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Dear Representative and Senator,

A multi-year reauthorization of the federal aviation programs is a prime opportunity to provide much needed operational reforms to improve the efficiency of the civil aviation system and deliver long overdue airport infrastructure upgrades. Unfortunately, H.R. 302, the "FAA Reauthorization Act of 2018" is a missed opportunity that perpetuates the status quo by holding the federal Airport Improvement Program (AIP) at current levels.

This action is directly counter to the clear prioritization of airport infrastructure upgrades included in legislation approved by the House Transportation & Infrastructure and Senate Commerce, Science & Transportation Committees. Furthermore, \$310 million in purchasing power will be lost by holding AIP funding constant over the life of this bill. As a result, this legislation would yield real reductions in federal airport infrastructure improvements at a time when Airports Council International – North America projects airport capital investment needs have grown to \$20 billion per year.

While ARTBA members are discouraged by the lack of investment in airports here in the U.S., we do support the reforms made to overseas infrastructure development opportunities in this bill via the "Better Utilization of Investments Leading to Development (BUILD) Act of 2018." The creation of the U.S International Development Finance Corporation will streamline the process for incentivizing private investment in developing international areas by U.S. companies while also increasing funding for these critical programs.

ARTBA recognizes the legislation authorizes additional general funds for airport grants and will work with House and Senate appropriations committees accordingly to ensure the program is fully funded. While one-time infusions of infrastructure investment are certainly helpful, they are no replacement for sustained growth over multiple years.

We look forward to working with Congress in the coming years to achieve meaningful airport infrastructure enhancement through increased AIP investment and eliminating the cap on Passenger Facility Charges.

Sincerely,

T. Peter Ruane
President and CEO