



MISSOURI HOUSE OF REPRESENTATIVES  
**WITNESS APPEARANCE FORM**

BILL NUMBER: <b>HB 2004</b>		DATE: <b>2/2/2026</b>	
COMMITTEE: <b>Budget</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>DAVID PEARCE</b>		PHONE NUMBER: <b>660-422-2433</b>	
BUSINESS/ORGANIZATION NAME: <b>UNIVERSITY OF CENTRAL MISSOURI</b>		TITLE: <b>EXEC. DIR. GOVT. RELATIONS</b>	
ADDRESS: <b>208 E. SOUTH STREET</b>			
CITY: <b>WARRENSBURG</b>		STATE: <b>MO</b>	ZIP: <b>64093</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>2/2/2026 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>REGISTERED LOBBYIST:</b>			
WITNESS NAME: <b>JEFF GLENN</b>		PHONE NUMBER: <b>573-270-4053</b>	
REPRESENTING: <b>MISSOURIANS FOR TRANSPORTATION INVESTMENT</b>		TITLE:	
ADDRESS: <b>P.O. BOX 772</b>			
CITY: <b>CAPE GIRARDEAU</b>		STATE: <b>MO</b>	ZIP: <b>63702</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>2/2/2026 12:00 AM</b>	
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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>TAMMY BRUCKERHOFF</b>		PHONE NUMBER: <b>573-690-1965</b>	
BUSINESS/ORGANIZATION NAME: <b>CITY OF HERMANN</b>		TITLE: <b>TOURISM &amp; ECONOMIC DEVELOPMENT DIRECTOR</b>	
ADDRESS: <b>1902 JEFFERSON STREET</b>			
CITY: <b>HERMANN</b>		STATE: <b>MO</b>	ZIP: <b>65041</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>2/2/2026 12:00 AM</b>	
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<b>WITNESS NAME</b>			
<b>INDIVIDUAL:</b>			
WITNESS NAME: <b>AFTON HARPER</b>		PHONE NUMBER: <b>816-255-4421</b>	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS: <b>4025 S HILLCREST AVE C107</b>			
CITY: <b>SPRINGFIELD</b>		STATE: <b>MO</b>	ZIP: <b>65807</b>
EMAIL: <b>afton5797@gmail.com</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>2/2/2026 9:38 AM</b>	
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>			

I oppose further cuts to Missouri transit funding and urge restoration of the \$5 million in state support. I rely on transit daily to get to and from work, doctors appointments, and shopping because I and many of my friends are unable to drive due to a disability. Cutting funding could result in reduced routes, fewer hours, and longer wait times.  
Please protect access to public transit for Missourians.

Thank you.



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<b>WITNESS NAME</b>			
<b>INDIVIDUAL:</b>			
WITNESS NAME: <b>CHRISTOPHER CROSS</b>		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE: <b>MO</b>	ZIP:
EMAIL: <b>legal_guardian77@yahoo.com</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>2/2/2026 2:41 PM</b>	
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>			

Dear State Representatives,

I am writing in reference to the portion of HB 2004, that seeks to cut funding to transportation services, and to oppose any cuts to such. Every day, all across Missouri, there are untold numbers of people with disabilities, senior citizens, and many others who depend on transportation services to access their communities and all the things that are therein. This is particularly critical for those requiring OATS bus transportation for without such, they would not be able to see a doctor, buy groceries, pay bills, and many other things. I understand the State budge is important and a lot of work and thought goes into appropriating money. But cutting the funding needed for transportation services is one subject matter than should not be defunded. Thank you.



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>GWENDOLYN LEFAYE JACKSON</b>		PHONE NUMBER: <b>816-616-9529</b>
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS: <b>12000 E 57TH ST</b>		
CITY: <b>KANSAS CITY</b>		STATE: <b>MO</b>
		ZIP: <b>64133</b>
EMAIL: <b>gwen92762@gmail.com</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>2/2/2026 1:21 PM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		

I am my son's Caregiver he's a Parapeglic. My son is always in pain, has bladder spasms, has urinary Tracy infections, has back spasms muscle spasms, uncontrollable bowel problems so I make numerous trips to pickup meds, doctors appointments, I pickup groceries I take him to the Barbershop, dentist, cleaners, I go to the laundromat because he has incontinence problems, all thru the week this is just to name a few things. So to even think about taking this away from the handicap is insane. I can't afford to lose transportation it pays for his lively hood. Please think about someone that really needs the help.



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>HALLEY KORFF</b>		PHONE NUMBER: <b>816-214-9735</b>
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS: <b>3710 MAIN STREET</b>		
CITY: <b>KANSAS CITY</b>		STATE: <b>MO</b>
		ZIP: <b>64111</b>
EMAIL: <b>hkorff@thewholeperson.org</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>2/2/2026 9:58 AM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		

I am an independent, employed vision impaired individual. I have very limited means of transportation to remain independent. Individuals in the blind community rely on transportation. We do not always have supports in the community to assist us with transportation. Reducing transportation funding, will reduce the amount of successful, independent, employed individuals in the blind community. We need more transportation - not less. I encourage you do try living without constant transportation opportunities for 1 month. Reach out to the blind communities and have an open conversation. You will find that most in the blind community do not go outside of a few blocks of where they live.



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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>214 ST. JOSEPH ST.</b>			
CITY: <b>COLUMBIA</b>		STATE: <b>MO</b>	ZIP: <b>65201</b>
EMAIL: <b>jackson@movingmissouri.org</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>2/2/2026 12:40 PM</b>	
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>			

Almost 1/3rd of Missourians do not have a driver's license, and therefore, all modes of transportation need to be responsibly considered for our transportation investments. Please consider ensuring transit, passenger rail, and active transportation (including infrastructure for sidewalks and trails) are invested in appropriately to meet Missourians' needs to travel safely and economically throughout the state.

The FY27 budget recommendations include a catastrophic loss for Missouri transit. After reducing state transit funding by 42% last year, this proposal threatens to cut an additional \$5 million from general revenue, leaving just \$1.7 million to be split among 30 transit providers statewide for operating assistance. Per capita spending has already dropped from \$1.89 to \$1.08 in the last year—which is among the lowest in the nation—and would drop to 27 cents under this proposal.

If this budget is adopted, state transit funding will have been cut by 85% since the Governor took office, even as demand for transit accessibility continues to grow among all age groups. Operational costs for transit providers continue to escalate, and without adequate state funding, transit agencies will be unable to provide the local match required to secure federal funds for both operations and capital improvements.



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>LARRY WILSON</b>		PHONE NUMBER: <b>314-696-9937</b>
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS: <b>260 ROYAL RIDGE CT</b>		
CITY: <b>FOLEY</b>		STATE: <b>MO</b>
		ZIP: <b>63347</b>
EMAIL: <b>gusmerman@centurylink.net</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>2/1/2026 12:22 AM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		

**With the amount of money cut for transportation in the last year, and even more this year, my fellow Missourians are the real losers in the financial equation. Something has to give, and Public Transportation gives SO many residents of this beautiful state the quality of life needed by providing a way to get to medical appointments, nutritional needs, and even employment. People that also pay taxes in Missouri.**



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<b>WITNESS NAME</b>			
<b>INDIVIDUAL:</b>			
WITNESS NAME: <b>MICHAEL KELLEY</b>		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE: <b>MO</b>	ZIP: <b>64110</b>
EMAIL: <b>michaelkelley22@gmail.com</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>2/2/2026 9:58 AM</b>	
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>			

My name is Michael Kelley and I'm asking the members of this committee to reject HB 2004 in its current form.

The current version of this bill would slash an additional \$5 million from transit funding in the state. This is bad for a number of reasons:

- Missouri already has the lowest per capita spending on transit of any state that touches us
- The \$5 million cut here would be on top of cuts to transit funding that Governor Kehoe made last year
- Those cuts would do significantly more harm to rural communities than urban parts of the state

At a time when the cost of owning and maintaining a car is skyrocketing, we should be investing more, not less, into public transit and other forms of multimodal transportation.

On that note, I would also ask the committee to use this legislation to direct MoDOT to begin developing a statewide active transportation plan. Missouri is currently one of only four states that has never developed such a plan, and it is part of the reason why pedestrian fatalities continue to increase in the state.

HB 2004 doesn't do enough for Missourians who need ways to move around the state without a car. I ask this committee to reject the current version of this bill and replace it with something that allocates more money for people who walk, roll, bike, and use public transit.



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<b>WITNESS NAME</b>			
<b>REGISTERED LOBBYIST:</b>			
WITNESS NAME: <b>MIKE WINTER</b>		PHONE NUMBER:	
REPRESENTING: <b>MO PUBLIC TRANSIT ASSN. AND CITIZENS FOR MODERN TRANSIT</b>		TITLE:	
ADDRESS: <b>P.O. BOX 305</b>			
CITY: <b>JC</b>		STATE: <b>MO</b>	ZIP: <b>65102</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>2/2/2026 12:00 AM</b>	
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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: <b>transparentsemoproject@proton.me</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>1/31/2026 7:20 PM</b>	
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Chair and Members of the Committee,

**HB 2004 is not a neutral budget bill. It uses the appropriations process to fund constitutionally sensitive government action while deliberately avoiding constitutional accountability.**

**First, the bill appropriates funds for “vehicle checkpoints where motorists may be detained without individualized reasonable suspicion.”**

**That phrase is not incidental. Suspicionless detentions are lawful only under narrow, clearly defined conditions.**

**Funding them without conditioning expenditures on constitutional safeguards, purpose limitations, or operational standards invites Fourth Amendment violations and taxpayer-funded litigation.**

**Courts have been explicit: checkpoints whose primary purpose drifts into general crime control are unconstitutional.**

**The legislature knows this, yet HB 2004 contains no constitutional analysis, no guardrails, and no oversight requirements.**

**Second, HB 2004 appropriates vendor payments tied to specific numbers and locations of video pull tab machines, effectively operationalizing contested gambling expansion through a budget line-item rather than transparent substantive lawmaking.**

**When legality and regulatory authority are actively disputed, policy-by-appropriation is not caution—it is evasion.**

**The real violation is procedural and structural: the General Assembly repeatedly funds rights-impacting programs without placing its constitutional reasoning on the public record, outsourcing that duty to courts and taxpayers after the fact.**

**This is not illegal by accident; it is how plausible deniability is preserved.**

**If the legislature insists on funding these activities, it must at minimum certify the constitutional basis, articulate applicable safeguards, and condition expenditures on compliance.**

**Absent that, HB 2004 represents a knowing failure to perform the legislature's constitutional role.**

**For these reasons, I urge the committee to oppose HB 2004 unless amended to include enforceable constitutional conditions.**



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>SARAH HATFIELD</b>		PHONE NUMBER: <b>417-770-2401</b>
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS: <b>2129 VILLAGE LN</b>		
CITY: <b>BOLIVAR</b>		STATE: <b>MO</b>
		ZIP: <b>65613</b>
EMAIL: <b>sarahhatfield566@yahoo.com</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>1/30/2026 6:17 PM</b>
<b>THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.</b>		

This is about the proposed cuts to the MoDot budget regarding transportation services. I am a transit driver for OATS in Bolivar, MO. I transport people everyday who benefit from our services and would otherwise not be able to get to their doctors appointments, shopping or jobs. This budget includes a catastrophic cut to our services. With costs as well as demand increasing due to our aging population, we need funding more than ever. If this budget passes our funding will have been cut by 85% since this governor took office. These transportation services ultimately save the state money by helping keep elderly, disabled, and poor independent, working, and in their homes instead of facilities. Please keep this in mind as you are considering this budget.



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>SELENA CARTER</b>		PHONE NUMBER: <b>314-477-9523</b>
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS: <b>4224 FLAD AVE</b>		
CITY: <b>ST. LOUIS</b>		STATE: <b>MO</b>
		ZIP: <b>63110</b>
EMAIL: <b>scarter9523@gmail.com</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>2/1/2026 7:45 PM</b>
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**St. Louis HELP is a valuable organization that provides equipment to many, many, many people that the state fails to help through any of it's programs. I am in opposition to any bill that would make them lose their funding. I am an Occupational Therapist and refer many patients to them to assist with getting equipment. If the state steps up to provide services for our residents, then maybe we could consider this bill.**



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<b>WITNESS NAME</b>		
<b>BUSINESS/ORGANIZATION:</b>		
WITNESS NAME: <b>DOROTHY J YEAGER</b>		PHONE NUMBER: <b>573-554-4516</b>
BUSINESS/ORGANIZATION NAME: <b>OATS TRANSIT</b>		TITLE: <b>EXECUTIVE DIRECTOR</b>
ADDRESS: <b>2501 MAGUIRE BLVD. STE. 101</b>		
CITY: <b>COLUMBIA</b>	STATE: <b>MO</b>	ZIP: <b>65201</b>
EMAIL: <b>dorothy@oatstransit.org</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>2/2/2026 9:38 AM</b>

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

On behalf of the many thousands of Missourians who rely on OATS Transit, I'm writing to urge you to restore the \$5 million in General Revenue for statewide operating assistance. OATS is one of 30 transit providers who relied on this funding to match federal grants used to provide rural public transportation.

During the first half of this fiscal year, OATS provided over 400,000 trips in 87 counties. The amount of state assistance allocated to OATS this year was \$1,219,359. This funding provided 20% of the local match required to draw down the rural federal grant during this period.

Under the current budget recommendation, OATS is projected to received only \$318,286 in FY27 – a 74% decrease.

I cannot stress enough how important the state assistance funding has been for us transit providers. MoDOT allows for flexibility in how we can use the funds; although we at OATS have been using it to match federal operating grants, we can also use it to match federal capital grants for new vehicles and safety equipment.

Funding for transit is not a frivolous expense and has a return on investment as it connects people to jobs, education, and services, improving economic mobility, especially for seniors, people with disabilities and low-income families.

At OATS, employment is the number one trip purpose. In addition to taking people to work, we employ 530 people across the state.

I ask you to please restore the \$5 million General Revenue reduction from core for Missouri's transit.



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<b>WITNESS NAME</b>		
<b>INDIVIDUAL:</b>		
WITNESS NAME: <b>JOHN FERGUSON II</b>		PHONE NUMBER: <b>573-757-7053</b>
BUSINESS/ORGANIZATION NAME:		TITLE:
ADDRESS: <b>1700 MARILYN DR.</b>		
CITY: <b>CARUTHERSVILLE</b>		STATE: <b>MO</b>
		ZIP: <b>63830</b>
EMAIL:	ATTENDANCE:	SUBMIT DATE: <b>2/2/2026 12:00 AM</b>
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<b>WITNESS NAME</b>			
<b>BUSINESS/ORGANIZATION:</b>			
WITNESS NAME: <b>KIMBERLY CELLA</b>		PHONE NUMBER: <b>314-231-7272</b>	
BUSINESS/ORGANIZATION NAME: <b>CITIZENS FOR MODERN TRANSIT</b>		TITLE: <b>CEO</b>	
ADDRESS: <b>701 MARKET ST STE 275</b>			
CITY: <b>ST. LOUIS</b>		STATE: <b>MO</b>	ZIP: <b>63101</b>
EMAIL: <b>kcella@cmt-stl.org</b>	ATTENDANCE: <b>submissionOnly</b>	SUBMIT DATE: <b>1/30/2026 7:14 AM</b>	

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Gov. Kehoe’s FY27 budget recommendations include a catastrophic loss for Missouri transit. After reducing state transit funding by 42% last year, the Governor now proposes to cut an additional \$5 million from general revenue leaving just \$1.7 million to be split among 30 transit providers statewide for operating assistance. Per capita spending has already dropped from \$1.89 to \$1.08 in the last year—which is among the lowest in the nation—and would drop to 27 cents under this proposal.

This will create a dire situation. Public transit providers deliver nearly 40 million rides each year across rural and urban Missouri, while also stimulating \$4 billion in economic activity statewide. This proposed cut will carry very real and tangible repercussions. For countless Missourians, public transit is the only reliable way to reach destinations. Service cuts and cessation will disproportionately affect vulnerable populations, including seniors, individuals with disabilities and those living in rural and underserved areas. It means losing access to jobs, dialysis appointments, essential healthcare services, necessary medications and groceries.

If this budget is adopted, state transit funding will have been cut by 85% since the Governor took office, even as demand for transit accessibility continues to grow among all age groups. Operational costs for transit providers continue to escalate and without adequate state funding, transit agencies will be unable to provide the local match required to secure federal funds for both operations and capital improvements.

The impact will also be felt by employers across Missouri. Over half of the state's transit rides are work commutes. OATS Transit—the largest rural transit provider, serving 87 rural counties in this state—reports employment as its leading trip purpose and the demand is growing.

Now is not the time to cut additional funds from a critical element of Missouri’s Transportation system, particularly considering the newly discovered surplus of \$260 million, which some are urging not be spent. Yet the thousands of people at risk of losing transit access likely feel otherwise, especially if the money invested in transit enabled them to keep their jobs and continue supporting their families.

It is imperative Missouri residents—whether they ride transit or not—urge you to reverse this decision. We need the \$5 million proposed reduction from the Governor restored. Without action, Missourians will be left behind. Mobility matters. The time to act is now.