



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 2931		DATE: 2/12/2026	
COMMITTEE: Government Efficiency			
TESTIFYING: ☒ IN SUPPORT OF ☐ IN OPPOSITION TO ☐ FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ARNIE "HONEST-ABE" DIENOFF-STATE PUBLIC ADVOCATE		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: In-Person		SUBMIT DATE: 2/12/2026 11:48 PM
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

I am in Support of this Bill and ensuring that all Generated Revenues are put back into the Saint Louis City International Airport and that no funds are diverted to pay for General Operations of the City of Saint Louis.



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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: TOM DEMPSEY		PHONE NUMBER: 636-288-7461	
REPRESENTING: ST. CHARLES COUNTY		TITLE:	
ADDRESS: 3103 BUCKSKIN PATH			
CITY: ST. CHARLES		STATE: MO	ZIP: 63301
EMAIL:	ATTENDANCE:	SUBMIT DATE: 2/12/2026 12:00 AM	
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WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: JACQUELINE BARDGETT		PHONE NUMBER: 314-239-9444	
REPRESENTING: THE CITY OF ST. LOUIS		TITLE:	
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CITY: ST. LOUIS		STATE: MO	ZIP: 65101
EMAIL: jacque@bardgett.net	ATTENDANCE: In-Person		SUBMIT DATE: 2/12/2026 7:53 AM
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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: 2/10/2026 12:54 PM
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I submit this testimony in opposition to House Bill 2931 because it conflicts with federal aviation law, exposes municipalities to grant-assurance violations, and authorizes the use of restricted airport revenues without adequate statutory standards.

Airports receiving federal assistance are subject to binding federal grant assurances that strictly limit the permissible use of airport-generated revenues. State law cannot expand those uses or insulate local airport sponsors from federal enforcement. HB 2931 risks creating a direct conflict between Missouri statute and federal aviation requirements, placing cities in jeopardy of funding clawbacks and future grant ineligibility.[1]

The bill further authorizes expenditures for facilities “directly and substantially related” to air transportation without defining those terms or establishing enforcement standards. Such vagueness invites inconsistent application, litigation, and improper diversion of restricted public funds, raising due-process concerns and exposing taxpayers to financial risk.[2]

Finally, HB 2931 delegates broad fiscal discretion to local actors without legislative guardrails, contrary to Missouri’s constitutional requirements for accountable public spending.

If Missouri wishes to clarify airport revenue use, it must do so in harmony with federal law and with clear, enforceable standards. HB 2931 does neither.

For these reasons, I respectfully urge the committee to oppose House Bill 2931.

In closing, House Bill 2931 invites municipalities to rely on a state statute that cannot override federal aviation law. That reliance will not protect airports from enforcement, clawbacks, or litigation — it will only ensure that taxpayers pay the price.

FOOTNOTES

[1] U.S. Const. art. VI, cl. 2; 49 U.S.C. §47107(b); FAA Airport Improvement Program Grant Assurances; City of Los Angeles v. FAA, 239 F.3d 1033 (9th Cir. 2001)

[2] FCC v. Fox Television Stations, 567 U.S. 239 (2012); Mo. Const. art. I, §10