

Mr. BLUMENAUER. Mr. Chairman, I wonder if I might engage in a very brief colloquy with the ranking member.

I would say to the gentleman from Minnesota (Mr. Oberstar), I strongly support Air 21 because an adequate air transport is a key component to a livable community, to make sure it is healthy and well-functioning.

Yet in most of the communities one of the most harrowing parts of the journey is trying to actually get to the airport, and not just for passengers. There are problems for the many thousands of employees that work there, and the timing of freight is increasingly difficult.

Yet, the Federal government invests hundreds of billions of dollars on the ground, and Air 21 means tens of billions of dollars in the air. I would ask the gentleman if, under the implementation of Air 21, if there are ways to assure better coordination between air and ground transport, either coordination with the FAA, spotlighting the facts that have been done, or ways to get more representation of air issues on MPOs?

Mr. OBERSTAR. Mr. Chairman, will the gentleman yield?

Mr. BLUMENAUER. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Chairman, I want to compliment the gentleman on his leadership and concern on the issue of livable communities, and access to airports is one of those livability issues.

The gentleman has cited the metropolitan planning organizations and other surface transportation planning entities as essential to the process of airport development. Their role should be included by airport authorities in the planning process. That is one step in achieving the goal the gentleman seeks.

Mr. BLUMENAUER. I thank the gentleman. I support the legislation. I hope we will be concerned in its implementation to make sure that we can do a good job of putting these

## Airport planning makes sense

Monday, 14 June 1999 19:00

---

pieces together.