

February 26, 2016

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

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

Dear Chairman Thune and Ranking Member Nelson:

Federal investment in airport infrastructure improvements has been, and must continue to be, a critical component of the U.S. civil aviation system. As your committee prepares to move forward on a new authorization of federal aviation programs, the American Road & Transportation Builders Association urges you to support significant annual increases in Airport Improvement Program (AIP) investments and a lifting of the cap on the Passenger Facility Charge (PFC) commercial airports can levy.

Federal Aviation Administration (FAA) data clearly document a disturbing combination of more than \$30 billion in unmet airport capital needs amidst projections of a 40 percent increase in passenger travel by 2035 and a doubling of air freight over the next 20 years. While operational and technical upgrades are needed to maintain the efficiency of the U.S. civil aviation system, these reforms must be accompanied with necessary airport infrastructure enhancements. Indefensibly, AIP investment and the PFC cap have been held constant for years, which means their purchasing power has declined.

AIP funding and PFC-generated revenues are mutually reinforcing tools to help address the nation's vast airport capital needs and both must be increased. Pitting one of these valuable sources of airport infrastructure investment against the other is a flawed strategy that would fail to support the system-wide improvements that are needed as documented by the FAA and aviation stakeholders.

The attached fact sheet demonstrates exactly how your state has benefited from federal AIP investment. Given the clear value of this program, the AIP funding levels approved by the House Transportation & Infrastructure Committee should be the minimum amounts included in any Senate reauthorization proposal and we encourage you to invest even more in airport infrastructure.

We stand ready to work with you to support a multi-year aviation reauthorization bill that provides both operational reforms and robust infrastructure investments.

Sincerely,



T. Peter Ruane
President and CEO