

TO: AIRPORT COMMISSION

FROM: Matthew Kazmierczak
Manager of Strategy and Policy

SUBJECT: LEGISLATIVE UPDATE

DATE: July 19, 2018

FEDERAL

Department of Homeland Security Spending Bill

The House of Representatives released its proposed Fiscal Year 2019 spending bill for the U.S. Department of Homeland Security.

At present, the bill includes the following elements:

- CBP
 - \$17.8 billion in appropriations for CBP – an increase of \$3.8 billion above the fiscal year 2018 enacted level. This includes funding for 375 new CBP officers above the request to be deployed at air and land ports of entry.
- TSA
 - \$7.3 billion for TSA, which fully funds Transportation Security Officers (\$3.3 billion) and privatized screening operations at airports. The bill includes \$20 million above the budget request for the purchase and installation of approximately 240 carry-on baggage screening systems to improve detection capabilities at airport checkpoints. The bill also includes funding above the request to hire, train, and deploy 50 new canine teams to further enhance security and expedite processing time. However, this bill does not fund the Law Enforcement Officer Reimbursement agreements.

FAA Reauthorization Bill

The Senate FAA Reauthorization bill has been on hold since it was approved by the Commerce Committee last summer. Should the Senate move on its bill, it is expected that they would quickly begin negotiations with the House on a final FAA package that could be voted on later this summer. The FAA faces a reauthorization deadline on September 30.

At present, the Senate bill would extend the agency's programs through the end of Fiscal Year 2021. The bill currently does not include any changes to the PFC. Ground Transportation providers have been seeking language in the bill that would require the Department of Transportation to establish a working group to examine ground transportation access and fees at airports and come up with a set of recommendations for the agency to implement.

STATE

Monitoring Items

Continue to Monitoring Turo

- Turo is a personal vehicle sharing company that facilitates the rental of personal vehicles between two private parties. Airports are concerned about the company, its agents, and its users operating at and utilizing airport property and infrastructure without an authorized business permit and without coordinating activity with the airports.
- The City of San Francisco is suing Turo, alleging that Turo has failed to pay the fees required to operate legally at SFO airport. Turo claims it shouldn't be subject to the same regulations as legacy rental car companies. The City of San Francisco says that Turo is not following the rules that are in place to keep people safe and to maintain a level playing field.
- Turo has filed a lawsuit against Los Angeles International Airport for similar reasons as in the SFO case.

California Air Resources Board (CARB)

- The California Airports Council has been in conversations with CARB about potential regulations to ground support equipment. There is the potential that a CARB environmental mandate could risk the eligibility of Voluntary Airport Low Emissions Program (VALE) grants from the FAA. If the California Airports become ineligible for VALE grants this could hinder efforts to reduce emissions.