

To the office of U.S. Representative Jesús G. "Chuy" García

Re: HR 9678 (119th Congress), Good Jobs for Good Airports Act · Latest action (2026-07-14): Referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Education and Workforce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

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Office of record (Congress.gov): 2334 Rayburn House Office Building, Washington, DC · (202) 225-8203

Airport Worker Safety and Efficiency Act of 2025

The measure, as described from the official record: To improve working conditions and wages for airport service workers (e.g., baggage handlers, cleaners, security) by requiring airports receiving federal grants to adopt labor standards, including minimum pay and benefits, and to penalize airports that fail to comply.

THE PROPOSAL

This Act ensures safe and efficient operations at federally funded airports by requiring airports that receive federal grants under 49 U.S.C. § 47101 et seq. to adopt and enforce minimum safety and training standards for all workers performing services directly related to airport operations, including baggage handling, aircraft servicing, and passenger assistance. The standards shall be developed by the Secretary of Transportation in consultation with the Occupational Safety and Health Administration, focusing on workplace safety, injury prevention, and basic training requirements, not on wages or benefits. Airports must submit an annual compliance report to the Secretary, certifying that all contracted service providers meet these safety standards. The Secretary may withhold up to 10% of the airport's annual federal grant allocation for noncompliance, after providing a 90-day notice and an opportunity for a hearing. This Act does not preempt state or local laws that provide greater worker protections, consistent with the Tenth Amendment. The Act shall be funded through existing appropriations for the Federal Aviation Administration's Airport Improvement Program, with a budget cap of \$5 million annually for administrative costs. It shall sunset after 5 years, with a report to Congress on effectiveness and any unintended consequences.

OPERATIVE PROVISIONS (VFA PROPOSAL)

Funding Source	Existing appropriations for the Federal Aviation Administration's Airport Improvement Program (49 U.S.C. § 48103).
Funding Amount	\$5 million per year for administrative costs, capped.
Sunset Years	5 years
Oversight Body	Secretary of Transportation, in consultation with the Occupational Safety and Health Administration.
Enforcement Mechanism	Withholding up to 10% of annual federal grant allocation after 90-day notice and hearing; judicial review available under the Administrative Procedure Act.
Effective Date	180 days after enactment.

CONSTITUTIONAL BASIS

- Article I, Section 8, Clause 3 (Commerce Clause)
- Article I, Section 8, Clause 1 (Spending Clause)
- Tenth Amendment
- Fifth Amendment Due Process Clause

Concerns with the measure as written:

- The bill may exceed Congress's enumerated powers under Article I, Section 8 by imposing labor standards on private employers at airports, which could be seen as a Tenth Amendment infringement on state and local authority over intrastate commerce.
- The bill's enforcement mechanism may violate the Fifth Amendment Due Process Clause if it penalizes airports without clear notice or a fair hearing process.

WHY BOTH SIDES CAN BACK IT (VFA'S ASSESSMENT)

Democratic priorities honored: Protects worker safety and ensures federal funds are used for safe operations, addressing concerns about working conditions without imposing wage mandates. Republican priorities honored: Respects state and local authority under the Tenth Amendment, avoids federal wage controls, limits federal spending with a budget cap and sunset, and provides due process protections for airports.

Values for America is a nonpartisan, constitution-first SI think tank. This brief is informational. It is a policy proposal, not law, and it does not support or oppose any candidate or party. Full analysis and sources: <https://www.valuesforamerica.com/solutions/173> · Methodology: <https://www.valuesforamerica.com/methodology>