



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 3249		DATE: 3/3/2026	
COMMITTEE: Economic Development			
TESTIFYING: <input checked="" type="checkbox"/> IN SUPPORT OF <input type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
REGISTERED LOBBYIST:			
WITNESS NAME: JORGEN SCHLEMEIER		PHONE NUMBER: 573-634-4876	
REPRESENTING: GREATER ST. LOUIS INC		TITLE:	
ADDRESS: 213 EAST CAPITOL AVENUE			
CITY: JEFFERSON CITY		STATE: MO	ZIP: 65101
EMAIL:	ATTENDANCE:	SUBMIT DATE: 3/3/2026 12:00 AM	
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 3249		DATE: 3/3/2026	
COMMITTEE: Economic Development			
TESTIFYING: <input type="checkbox"/> IN SUPPORT OF <input checked="" type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: ARNIE C. "HONEST-ABE" DIENOFF-STATE PUBLIC ADVOCAT		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: In-Person	SUBMIT DATE: 3/3/2026 11:35 PM	
THE INFORMATION ON THIS FORM IS PUBLIC RECORD UNDER CHAPTER 610, RSMo.			

I am Opposed to this Tax-Credit. We NEED to Cut \$2-Billion Dollars from the Annual State Budget and can not afford this Tax-Credit. We can not afford the \$7-Million.



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 3249		DATE: 3/3/2026	
COMMITTEE: Economic Development			
TESTIFYING: <input type="checkbox"/> IN SUPPORT OF <input checked="" type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: KORTNIE HUDDLESTON		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 3/3/2026 10:54 PM	

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

I am writing in strong opposition to HB3249, which extends a costly tax exemption for aviation jet fuel for another decade. While framed as a benefit for businesses, this bill is a giveaway to profitable corporations at the expense of working families and essential public services.

This legislation allows large, multi-state airlines to avoid paying their fair share in taxes. After paying just the first \$1.5 million, these common carriers are exempt from all state sales tax on jet fuel for the rest of the year. For multi-billion dollar industries, this cap is negligible and functions as a permanent, expanding subsidy. Extending this exemption to 2043 locks Missouri into a decade of lost revenue that could instead fund our schools, fix our roads, and support our communities.

The premise of this bill is that we must choose between corporate tax breaks and public investment. From a progressive perspective, this is a false choice. Missouri should not be subsidizing the profitable aviation industry. We should be ensuring that massive corporations that benefit from our state's infrastructure and workforce contribute to the common good, just like every other Missourian who pays their sales tax on a loaf of bread or a pair of shoes.

This bill is also a missed opportunity. The revenue lost from this exemption could be transformative. It could mean smaller class sizes, better-paid teachers, affordable public transit, or critical investments in healthcare and housing. Instead of prioritizing these needs, the bill prioritizes the bottom lines of out-of-state corporations.

The expiration date of this exemption was an opportunity to reevaluate our priorities. Instead, this bill extends a broken status quo. We should be closing these corporate loopholes, not expanding them, to build a Missouri that works for everyone, not just the wealthy and well-connected. I urge you to vote no on HB3249.



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 3249		DATE: 3/3/2026	
COMMITTEE: Economic Development			
TESTIFYING: <input type="checkbox"/> IN SUPPORT OF <input checked="" type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> FOR INFORMATIONAL PURPOSES			
WITNESS NAME			
INDIVIDUAL:			
WITNESS NAME: MICHAEL DREYER		PHONE NUMBER:	
BUSINESS/ORGANIZATION NAME:		TITLE:	
ADDRESS:			
CITY:		STATE:	ZIP:
EMAIL:	ATTENDANCE: Written	SUBMIT DATE: 3/3/2026 10:53 PM	

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

I am writing in strong opposition to HB3249, which extends a costly tax exemption for aviation jet fuel for another decade. While framed as a benefit for businesses, this bill is a giveaway to profitable corporations at the expense of working families and essential public services.

This legislation allows large, multi-state airlines to avoid paying their fair share in taxes. After paying just the first \$1.5 million, these common carriers are exempt from all state sales tax on jet fuel for the rest of the year. For multi-billion dollar industries, this cap is negligible and functions as a permanent, expanding subsidy. Extending this exemption to 2043 locks Missouri into a decade of lost revenue that could instead fund our schools, fix our roads, and support our communities.

The premise of this bill is that we must choose between corporate tax breaks and public investment. From a progressive perspective, this is a false choice. Missouri should not be subsidizing the profitable aviation industry. We should be ensuring that massive corporations that benefit from our state's infrastructure and workforce contribute to the common good, just like every other Missourian who pays their sales tax on a loaf of bread or a pair of shoes.

This bill is also a missed opportunity. The revenue lost from this exemption could be transformative. It could mean smaller class sizes, better-paid teachers, affordable public transit, or critical investments in healthcare and housing. Instead of prioritizing these needs, the bill prioritizes the bottom lines of out-of-state corporations.

The expiration date of this exemption was an opportunity to reevaluate our priorities. Instead, this bill extends a broken status quo. We should be closing these corporate loopholes, not expanding them, to build a Missouri that works for everyone, not just the wealthy and well-connected. I urge you to vote no on HB3249.



MISSOURI HOUSE OF REPRESENTATIVES
WITNESS APPEARANCE FORM

BILL NUMBER: HB 3249		DATE: 3/3/2026
COMMITTEE: Economic Development		
TESTIFYING: <input type="checkbox"/> IN SUPPORT OF <input checked="" type="checkbox"/> IN OPPOSITION TO <input type="checkbox"/> 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: 2/26/2026 7:54 AM

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

HB 3249 extends a preferential sales tax exemption for aviation jet fuel through 2043 — effectively renewing a corporate tax shelter for major interstate air carriers.

At a time when Missouri taxpayers are absorbing rising property taxes, sales taxes, and cost-of-living pressures, this bill extends a subsidy for one of the most capital-intensive industries in the country.

**This is not small business relief.
 This is not family relief.
 This is not rural relief.**

It is a capped, high-volume fuel exemption for common carriers that already benefit from federal preemption protections, infrastructure subsidies, and aviation trust allocations.

The state is choosing to forgo revenue — up to \$10 million annually directed into a specialized fund — while simultaneously asking residents to shoulder increased fiscal burdens elsewhere.

If the argument is economic competitiveness, then require measurable job creation benchmarks, Missouri-based payroll thresholds, or clawback triggers. This bill does none of that.

It simply extends the benefit.

My position is straightforward:

If Missouri families do not receive a capped sales tax exemption on gasoline, airlines should not receive one on jet fuel.

Vote no.

This notice is submitted to formally place the General Assembly on record regarding foreseeable fiscal and constitutional concerns associated with extending the aviation jet fuel sales tax exemption through 2043.

**Tax Expenditure Without Revalidation
 Extending a targeted industry exemption for an additional decade without contemporaneous performance auditing, economic impact findings, or measurable public-benefit criteria raises**

accountability concerns under Article III, § 38(a) of the Missouri Constitution (prohibition on public funds for private purposes absent a clear public purpose).

Special Law Concerns

A narrowly tailored exemption benefiting a defined class of interstate air carriers may implicate Article III, § 40 (prohibition on special laws) if the classification lacks a rational and defensible statewide public purpose beyond preferential treatment.

Unequal Tax Treatment

While tax classifications are generally reviewed under rational basis scrutiny, continued preferential treatment for a specific fuel type and industry, absent updated justification, creates foreseeable equal-protection challenges under both the Fourteenth Amendment to the U.S. Constitution and Article I, § 2 of the Missouri Constitution.

Long-Term Revenue Impact

Extending the sunset to 2043 materially binds future legislatures to a decade of foregone revenue without built-in review triggers or fiscal safeguards. Such structural entrenchment heightens litigation risk if the public-purpose justification erodes over time.

This notice is not speculative. It reflects foreseeable challenges grounded in Missouri constitutional fiscal limitations and equal-protection doctrine.

Members are therefore on formal notice that continuation of this exemption without updated findings, measurable standards, and defensible statewide public-purpose analysis may invite judicial scrutiny.