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April 19, 2018

Dear House Rules Committee Member:

As the House Rules Committee prepares the rule for H.R. 4 the FAA Reauthorization Act of 2018, the 31 national association and construction trade union members of the Transportation Construction Coalition (TCC) urge you to make in order two amendments that will ensure upgrading and modernizing the nation's airport infrastructure is a major priority in the aviation reauthorization proposal.

The Federal Aviation Administration's Aerospace Forecast for Fiscal Years 2017 – 2037 projects passenger levels will grow from 819.6 million in 2016 to 1.23 billion by 2037. The latest ACI-NA Capital Needs Survey estimates airports will have \$20 billion in annual capital needs between 2017 and 2021. In contrast to these documented demands, annual 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), has remained capped at \$4.50 since 2000.

Accordingly, the TCC urges you to make the following amendments in order:

- Barletta (R-Pa.)/Graves (R-Mo.) Amendment to increase Airport Improvement Program (AIP) investment. The proposal, which passed by voice vote in the committee and 47-12 at a FAA reauthorization mark-up in 2016, would boost AIP investment in H.R. 4 an average of roughly \$440 million by applying annual inflationary adjustments 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 of investment without requiring cuts in other programs or deficit spending.
- Massie (R-Ky.) and DeFazio (D-Ore.) amendment to eliminate 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 TCC supports any effort to eliminate or increase the cap. Airports would not be required to increase their PFC in any potential amendment, however eliminating the cap would allow individual airports another tool to address their respective infrastructure needs.

Thank you for your consideration of these views and we look forward to working with you to ensure enactment of an aviation bill in 2018.

Sincerely,

The Transportation Construction Coalition