



Mobility-21

LA County Moving Together Mobility-21 Coalition No. 2003-03 March 28, 2003

Los Angeles Regional Airports
AIR-21 Reauthorization, Homeland Security,
and Environmental Streamlining

Description: Resolution endorsing Los Angeles regional airports' efforts to secure Passenger Facility Charge (PFC) flexibility and Airport Improvement Program (AIP) funding through AIR-21 Reauthorization; secure sufficient funding for federally mandated homeland security measures at airports; and support legislation to expedite the environmental review process to speed up airport projects.

AIR-21 Reauthorization

WHEREAS, The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR-21) expires on September 30, 2003. AIR-21 authorizes vital funding for aviation infrastructure through the Airport Improvement Program (AIP) and Passenger Facility Charges (PFC). National airport associations and individual airports will be working with House and Senate members during the 108th session to ensure the successful reauthorization of AIR-21; and

WHEREAS, Reauthorization of AIR-21 would provide continued aviation infrastructure funding, and these infrastructure funds should continue to be used for needed airport improvements, not used to pay for federally mandated homeland security expenses; and

WHEREAS, Ground transportation projects serving airports are generally ineligible for aviation infrastructure funds (AIP and PFC) due to funding restrictions; and

Homeland Security

WHEREAS, The airline industry lost a record \$7.7 billion nationwide in 2001, even after receiving \$4 billion from the federal government. Increased security measures mandated by the federal government place a financial burden on the airline industry, which was already feeling the effects of the downturn in the economy since September 11; and

WHEREAS, The federal government mandated an increase in security measures to be in place at commercial airports after September 11, although only a portion of the costs of these measures have been reimbursed; and

WHEREAS, During the period 9/11/01 to 9/30/02, Los Angeles International Airport (LAX) requested \$20.2 million in federal reimbursements for mandated security expenses. The FAA confirmed \$16.9 million as eligible for reimbursement. To date, the federal government has only given LAX \$9.7 million, leaving a shortfall of \$7.2 million. Approximately \$15 million of this request was for increased law enforcement personnel and overtime to cover new federal mandates; and

WHEREAS, During the period 9/11/01 to 9/30/02, Ontario Airport requested \$3.6 million in federal reimbursement. The FAA confirmed \$3.5 million as eligible for reimbursement. To date, the federal government has only given Ontario \$573,000, leaving a shortfall of \$2.9 million. Almost all of the \$3.6 million was for additional law enforcement personnel and overtime; and

WHEREAS, During the same period, Burbank Airport requested \$2.4 million in federal reimbursement. The FAA confirmed \$2.3 million as eligible for reimbursement. The federal government has only given Burbank \$426,000, leaving a shortfall of \$1.9 million; and

WHEREAS, In 2000, approximately 87 million passengers and 2.9 million tons of air cargo traveled through Los Angeles regional airports. Because of this demand, the region's airports need sufficient resources to protect the traveling public and goods; and

Environmental Streamlining

WHEREAS, Currently, it takes between 5 and 20 years for the appropriate state and federal agencies to complete the necessary environmental reviews for the construction of new runways and airport facilities to relieve present and anticipated congestion; and

WHEREAS, In order to meet the region's air transportation needs, airports have supported legislation to expedite the environmental review of airport

facility projects throughout the country to prevent unnecessary delays and to increase capacity; and

WHEREAS, Legislation proposed during the 2001-02 Legislative session, such as S633 and HR4481, would have required the Department of Transportation to develop and implement a coordinated review process for airport capacity projects at “congested airports”. The only airport that would have been affected in Los Angeles under either of these two bills was Los Angeles International Airport (LAX); and

WHEREAS, National airport associations and individual airports will be working with House and Senate members during the 108th session to reintroduce the project streamlining bills or to include these provisions in the AIR-21 Reauthorization bill; and

NOW, THEREFORE, BE IT RESOLVED THAT

The Mobility-21 Coalition:

1. Supports reauthorization of AIR-21 to provide aviation infrastructure funds (AIP and PFC) with an Airport Improvement Program (AIP) funding level of \$4 billion per year for needed airport improvements nationwide.
2. Supports increased flexibility for AIP funds and Passenger Facility Charges to ensure that they can be used on airport ground access and security projects outside the airport grounds (consistent with Los Angeles County Transportation Summit Resolution No. 2002-05, adopted on the 18th of November).
3. Supports legislative actions that reimburse airports for federally mandated homeland security expenses. This can be accomplished by (1) authorization of a dedicated airport security user fee, to be collected for the exclusive benefit of airport operators, and/or (2) an appropriation that will provide additional funds previously authorized in the Aviation and Transportation Security Act of 2001.
3. Supports legislative action in the 108th Congress similar to legislation proposed during the 2001-02 legislative session, such as S633 and HR4481, which would have required the Department of Transportation to develop and implement a coordinated review process for airport capacity projects at “congested airports”.

Additionally, this legislation should be amended to include a provision that which would allow airports within 100 miles of a congested airport to voluntarily participate in a concurrent environmental review process.

THAT this resolution shall be widely circulated to all interested parties to include: the California Congressional Delegation, U.S. Senators Dianne Feinstein and Barbara Boxer, the House and Senate Chairpersons and Ranking Members of the Homeland Security Appropriations subcommittees, the House Chairpersons and Ranking Members of the Transportation & Infrastructure committee and subcommittees, the Senate Chairpersons and Ranking Members of the Commerce committee and subcommittees and the President of the United States.

PASSED AND APPROVED BY THE Mobility-21 Coalition, this 28th day of March, 2003.