

Calendar No. 609

113TH CONGRESS }
2d Session }

SENATE

{ REPORT
113-282 }

A BILL TO RELEASE THE CITY OF ST.
CLAIR, MISSOURI, FROM ALL RESTRIC-
TIONS, CONDITIONS, AND LIMITATIONS
ON THE USE, ENCUMBRANCE, CONVEY-
ANCE, AND CLOSURE OF THE ST. CLAIR
REGIONAL AIRPORT

R E P O R T

OF THE

COMMITTEE ON COMMERCE, SCIENCE, AND
TRANSPORTATION

ON

S. 2759



DECEMBER 1, 2014.—Ordered to be printed

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SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

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SECOND SESSION

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113-282

A BILL TO RELEASE THE CITY OF ST. CLAIR, MISSOURI, FROM ALL RESTRICTIONS, CONDITIONS, AND LIMITATIONS ON THE USE, ENCUMBRANCE, CONVEYANCE, AND CLOSURE OF THE ST. CLAIR REGIONAL AIRPORT

DECEMBER 1, 2014.—Ordered to be printed

Mr. ROCKEFELLER, from the Committee on Commerce, Science, and Transportation, submitted the following

R E P O R T

[To accompany S. 2759]

The Committee on Commerce, Science, and Transportation, to which was referred the bill to release the City of St. Clair, Missouri, from all restrictions, conditions, and limitations on the use, encumbrance, conveyance, and closure of the St. Clair Regional Airport (S. 2759), having considered the same, reports favorably thereon without amendment and recommends that the bill do pass.

PURPOSE OF THE BILL

The bill would release the City of St. Clair, Missouri (City), from all restrictions, conditions, and limitations on the use, encumbrance, conveyance, and closure of the St. Clair Regional Airport upon satisfying certain conditions.

BACKGROUND AND NEEDS

S. 2759 would require the Administrator of the Federal Aviation Administration (FAA) to release the City from restrictions on the use of the St. Clair Regional Airport once all financial obligations to Federal taxpayers are repaid by the City to the Department of Transportation of the State of Missouri (Missouri DOT). The City currently owns and operates the airport. Satisfying those financial obligations would require the City to provide compensation for land, infrastructure investments, and equipment. Those assets would be intended for use by the Missouri DOT to improve air service and capacity at the surrounding general aviation airports.

SUMMARY OF PROVISIONS

S. 2759 would require the United States, acting through the FAA, to release the City from all restrictions, conditions, and limitations on the use, encumbrance, conveyance, and closure of the St. Clair Regional Airport upon satisfying certain conditions. The release could not be executed before the City, or its designee, transfers certain specified amounts to the Missouri DOT, as well as all airport and aviation-related equipment of the St. Clair Regional Airport determined to be salvageable for use.

The bill would require the City to: pay fair market value for the airport property to the Missouri DOT; repay the unamortized value of Federal grants to the Missouri DOT; and transfer any remaining airport revenue to the Missouri DOT.

The bill would also require the FAA to remove the runway end indicator lighting system at the St. Clair Regional Airport.

LEGISLATIVE HISTORY

S. 2759 was introduced on July 31, 2014, by Senator McCaskill. Senator Blunt is a cosponsor. The bill was referred to the Committee on Commerce, Science, and Transportation. On September 17, 2014, the Committee met in open Executive Session and, by a voice vote, ordered S. 2759 reported favorably without amendment.

ESTIMATED COSTS

In accordance with paragraph 11(a) of rule XXVI of the Standing Rules of the Senate and section 403 of the Congressional Budget Act of 1974, the Committee provides the following cost estimate, prepared by the Congressional Budget Office:

S. 2759—A bill to release the city of St. Clair, Missouri, from all restrictions, conditions, and limitations on the use, encumbrance, conveyance, and closure of the St. Clair Regional Airport

S. 2759 would direct the Federal Aviation Administration (FAA) to release the city of St. Clair, Missouri, from certain requirements that currently apply to use of the St. Clair Regional Airport. Under the bill, the proposed release would not take effect until the city transfers to the Missouri Department of Transportation certain sums of money as specified in the bill, including the unexpended portion of federal grants paid to the city for capital improvements at the airport.

CBO estimates that enacting S. 2759 would have no significant effect on the federal budget. According to the FAA, the unexpended portion of federal grants that remain available to the airport total roughly \$300,000. Under the bill, those amounts would be retained by the state of Missouri and spent at other regional airports in that state. Because the bill could affect the timing of outlays from existing balances, pay-as-you procedures apply, but CBO estimates that any net change in the timing of outlays would be negligible over the next few years. Enacting S. 2759 would not affect revenues.

S. 2759 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act.

The CBO staff contact for this estimate is Megan Carroll. The estimate was approved by Theresa Gullo, Deputy Assistant Director for Budget Analysis.

REGULATORY IMPACT

In accordance with paragraph 11(b) of rule XXVI of the Standing Rules of the Senate, the Committee provides the following evaluation of the regulatory impact of the legislation, as reported:

NUMBER OF PERSONS COVERED

No significant impact on the number of persons covered would result from passage of S. 2759.

ECONOMIC IMPACT

S. 2759 is not expected to have an adverse impact on the Nation's economy.

PRIVACY

The bill would have no adverse impact on the personal privacy of individuals.

PAPERWORK

The bill would not increase paperwork requirements for private individuals or businesses. Some additional requirements would be imposed on the FAA and the Missouri DOT, to the extent drafting and execution of certain legal documents would be necessary to complete the release contemplated under the language of S. 2759.

CONGRESSIONALLY DIRECTED SPENDING

In compliance with paragraph 4(b) of rule XLIV of the Standing Rules of the Senate, the Committee provides that no provisions contained in the bill, as reported, meet the definition of congressionally directed spending items under the rule.

SECTION-BY-SECTION ANALYSIS

Section 1. Release of restrictions, conditions, and limitations on the use, encumbrance, conveyance, and closure of the St. Clair Regional Airport.

This section would direct the FAA, acting on behalf of the United States, to release the City from all restrictions, conditions, and limitations on the use, encumbrance, conveyance, and closure of the St. Clair Regional Airport. Such a release would be contingent upon the execution of certain actions by the City, or its designee. The City, or its designee, would be required to transfer amounts to the Missouri DOT equal to the fair market value of the airport property, the unamortized value of Federal grants, and any remaining airport revenue. It would require the transfer to the Missouri DOT of all airport and aviation-related equipment of the St. Clair Regional Airport determined to be salvageable for use. The FAA would be required to remove the runway end indicator lighting system at the St. Clair Regional Airport.

CHANGES IN EXISTING LAW

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, the Committee states that the bill as reported would make no change to existing law.

