

**TO:** AIRPORT COMMISSION

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**SUBJECT:** Legislative Update

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## FEDERAL

In late September 2020, Congress passed and the President signed into law a continuing resolution (CR) to keep the federal government operating through December 11, 2020. The bipartisan agreement avoids a government shutdown.

The short-term CR includes a critical fix for the Airport and Airway Trust Fund (AATF), which is suffering from a dramatic drop in revenue due to low passenger levels and the temporary suspension of aviation excise taxes through the end of the year that was included in the CARES Act to help ailing carriers. The CR would bolster the AATF with a \$14 billion transfer from the general fund.

The CR does **not** include funding for a long list of COVID-related items, including additional funding for airports. While the House passed a \$2.2 trillion relief package on October 1, 2020, which included \$13.5 billion for airports and airport businesses, negotiations for advancing any future coronavirus relief packages have broken down and remain stuck. There is potential for a future relief package after the election. However, the timing, size, and scope of the future relief package will largely depend on the particulars of the election.

## STATE

August 31, 2020 was the end of California's legislative session. COVID-19 truncated the time bills were deliberated, and focused measures on pandemic-related response and relief.

At the end of September 2020, the Governor signed into law SB 1044, which bans PFAS from firefighting foam. The Airport was monitoring this legislation because PFAS is a federally required chemical in airport firefighting foam, setting up a conflict between federal and state laws. The final legislation included an exclusion for PFAS chemicals that are required by federal law. Currently, the FAA is exploring alternative chemicals to replace PFAS.