



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2837		DATE: 2/17/2026	
COMMITTEE: Transportation			
TESTIFYING: ☐ IN SUPPORT OF ☒ IN OPPOSITION TO ☐ FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ABIGAIL HERNDON		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/16/2026 10:53 PM

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

This gives the governor too much power and no bipartisan balance.



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TESTIFYING: ☐ IN SUPPORT OF ☒ IN OPPOSITION TO ☐ FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ADAM TREASTER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 5:26 PM

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

Bi-state represents the St. Louis area and should have board members appointed by the St. Louis area.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ALECK BELCHER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 7:47 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

I oppose HB 2837 because I believe that the board of Bi-State Development should remain under local control, and should not have positions appointed by the Governor. The economies of St. Louis City and St. Louis County very strongly depend on Metro Transit, and these transit services are best understood by local appointees. I live in St. Louis and rely on the Metrolink for trips downtown and to the airport, and I find these services are functioning well under current local leadership.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ANNELIESE DACE		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 8:30 AM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

I am in opposition of this House Bill because those who should be appointed Bi-State Development Agency members should be from the St.Louis and surrounding regions. Some governmental oversight is acceptable, but the members should be those who are in these following counties: "Missouri's Jefferson, St. Charles, and St. Louis Counties, and Illinois' Madison, Monroe and St. Clair Counties". As stated on the Bi-State Development Agencies website of the areas they cover. Having someone from outside of those regions would not understand how the economy works and how the transportation systems work.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ANNETTE NOWAKOWSKI		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 9:27 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

Oppose transportation bill

I am a resident of St. Louis. I am blind and rely on Call-A-Ride, a para-transit system for people with disabilities run by the bi-state development Agency. I am also a member of St. Louis Metropolitan Alliance for Reliable Transit (S.M.A.R.T.) a grassroots group of people with disabilities and other supporters which advocates for more safe and reliable transportation. Our group came together about three years ago in response to Bi-State cutting bus routes without adequate notice to riders. This in turn cut para-transit routes leaving people with disabilities stranded in their homes and apartments without transportation to essential services. Their care-givers who also relied on public transit likewise could not get to work to help their clients. At that time, Bi-State was not holding any in person public meetings though they were broadcasting their meetings on Facebook. Written comments had to be submitted to them ahead of time with a cut off deadline. We started submitting written comments as instructed, wrote letters to the editors and contacted the media. As a result, things changed. Meetings opened up to allow some in person attendance with the ability to comment in person. Bi-State now holds in-person and virtual meetings regularly with and in the community. Some routes were restored. Much still needs to be done, but the channels of communication are open and Bi-State now knows what our needs are and how their decisions affect us. In addition, Bi-State must appear before the transportation committee of the St. Louis Board of Alderman and the St. Louis County Council to request funding. We have appeared before these bodies as well to demonstrate how Bi-State had failed us and how they had to be more accountable to us when they receive their funding. We met with former Mayor Jones and more recently with the commissioner for the city's Office on Disability.

I feel that all of these gains will be lost if local officials do not have a voice in the recommendation of commissioners to fill vacancies on the Bi-State board. We need members on the Bi-State board who really care about public transportation and the unique needs of the people who ride it like seniors and the disabled as well as workers and students.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: ARNIE C. A.C. "HONEST ABE" DIENOFF		PHONE NUMBER: 314-440-9000	
BUSINESS/ORGANIZATION NAME: MISSOURI STATE PUBLIC ADVOCACY		TITLE: STATE PUBLIC ADVOCATE	
ADDRESS: PO BOX 1535			
CITY: O'FALLON		STATE: MO	ZIP: 63366
EMAIL:	ATTENDANCE:	SUBMIT DATE: 2/17/2026 12:00 AM	
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TESTIFYING: ☐ IN SUPPORT OF ☒ IN OPPOSITION TO ☐ FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: BARBARA E LANNING		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/15/2026 7:39 PM
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TESTIFYING: ☐ IN SUPPORT OF ☒ IN OPPOSITION TO ☐ FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: BENJAMIN CARMACK		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/16/2026 10:10 PM
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I am against this legislation, as I feel that it is important to let the community be able to have control in who runs it's services. My worry with the passage of this legislation is that people who are unfamiliar with, or do not fully understand the area and its strengths and weaknesses will be the ones in charge of one of it's most vital services, public transit.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: CHRISTIAN FROMMELT		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 3:38 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

As someone who cannot afford a car and who relies on Metro Bus to travel to work, social gatherings, and healthcare, I oppose this legislation, because local governance over Bi-State's Board of Commissioners is essential for residents to feel that they can trust, and hold accountable, the people making decisions that effect the every day life in St. Louis.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: CLAIRE MUELLER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 5:20 PM
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I oppose the Bi-State Development Board of Commissioners being appointed by Missouri's governor. Local control of organizations like Metro Transit is vital. Local government is better suited to handle these appointments given there is an inherently more acute understanding of the issues and people. I am speaking as a private citizen. Thank you.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: CYNTHIA MENSE		PHONE NUMBER: 314-707-5001	
BUSINESS/ORGANIZATION NAME: TRAILNET		TITLE: CEO, TRAILNET	
ADDRESS: 317 NORTH 11TH STREET, SUITE 302			
CITY: ST. LOUIS		STATE: MO	ZIP: 63105
EMAIL: cindy@trailnet.org	ATTENDANCE: Written	SUBMIT DATE: 2/17/2026 9:52 AM	
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

Representatives:

Trailnet is a nonprofit that advocates for healthy communities where walking, biking, and transit are a way of life. We believe in keeping local government decisions as close to the people as possible. That is why local control of St. Louis' transit agency is essential. As many of you are aware, the May 17, 2025, tornado has affected many of our riders, and the population shifts are continually changing due to the recent disaster. By giving us the authority to manage our own transit, we can ensure fiscal efficiency, foster economic growth, and directly address our community's need for transportation access, all while reducing dependence on top-down state bureaucracy.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: DAVID WINTON		PHONE NUMBER:	
REPRESENTING: ST. LOUIS COUNTY		TITLE:	
ADDRESS:			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65102
EMAIL: david@wintonpolicygroup.com	ATTENDANCE: In-Person		SUBMIT DATE: 2/17/2026 5:20 PM
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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ELIZABETH KRAMER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 3:17 PM
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I'm a regularly user of Metro's services in the St. Louis region, and I have been for many years. It's absolutely critical that the people who make decisions about Bi-State's operations and functioning are selected by the elected representatives of this region, in order to understand the needs of the people of the region. This power grab has no place in ensuring that we have economic development and transit that serve our region.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ERINNE HABERL		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 4:25 PM

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I oppose House Bill 2837. I wish to protect local control of Metro Transit. No one knows what St. Louis needs better than people in St. Louis.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: GENEVA LEE		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 5:06 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

I support small government. I want local decisions to be made by locals. It doesn't make sense to have someone two hours away do remotely pulling the strings for urban planning. I don't want the state taking away the train set in my living room, and I don't want the state taking away the train in my neighborhood. Thank you.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: GEORGE KARNEZIS		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 3:50 PM

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Metro bistate and local transit is best served by local oversight. State control would have little accountability to ensuring local funding is spent wisely.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: HELENA ULETT		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 4:17 PM

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I oppose this legislation as it denies local control of the Bi-State Development Agency. The Agency is horribly mismanaged enough as it is under local control. Outsourcing operational control will make it exponentially worse.



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WITNESS NAME			
BUSINESS/ORGANIZATION:			
WITNESS NAME: JACKSON HOTALING		PHONE NUMBER: 313-300-4748	
BUSINESS/ORGANIZATION NAME: MISSOURIANS FOR RESPONSIBLE TRANSPORTATION		TITLE: DIRECTOR OF POLICY AND PROGRAMS	
ADDRESS: PO BOX 7124			
CITY: COLUMBIA		STATE: MO	ZIP: 65205
EMAIL: jackson@movingmissouri.org	ATTENDANCE: Written	SUBMIT DATE: 2/17/2026 12:11 PM	
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

Dear House of Representatives:

Missourians for Responsible Transportation is a statewide partnership that fosters strong communities by aligning advocacy efforts for streets, roads, and trails that work for all Missourians. 40 million rides are taken on Missouri's 30 transit systems annually, taking folks to work, school, grocery stores, medical appointments, and more. Missouri transit is essential, and a shift away from local prioritization of transit needs would lead to fiscal and time-based inefficiency for the system and its riders.

We believe in keeping local government decisions as close to the people as possible, and local control of the Bi-State Development Agency transit agency is essential. This is how other transit agencies across Missouri operate. By maintaining the St. Louis region's residents' authority to manage the needs of their own transit system, we can ensure fiscal efficiency, foster economic growth, and directly address community needs for transportation access, all while reducing dependence on top-down state bureaucracy.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: JACQUELINE BARDGETT		PHONE NUMBER: 573-634-8760	
REPRESENTING: CITY OF ST. LOUIS		TITLE:	
ADDRESS: 205 E CAPITOL AVE, JEFFERSON CITY MO 65101			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65101
EMAIL: jacque@bardgett.net	ATTENDANCE: In-Person		SUBMIT DATE: 2/17/2026 4:28 PM
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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: JEANETTE MOTT OXFORD		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/16/2026 9:00 PM
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I oppose HB 2837 because the majority of the funding for Metro trains, buses, and Call-A-Ride paratransit services come from local taxes in St. Louis City and County. It is important that the Mayor and that the County Executive take seriously their responsibility to hold tje Bi-State Development Agency accountable for providing excellent public transit given this level of local investment. Naming trusted public servants to stewards of Bi-State is appropriately their responsibility.

As a St. Louis City resident, I grow weary of the General Assembly's constant attempts to disempower our local leaders. Like other Missouri voters, those of us in the St. Louis region should be granted the dignity to elect our own leaders - and to elect different leaders in the next election if we are disappointed in the performance of any person we elect. The ability to learn from one's mistakes is a sign of maturity and is foundational to a healthy democracy.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: JENNY CARMACK		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/16/2026 8:48 PM
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I am opposed to this bill. As a resident of St. Louis County and a rider of the public transit system I believe that the board of commissioners should be appointed locally. It is important that there be local representation because no one can understand the needs of the community better than the people who live and work here. I feel that if commissioners are appointed solely by the governor that they could be from anywhere in the state. A person from Cape Girardeau will not have the knowledge necessary to make decisions that are best for our community.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: JUSTIN WALLEN		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 1:57 AM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

Chair and Members of the Committee,

My name is Justin Wallen, and I am submitting testimony in opposition to HB 2837 as a concerned member of the public and as a public transit advocate involved with RAISE Transit, a community-led advocacy organization working to improve accessibility, reliability, and equity in our region's transit system.

Public transportation in the St. Louis region is overseen by the Bi-State Development Agency, which operates Metro Transit. Decisions made by this agency directly impact residents' ability to access jobs, healthcare, education, and essential daily services.

While I understand and support the idea that some level of gubernatorial oversight can help maintain accountability and statewide coordination, HB 2837 raises serious concerns about shifting too much influence toward state-level control at the expense of local voices.

Public transit is inherently local. Riders depend on transit systems that respond to the realities of their neighborhoods, employment patterns, accessibility needs, and community development priorities. Local governments and community stakeholders are closest to these realities and best positioned to advocate for solutions that reflect the actual needs of riders.

When governance structures shift away from strong local representation, there is a risk that transit decisions become less responsive to the people who rely on the system every day. This can result in service changes that unintentionally create barriers for riders, particularly individuals with disabilities, low-income workers, seniors, and communities that already face transportation inequities.

Regional transit systems function best when governance reflects regional balance. The St. Louis metro area operates across state lines and includes diverse communities with unique transit challenges. Maintaining strong local and regional input ensures that policy decisions remain grounded in rider experience rather than distant administrative priorities.

I also have concerns about the potential for governance changes to create uncertainty or instability within the transit system. Transit agencies rely on public trust, long-term planning, and strong community partnerships to successfully pursue federal funding and implement major infrastructure improvements. Structural changes that reduce local confidence in representation could unintentionally undermine those goals.

I want to be clear that accountability and transparency are essential components of any public agency. However, accountability should strengthen local engagement rather than replace it. Oversight from state leadership can and should exist alongside meaningful local representation that ensures transit policy reflects the communities it serves.

For these reasons, I respectfully urge the Missouri House Transportation Committee to oppose HB 2837 and instead support governance models that prioritize collaboration between state leadership, local governments, and the riding public.

Thank you for your time and consideration.

Justin Wallen
Concerned Member of the Public
Transit Advocate, RAISE Transit



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: MARSHA ROBYN WALLEN		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/16/2026 9:46 PM

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It is imperative that there is local control of the Bi-State Board of Commissioners. No one knows the needs of an area better than the people who live in that area. While Governor Kehoe has some control, he or the state should not have total control over who sits on the board of commissioners.



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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: MATTHEW NAGLICH		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 3:31 PM

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The appointments to the Bi-State Development Board of Commissioners should be made by local officials, not the Governor. Please keep board under local control.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: MIKE WINTER		PHONE NUMBER: 573-230-6644	
REPRESENTING: CITIZENS FOR MODERN TRANSIT		TITLE:	
ADDRESS: P.O. BOX 305			
CITY: JEFF CITY		STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 2/17/2026 12:00 AM	
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WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: NOAH GOLDMAN		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 3:52 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

I am a transit rider in the St Louis region. As Bi-State oversees transit operations, the individuals who make up the board determine important decisions regarding whether the bus shows up on time and how fares are processed. This means that when there are operational issues, local control of the board allows oversight into those decisions. State control would take away that oversight, and prevent residents from having a say in how the transit system runs.



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2837		DATE: 2/17/2026	
COMMITTEE: Transportation			
TESTIFYING: ☐ IN SUPPORT OF ☒ IN OPPOSITION TO ☐ FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: PETER ROTHERMICH		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 4:22 PM

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

I firmly believe that control of Metro Transit should remain local. The Bi-State Development Agency should should be know the local area and population to direct the Metro Transit in a way to best serve the St. Louis community.



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2837		DATE: 2/17/2026	
COMMITTEE: Transportation			
TESTIFYING: ☐ IN SUPPORT OF ☒ IN OPPOSITION TO ☐ FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: SARAH BERRY		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/13/2026 11:40 AM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

Well butter my biscuit.

This here bill looks small. Just one sentence. Just a “clarification.”

But I’ve seen engines blow from one loose bolt.

HB 2837 rewrites how vacancies on the Bi-State Development Agency get filled — and hands the steering wheel squarely to the Governor under §70.380.

Now that might sound tidy. But Bi-State ain’t just some roadside lemonade stand.

It’s an interstate compact agency — created by agreement between Missouri and Illinois. That’s shared power territory. That’s constitutional-grade machinery.

You don’t just tighten a bolt on one side of a two-state engine and assume the whole rig runs smoother.

Concerns:

Interstate Compact Sensitivity – The Bi-State Development Agency operates under a congressionally approved interstate compact.

Unilateral structural changes by one member state can raise compact compliance and federal law implications.

Separation of Appointment Authority – If prior language distributed vacancy authority differently (or included procedural guardrails), consolidating it under gubernatorial appointment shifts balance without policy explanation.

Silence Is Not Neutral – When a bill removes language without replacing safeguards, that is not simplification. That is concentration.

This is the kind of “just one line” bill that moves power quietly.

And quiet power moves are still power moves.

Legislative Notice:

Because the Bi-State Development Agency exists pursuant to an interstate compact approved by Congress, any statutory alteration affecting commissioner appointment procedures foreseeably implicates compact interpretation principles and potential federal supremacy considerations. Concentration of vacancy authority without articulated structural safeguards predictably raises governance, transparency, and compact-compliance vulnerabilities that may warrant judicial clarification if disputed.



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2837		DATE: 2/17/2026	
COMMITTEE: Transportation			
TESTIFYING: ☐ IN SUPPORT OF ☒ IN OPPOSITION TO ☐ FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: SARAH W KOGAN		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 6:08 PM
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This bill is government overreach into local decisions. The communities that are most impacted by this agency (the city and county) should retain control over the appointments made to the board. I don't think St. Charles County should have a seat unless they prove themselves to actually have an interest in transit. Historically, they have been a massive barrier to creating a robust transit system in teh region.



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2837		DATE: 2/17/2026	
COMMITTEE: Transportation			
TESTIFYING: ☐ IN SUPPORT OF ☒ IN OPPOSITION TO ☐ FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: SEYOON CHOI, MSW		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written		SUBMIT DATE: 2/17/2026 1:09 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

Thank you for the opportunity to submit testimony regarding House Bill 2837. I am the lead grassroots community organizer for RAISE Transit, a rider-led organization committed to advancing inclusive, safe, and equitable public transit in the greater St. Louis area. Our mission centers on elevating the lived experiences of riders — seniors, people with disabilities, essential workers, and students — who depend on reliable and accessible transit every day. HB2837, as written, threatens to harm those very communities by restricting local authority, adding unnecessary administrative burdens, and weakening accountability to the public riders it serves. While we believe it is important that the office of the governor maintains some control over the BiState board of commissioners, simply reaching towards complete control presents greater uncertainties to the board of commissioners that have failed to meet quorum for their regularly scheduled meetings.

Public transit is more than a transportation service; it is a lifeline that connects Missourians to opportunity, healthcare, and community. By limiting the flexibility of local transit agencies in allowing local elected officials to appoint those who are truly passionate about strengthening public transit in the region, this bill risks disrupting vital services and discourages the innovation and equity-based planning needed to meet the growing and diverse needs of our state.

Instead of creating new barriers, Missouri should be investing in improved service frequency, paratransit accessibility, and community safety. HB2837 moves us backward on all these fronts. It sends a message that the voices of riders — the very people who understand transit best — are less important than top-down regulatory control.

On behalf of RAISE Transit and our members across the state, I respectfully urge you to oppose HB2837 and instead work with riders, local officials, and equity advocates to strengthen — not constrain — public transportation in Missouri.

Thank you for your time and your consideration of the voices of transit riders.