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National Utility Contractors Association ■
Portland Cement Association ■
Precast/Prestressed Concrete Institute ■
The Road Information Program ■
United Brotherhood of Carpenters and Joiners of America

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February 10, 2016

Dear House Transportation & Infrastructure Committee Member:

As the House Transportation & Infrastructure Committee prepares to consider the Aviation Innovation, and Reform Reauthorization (AIRR) Act, the 31 national association and construction trade union members of the Transportation Construction Coalition (TCC) urge you to ensure upgrading the nation's airport infrastructure as a major priority in any multi-year aviation reauthorization proposal.

While we certainly support efforts to improve the operational efficiency of the U.S. civil aviation system, the Federal Aviation Administration's Aerospace Forecast for Fiscal Years 2015 – 2035 projects passenger levels will grow from 776 million in 2015 to 1.1 billion by 2034. Furthermore, the latest ACI-NA Capital Needs Survey estimates airports will have more than \$15 billion in annual capital needs between 2015 and 2019.

During the AIRR Act mark-up, you will have several opportunities to ensure airport infrastructure improvements go hand in hand with operational reforms. Accordingly, the TCC urges you to:

- Support the Barletta (R-Pa.) Amendment (#57) to increase Airport Improvement Program (AIP) investment. The proposal would boost the AIRR Act's AIP investment roughly \$200 million per year by applying the proposal's annual AIP increases to a baseline of \$3.52 billion (the amount provided from FY 2006 to FY 2011). The Airport and Airways Trust Fund has sufficient revenue to support this level investment with requiring cuts in other programs or deficit spending.
- Support the Johnson (D-Texas) Amendment (#68) to raise the Passenger Facility Charge (PFC) cap. The PFC is a direct user fee to support airport infrastructure that has remained stagnant at \$4.50 since 2000. The Johnson amendment would increase the cap to \$6.47 and adjust the cap annually to reflect inflationary increases. Airports would not be required to increase their PFC, however increasing the cap would allow individual airports to address their respective infrastructure needs.
- Support the Ribble (R-Wis.) Amendment (#34) to allow congressional review of future Federal Aviation Administration rulemakings. Specifically, the amendment would improve transparency in the regulatory process by requiring a detailed justification of the proposed rule and establishing procedures for Congress to approve or disapprove rules determined to impact the economy by \$100 million or more.
- Support the Lipinski (D-Ill.) Amendment (#88) to allow states to follow their own standards for airport development. Allowing states to design their own specifications for airport construction materials that are cost-effective while still meeting life-cycle and safety guidelines set by the U.S. Department of Transportation is a priority for the transportation construction industry. The amendment works towards that goal and the TCC looks forward to working with Congress on this critical issue as the AIRR Act moves forward.

Thank you for your consideration of these views and we look forward to working with you to ensure enactment of a comprehensive aviation reform and investment bill in 2016.

Sincerely,

The Transportation Construction Coalition