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COALITION**

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September 25, 2018

Dear Representative and Senator:

The 31 national associations and construction trade unions of the Transportation Construction Coalition (TCC) have been clear throughout the multi-year process to produce a long-term reauthorization of the federal aviation programs that aviation infrastructure improvements must be an essential complement to operational reforms to the civil aviation programs. We have routinely urged the House and Senate to include both an elimination of the cap on the Passenger Facility Charge (PFC) and an increase in Airport Improvement Program (AIP) investment levels in any aviation program reauthorization legislation to help address the \$20 billion in annual airport capital investment needs cited by the Airports Council International-North America.

We greatly appreciated and strongly supported amendments overwhelmingly approved in 2016 and 2018 by the House Transportation & Infrastructure Committee to boost proposed Airport Improvement Program (AIP) funding levels. We were also pleased to support the \$400 million increase in AIP investment approved by the Senate Commerce, Science and Transportation Committee in 2016 and 2017 as part of its aviation program reauthorization efforts.

Unfortunately, the aviation bill produced last week by House and Senate negotiators ignores these past efforts and reverses course to keep AIP investment at the level where it has resided since 2012. It should be noted the 2012 levels were a \$250 million cut from the FY 2011 level. Furthermore, when adjusted for inflation, the FY 2012 AIP investment levels lost \$224 million in purchasing power by 2018 and this disappointing trajectory will continue under the proposal pending before the House and Senate to the tune of \$590 million.

Given these realities, it is clear the proposed aviation program reauthorization conference report is a missed opportunity that fails to address the nation's airport infrastructure challenges.

We recognize the measure contains a \$1 billion authorization of future general fund support for airport improvements and will continue to work with the House and Senate Appropriations Committees to achieve that which this legislation does not.

Aviation infrastructure improvements must go hand in hand with operational enhancements to deliver maximum benefits 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 TCC urges all members of the House and Senate to look for immediate avenues to upgrade the nation's airport infrastructure facilities.

Sincerely,

The Transportation Construction Coalition