

**Comparison of Legislation Creating Selected Airport Authorities with  
Provisions of 2005 Assembly Bill 1089**

	<i>Columbus Regional Airport Authority/Ohio</i>	<i>Minnesota Metropolitan Airports Commission</i>	<i>San Diego Regional Airport Authority</i>	<i>Wayne County Airport Authority/Michigan</i>	<i>2005 Assembly Bill 1089</i>
Permissive or mandatory formation	Permissive.	Mandatory.	Mandatory.	Mandatory for airports with 10 million or more enplanements in any 12-month period; permissive for the rest of the state.	Mandatory for a county owning or operating an airport with more than two million enplanements in a 12-month period; permissive for the rest of the state.
Referendum before formation	None.	None.	None.	None.	None.
Timeframe for asset transfer	None specified. Enabling legislation suggests a substantial on-going relationship between local government and an authority.	Commission jurisdiction created upon effective date of enactment, July 6, 1943.	Law approved October 14, 2001. Interim board by January 7, 2002. Permanent board by December 2, 2002. Transfer of airport to be completed on or after December 16, 2002.	Assets and operational jurisdiction transfer on the date of issuance of the FAA certificate to the authority.	Milwaukee County must transfer airport no later than the first day of the 7 <sup>th</sup> month beginning after the effective date of the enacted law. [The effective date would have been the day after the publication of the enactment.]

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Public body legal opinion before transfer	None.	None.	None.	None.	None.
Elected officials on board or authority	Terms of enabling legislation do not prohibit board members from being elected officials or public employees.	Mayors of Minneapolis and St. Paul, or their designees. Other appointees, who represent specific geographic areas, not prohibited from being elected officials or public employees.	Mayors of cities within jurisdiction of authority. Other appointees, who represent specific geographic areas and referred to as public members, not by terms prohibited from being elected officials or public employees.	If mandatory, one member of the seven-member board may be from the legislative body of local government.  If permissive, no one who has served as an elected public official or public employee in the 12 months preceding appointment may be appointed to the board.	No member of the board of an airport authority in Milwaukee County may hold a state or political subdivision office or be an employee of the Senate or any political subdivision.

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Powers of eminent domain, bonding, taxation	May issue revenue bonds and may exercise power of eminent domain. May levy taxes, and issue certain bonds pursuant to a vote of the electors residing in the authority's jurisdiction.	Has powers of eminent domain, bonding (revenue and limited general obligation), and taxation.	May issue revenue bonds and levy special benefit assessments to finance capital improvements and may exercise power of eminent domain. No power of taxation.	May issue revenue bonds and may exercise power of eminent domain. No power to levy taxes or special assessments.	May issue revenue bonds and may exercise power of eminent domain. No power of taxation.
Compensation for local investment	None.	None.	None.	None.	None.
Treatment of outstanding obligations and debt	May guarantee obligations of any person or government entity.	May assume payment of part or all of balance due on existing bonds.	Assumes all financial obligations secured by revenue and fees from airport operations, including bond debt and all obligations for long-term debt, grants, and grant assurances.	Assumes all outstanding contracts, obligations, and debt.	Accepts assignment of all contracts and assumes all obligations and liabilities of the county.

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Policing authority	An authority may provide a special police force. Members of special police force are public employees, but not members of a police department for purposes of Ohio Revised Code.	Must provide policing of airports.	San Diego Harbor Police remains under jurisdiction of the San Diego Port District and employees incur no loss of employment or reduction in the compensation plan. The San Diego Harbor Police Department has exclusive contract for law enforcement services and peace officers remain employees of the San Diego Unified Port District.	An authority may appoint and vest with police powers airport law enforcement officers.	An airport district has concurrent police power with other authorized police officers in its jurisdiction. A district may employ police or contract for police with a political subdivision. A district may employ security personnel or contract for the provision of security personnel to provide routine patrol functions.