tows. The solution presented appears to be expending an unknown amount of state resources on a problem with an unknown magnitude. Money otherwise spent on maintaining the State's highway system would instead be expended on new FTEs and new administrative costs. MoDOT goes to great efforts to spend taxpayer dollars wisely and this legislation takes the Department in the wrong direction.