

Support Capital Investment Grants in FY18 and Current Pipeline Projects

From: The Honorable Earl Blumenauer
Sent By: paul.balmer@mail.house.gov
Date: 3/28/2017

March 28, 2017

Dear Colleague,

Please join us in the below letter to Chairman and Ranking Member of the Appropriations Subcommittee on Transportation, Housing, and Urban Development requesting level funding of \$2.3 billion for Fiscal Year 18 (FY18) for the Federal Transit Administration's (FTA) Capital Investment Grant Program (CIG), commonly known as New Starts, Small Starts, and Core Capacity. The letter also requests continued support for the 55 projects in the CIG pipeline.

To sign on or or ask questions, please contact Paul Balmer in Rep. Blumenauer's office (paul.balmer@mail.house.gov) or Martin Schulz in Rep. Walorski's office (martin.schultz@mail.house.gov).

April 4, 2017

The Honorable Mario Diaz-Balart Chairman Subcommittee on Transportation, Housing and Urban Development House Committee on Appropriations 2358 Rayburn House Office Building Washington, DC 20515	The Honorable David Price Ranking Member Subcommittee on Transportation, Housing and Urban Development House Committee on Appropriations 1016 Longworth House Office Building Washington, DC 20515
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Dear Chairman Diaz-Balart and Ranking Member Price:

As you prepare the Transportation-HUD appropriations bill for Fiscal Year 2018 (FY18), we write to respectfully request funding for the Federal Transit Administration's (FTA) Capital Investment Grant Program (CIG), commonly known as New Starts, Small Starts, and Core Capacity, at a level of \$2.3 billion, the level

authorized in the Fixing America's Surface Transportation (FAST) Act. We also request that you continue to support the 55 projects in the current CIG pipeline.

The CIG program is critical to communities with transit investments that either already constructed or planned—generating regional economic benefits, attracting businesses to the project corridor, connecting workers to their employers, and relieving freight congestion chokepoints. The benefits of a project extend well beyond the project corridor: nearly 73 percent of the funds from the CIG program flow directly to the private sector via manufacturers, suppliers, and service firms located in nearly every congressional district in the United States.

Before a project is recommended to Congress by the FTA for CIG funding, it is subject to an extensive and rigorous review. We urge you to respect that process and give direction to the FTA to continue to rate, evaluate, and recommend projects for funding that are already in the pipeline.

It is critical to fund the CIG program at no less than the FAST Act funding levels. Local taxpayers have stepped up to bear an increasing share and burden of the cost of capital construction, with nearly 55% of the capital monies and all of the operating monies coming from non-federal funding sources. Further, there are many communities across the country that either recently approved, plan on seeking voter approval in the near future, or will soon have dedicated revenues available to fund expansion of transit systems. The voters in each of these regions rely on the assumption that the federal government will be a strong partner by providing matching capital funds.

We therefore urge you to fund the CIG program at \$2.3 billion in FY18 and continue to support projects in the CIG pipeline.

Sincerely,

Earl Blumenauer
Member of Congress

Jackie Walorski
Member of Congress