



## **Legislative Update**

December 5 , 2011

# Legislative Engagement

## Government Affairs Committee- 2011 Highlights:

Members: Gabriele Mack, Co-Chair, Eric Bain, Co-Chair, Darryl Daniels, Sarah von der Lippe, Shelby Scales, Don O' Bannon

- ✓ Thru competitive process selected McBee Strategic in association with Anthony Robinson to provide advocacy, engagement, and strategic support in Washington, DC
- ✓ Chair provided written testimony to the House Transportation & Infrastructure Committee.
- ✓ Developed position papers for communicating AMAC' s positions
- ✓ Lead a joint meeting with leadership from other like-minded organization

# Legislative Engagement

## **Government Affairs Committee- 2011 Highlights:**

- ✓ built relationships and partnerships through face to face engagement
- ✓ AMAC's Executive Director established a meeting with Brandon Neal, Director of Small Business for the Department of Transportation.
- ✓ AMAC's Executive Director met with AAAE Executive Director to establish dialogue on partnering opportunities.
- ✓ Planned and successfully executed Industry Day in conjunction with CBC

# Legislative Engagement

## Industry Day September 21, 2011:

Opportunity to:

- ✓ brand AMAC and communicate our message and agenda
- ✓ build relationships and partnerships through face to face engagement
- ✓ educate Members of Congress and staff on the importance of eliminating the discrimination and barriers minority- and women-owned businesses continue to face in the airport contracting and concessions business; and
- ✓ raise awareness regarding the important economic benefits your businesses bring to the airports and to your communities
- ✓ Lend support to legislation that supports our members interest



# Legislative Engagement

## AMAC's Priorities

### #1.) Long-term FAA reauthorization legislation is needed.

- Jobs: Building airport infrastructure is about jobs
- AMAC members and other small businesses would benefit from the certainty provided by a long-term reauthorization bill that would enable long-term economic planning and growth.
- Our members and employees would put people to work with the passage of a long term bill. The bill would enable airports to plan and build for the future.
- Reauthorizing the FAA's authorities would enable longer-term planning and project implementation for Airports.
- The series of short-term extensions has limited the ability of airports to plan and execute infrastructure programs and has hurt us directly.

# Legislative Engagement

## AMAC's Priorities

### **#2.) Funding for the Airport Improvement Program is Critical.**

- Infrastructure spending is critical. The Airport and Airways Trust Fund pays for those improvements. Reauthorizing the Airport Improvement Program (AIP) at a funding level that provides for necessary airport infrastructure, which means jobs for your community, but also safer, more efficient airports.
- Continuing this critical source of funding at appropriate levels will ensure economic growth and opportunities for small businesses.
- AIP funds critical airport capital projects, and is essential, particularly for smaller airports whose access to private capital markets is limited.

# Legislative Engagement

## AMAC's Priorities

### **#3.) Mandatory Certification Training for FAA and USDOT is Needed.**

- While one set of federal regulations govern DBE programs across the country, certifying officials often vary in their interpretation and application of the rules.
- This places a great burden on DBE firms, many of which are small, family-run businesses that expend sizeable resources during the DBE certification process.
- Thus, AMAC supports efforts to establish a mandatory certification training program and require DBE certifiers to complete the training to ensure a consistent application of the regulations and reduce the burden on small businesses.



# Legislative Engagement

## AMAC's Priorities

### **#4.) The DBE Program Should be Expanded to Projects Funded by PFCs and TSA.**

- When airports expend AIP funds, they are required to have a DBE program.
- However, there is no requirement for a DBE program for projects funded with Passenger Facility Charges (PFC) or through the Transportation Security Administration (TSA).
- AMAC urges Congress to consider policy mechanisms to address this problem and supports applying the existing (and court-tested) DBE program to PFC-funded projects and TSA-funded projects.





# Legislative Update

- ✓ **Federal Overview:** *Washington, D.C. Update*
- ✓ **Current Legislative Activity:** *FAA Reauthorization, TSA Legislation*
- ✓ **Agenda for the Remainder of the 112<sup>th</sup> Congress:** *Next Steps Going Forward*

# Legislative Update: *Washington, D.C. Update*

- ✓ Debt Ceiling Agreement
- ✓ Appropriations Process
- ✓ Oversight Activity
- ✓ Current Legislative Agenda

# Legislative Update: *Current Legislative Activity*

## FAA Reauthorization

- ✓ The Federal Aviation Administration is currently operating on its 22nd short-term extension since the FAA's last authorization law expired at the end of FY 2007.

- ✓ Reauthorization Efforts: The *Surface and Air Transportation Programs Extension Act of 2011* has been passed by both the Senate, H.R. 2887, extending FAA's authorities until January 31, 2011.
- ✓ The Senate and House continue to negotiate their respective long-term authorization bills, S. 223 and H.R. 658
- ✓ Major Issues Remain for Negotiations
- ✓ AMAC Priorities for FAA reauthorization
- ✓ State of Play going forward

# Legislative Update: *Current Legislative Activity*

## Transportation Security Administration (TSA)

✓ The House Homeland Security Subcommittee on Transportation Security has marked up the “*Transportation Security Administration Authorization Act of 2011*” on September 14, 2011.

- ✓ The Senate Commerce Committee has not acted on reauthorization legislation for TSA yet.
- ✓ The Senate has stated that they will likely move once the House has reported their bill out of the Homeland Security Full Committee.
- ✓ AMAC’s Priorities

# Legislative Engagement

## Summary & Next Steps

# Legislative Engagement

Questions?