



**TRANSPORTATION
CONSTRUCTION
COALITION**

**We're Building A
Better America!**

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January 14, 2016

Senator John Thune
Chairman
Committee on Commerce, Science
and Transportation
U.S. Senate
Washington, D.C. 20510

Senator Bill Nelson
Ranking Member
Committee on Commerce, Science
and Transportation
U.S. Senate
Washington, D.C. 20510

Dear Chairman Thune and Ranking Member Nelson:

With the expiration of the current short-term extension of the federal aviation programs fast approaching, the 31 national associations and construction trade unions 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 understand the interest from a variety of sectors in upgrading federal air traffic control system technology and management practices, it is also clear the demands on existing airport infrastructure will continue to grow. Aviation infrastructure improvements must go hand in hand with operational enhancements to deliver maximum benefit for air travelers and the U.S. economy which rely on civil aviation as an integral component of the nation's intermodal transportation network.

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. The latest ACI-NA Capital Needs Survey estimates airports will have more than \$15 billion in annual capital needs between 2015 and 2019. In contrast to these documented demands, Airport Improvement Program (AIP) funding has been cut from its FY 2011 level of \$3.5 billion to \$3.35 billion in recent years. Furthermore, a direct user fee to support airport infrastructure, the passenger facility charge (PFC) cap has remained stagnant at \$4.50 since 2000.

As such, the members of the TCC urge you to both increase annual AIP investment to at least the \$3.5 billion that was provided in FY 2011—while ensuring that a reliable and dedicated revenue stream is continued—and raise the PFC cap to at least recapture lost purchasing power over the past 15 years as part of any reauthorization of the federal aviation programs. Airports would not be required to increase their PFC, however increasing the cap would allow individual airports to address their respective infrastructure needs. The growing demands on the nation's airport infrastructure, however, easily warrant adjustments well beyond these minimum amounts.

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

Sincerely,

The Transportation Construction Coalition