

Memorandum



CITY OF DALLAS

DATE April 28, 2023

TO Honorable Members of the Transportation & Infrastructure Committee

SUBJECT **Good Jobs Good Airports Act**

During a meeting of the City Council Transportation and Infrastructure Committee on Monday, April 17, staff was asked to provide additional information regarding the Good Jobs Good Airports Act Bill (HR 1449/S 753) and resolution. This bill addresses pay, benefits, and labor standards for certain airport service workers. Airport service workers include security officers, food service workers, cleaning staff, ticketing agents, and retail service workers. Specifically, the bill establishes a minimum wage and benefit standard for such airport service at large, medium, and small hub airports.

The bill would require small, medium, and large hub commercial service airport owners and operators to obtain from each entity that employs service workers certification that the requisite wages and fringe benefits have been paid, and submit a compliance report annually to the Secretary of Transportation. The bill would also require the same certification by airports as a condition of collecting a Passenger Facility Charge, receiving a discretionary Airport Improvement Program Grant, receiving an Airport Infrastructure Grant, and receiving an Airport Terminal Grant. While the bill's intent appears favorable, the language currently states that the airport operators would be responsible for entities that are not in compliance, potentially causing cities to lose airport improvement funding as well as ineligibility for airport terminal and infrastructure grants.

We are working with our federal legislative team, the Department of Aviation, and DFW Airport, on actions that may be considered locally.

Below are questions asked during the committee meeting and corresponding answers. Please note we will include this information in a briefing for your next committee meeting.

- What is the current federal wage/current minimum wage for other states? The current federal minimum wage is \$7.25 per hour. Employers to which the Fair Labor Standards Act (FLSA) applies must adhere to the federal minimum wage requirement. States may set their own minimum wage requirements that exceed the federal rate. State minimum wages are available [here](#). Currently only California, Washington, and the District of Columbia have rates higher than \$15.00 an hour.
- Does this bill also include Dallas Executive Airport? No, the bill would not apply to Dallas Executive Airport. It only applies to small hub airports, medium hub airports, and large hubs airports. Under federal aviation law, those terms describe commercial service airports. Dallas Executive Airport is a general aviation airport. (Dallas Love Field is a medium hub commercial service airport and DFW is a large hub commercial service airport, so the bill would apply to both.)

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- At the State level are there any bills concerning minimum wage? Yes – there are several bills at the state level regarding minimum wage.
 - [SB 582](#) (Eckhardt): Relating to authorization for a county or municipality to establish a local minimum wage.
 - [HB 193](#) (Ortega): Relating to authorization for a county or municipality to establish a local minimum wage.
 - [HB 1126](#) (Martinez Fischer): Relating to the minimum wage.
 - [HB 1919](#) (Goodwin): Relating to the minimum wage.
 - [HB 737](#) (Walle): Relating to the minimum wage.
 - [HB 169](#) (Reynolds): Relating to the minimum wage.
- What is the timeline for the amending of the resolution? Position on a resolution considered by the City Council is subject to City Council action. The bill is not expected to move in the House. If it moves in the Senate, it may likely be as part of the broader FAA reauthorization bill. The Senate Commerce Committee is expected to begin consideration of the FAA reauthorization bill later this spring or summer.
- Is the bill the final draft from Washington? The bill has been introduced in the House (HR 1499) and the Senate (S 753). No bill is final until it is sent to the President, meaning it can be amended at most steps of the legislative process. For now, all we have are the bills as introduced. They have been referred to the House Transportation & Infrastructure Committee and the Senate Commerce Committee. Neither committee has taken any action on them. If the bill moves, it will be in the Senate, most likely as part of a broader FAA reauthorization bill. The House and Senate bills are identical. They would amend the statute governing the airport improvement program ([49 USC 47107](#)) to make the awarding of Airport Improvement Grants conditional on the airport owner providing written assurances that “covered service workers” are paid at least \$15 per hour and receive fringe benefits that are in line with those prevailing in local collective bargaining agreements (as outlined in [41 USC 6703](#)).

If you have questions or need additional information, please contact me or Victoria Moe, Senior Government Affairs Manager, at victoria.moe@dallas.gov.



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