



**For Immediate Release**

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**Trump's Long-Awaited \$1.5 Trillion Infrastructure Plan**

**WASHINGTON, DC (February 12, 2018)** – Airport Minority Advisory Council (AMAC) President & CEO, Krystal J. Brumfield updates AMAC members on President Trump's plan to rebuild America's infrastructure:

"Earlier today, President Trump unveiled his much-anticipated plan to rebuild America's infrastructure. The measure calls for a direct investment of federal funding to the tune of \$200 billion. The Administration predicts the direct investment will spur "\$1.5 trillion in infrastructure investments with partners at the State, local, Tribal, and private level." Attached are additional background documents released by the White House moments ago."

The following airport related provisions were included in the President's infrastructure proposal:

***Expand Transportation Infrastructure Finance and Innovation Act (TIFIA) Funding and Broaden Program Eligibility***

- TIFIA currently limits project eligibility to those that are eligible for Federal assistance through existing surface transportation programs (highway projects and transit capital projects). Port and airport infrastructure enhancement and expansion projects across the United States do not have access to the credit assistance that is available via TIFIA for other types of transportation infrastructure projects, making it more difficult for project sponsors to pursue alternative project delivery for airports and to implement critical airport infrastructure improvements. Amending the project eligibility in the TIFIA statute to enable TIFIA to offer loans and other credit assistance to non-Federal waterways and ports and airport projects (such as renovated or new passenger terminals, runways, and related facilities) would incentivize project delivery for airports and ports and would accelerate overall improvements in airport and seaport infrastructure.

***Remove State Volume Caps and Transportation Volume Caps On PABs For Public Purpose Infrastructure Projects And Expand Eligibility To Ports And Airports***

- Clean water and drinking water projects currently are subject to State volume caps for PABs, based on population. In recent years, as little as 1-1.5 percent of all exempt bonds were issued to water and wastewater projects. Exceptions from the volume cap currently are provided for other governmentally owned facilities such as airports, ports, housing, high-speed intercity rail, and solid waste disposal sites. Additionally, many performance-based infrastructure projects for



transportation facilities described in 26 U.S.C. 142(m) have taken advantage of PABs, which allow private sector developers to benefit from similar tax-exempt subsidies provided to public sector borrowers. The law establishes a nationwide volume cap of \$15 billion for these projects, to be allocated by the Secretary of Transportation.

- These caps create uncertainty as to the availability of PABs in the future, as projects require long lead times for development, and no additional PABs may be issued for this type of facility once the cap has been exhausted.
- Amending 26 U.S.C. 146 to remove the population-based volume cap applicable to PABs for public purpose infrastructure projects of the types covered by this proposal that have the requisite public attributes would level the playing field between public and private service providers.
- Amending 26 U.S.C. 142(m) to eliminate the nationwide cap would provide certainty that PABs would be available to a project sponsor as it developed and evaluated a project's financial strategy. This provision would apply only if a State volume cap did not already apply.

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#### **About the Airport Minority Advisory Council (AMAC)**

AMAC's mission is to promote the inclusion of minorities and women in contracting opportunities and professional development throughout the aviation and aerospace industry. Since 1984, AMAC has been at the forefront of nearly every national policy initiative impacting the participation of disadvantaged businesses in airport contracting. AMAC works consistently with congress, the federal government, aviation trade associations and others as a resource for information, education, and guidance on business and employment matters. For more information, visit [www.amac-org.com](http://www.amac-org.com).