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CONSTRUCTION
COALITION**

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Better America!**

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June 20, 2017

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 authorization 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 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, 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.

As such, the members of the TCC urge you to increase AIP investment to at least the \$3.75 billion level that overwhelmingly passed the Senate in the 2016 bill and continue this trajectory over the duration of any reauthorization of the federal aviation programs. The TCC also calls on the Senate to unc cap the PFC. Airports would not be required to increase their PFC, however, eliminating the cap would allow individual airports to address their respective infrastructure needs at the local level.

Thank you for your consideration of these views and we look forward to working with you to advance a comprehensive aviation bill in 2017.

Sincerely,

The Transportation Construction Coalition