

**Summary of Key Travel Related Provisions
in the Administration’s “Legislative Outline for Rebuilding Infrastructure in America”**

Airport Infrastructure

- **Create More Efficient Federal Aviation Administration Oversight of Non-aviation Development Activities at Airports:** To fix the burden of reviewing projects other than those related to critical airfield infrastructure (terminals, access and service roads, hangers, and other facilities), the administration proposes an amendment to [49 U.S.C. 47107](#). This would limit FAA approval and oversight of non-aviation development activities at airports and create more efficient FAA oversight of critical airfield infrastructure.
- **Reduce Barriers to Alternative Project Delivery for Airports:** This proposal encourages Congress to remove a limitation on the number and size of airports that participate in a pilot program which allows individual air carriers to privatize an airport. In addition, the administration suggests lowering the threshold needed to approve privatization from 65 percent of carriers at a given airport to a majority vote.
- **Clarify Authority for Incentive Payments under the Airport Improvement Program:** The administration recommends that Congress clarify authority for incentive payments under AIP to permit additional financial incentives for contractors. The plan claims this will increase work efficiency and reduce project completion times.
- **Move Oversight of AIP Funds to Post-Expenditure Audits:** The administration encourages Congress to shift FAA oversight from grant applications to post-expenditure audits under the AIP. They claim that this oversight causes significant delays in airports receiving funds for improvement projects.
- **Extend Streamlined Passenger Facility Charge Process from Non-hub Airports to Small Hub Airports:** The administration claims a burdensome PFC application process for non-hub airports (under [49 U.S.C. 40117](#)). This provision would streamline the application process to reduce delays and unnecessary requirements for non-hub and small hub airports.
- **Authorize Federal Divestiture of Assets that Would Be Better Managed by State, Local, or Private Entities:** President Trump cites DCA, IAD, the George Washington and Baltimore Washington Parkways, and the Washington Aqueduct as potential infrastructure more appropriately owned by state, local, or private entities. If federal agencies can conduct analysis to show an increase in value from the sale of federal infrastructure and show how the money would be spent, they may sell the asset to another public or private entity.

National Parks

- **Establish Interior Maintenance Fund to Address National Parks Maintenance Backlog:** The administration proposes to use receipts from mineral and energy development on public lands to address the deferred maintenance backlog for public lands infrastructure. DOI will be in charge of the fund, which should not exceed \$18 billion (with current backlog at \$11.3 billion), and will prioritize, monitor and measure projects and related results.