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September 5, 2017

The Honorable Jason Lewis
415 Cannon House Office Building
Washington, DC 20515

Dear Representative Lewis,

The 31 national associations and construction trade unions of the Transportation Construction Coalition (TCC) strongly oppose your letter to Senate Appropriations Chairman Cochran and Ranking Member Leahy urging them to drop the Passenger Facility Charge (PFC) increase included in their FY 2018 Appropriations bill. Given the drastic needs of our nation's airports, it is long-overdue that we lift the restrictions imposed at the federal level on local officials to collect necessary revenues to make much-needed improvements.

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, federal funding for the Airport Improvement Program has been cut from its FY 2011 level of \$3.5 billion to \$3.35 billion in recent years.

Meanwhile, the PFC, a user fee in the truest form as it is only collected on departures from the airport imposing the charge, has remained capped at \$4.50 since 2000. The language in the Senate Appropriations bill does not require local officials to increase their PFC – rather, it allows airports the flexibility to address their respective infrastructure needs at the local level.

Providing local airport officials the flexibility to bring in the adequate revenues to address their own capital needs is 16 years overdue. The TCC strongly opposes your letter and, alternatively, urges all House members to support the inclusion of the PFC in the final FY 2018 Transportation, Housing and Urban Development appropriations law.

Sincerely,

The Transportation Construction Coalition

Cc: All Members of the U.S. House of Representatives