

Congress of the United States
Washington, DC 20515

April 27, 2022

The Honorable David Price
Chairman
Subcommittee on Transportation,
Housing and Urban Development
House Committee on Appropriations
Washington, D.C. 20515

The Honorable Mario Diaz-Balart
Ranking Member
Subcommittee on Transportation,
Housing and Urban Development
House Committee on Appropriations
Washington, D.C. 20515

Dear Chairman Price and Ranking Member Diaz-Balart:

As you prepare the Transportation-Housing and Urban Development (T-HUD) appropriations bill for Fiscal Year (FY) 2023, we write to request full funding for the Federal Transit Administration's Capital Investment Grant (CIG) Program, commonly known as New Starts, Small Starts, and Core Capacity, at the fully-authorized level of \$3 billion. We also request that you continue to support the dozens of projects under construction or in the CIG pipeline, and urge the U.S. Secretary of Transportation to sign construction grant agreements when project sponsors have met all their requirements to execute the agreement.

While the Infrastructure Investment and Jobs Act (IIJA) provided \$1.6 billion annually in advance appropriations to the CIG program, building a needs-based, efficient, and resilient transportation system requires investing the full authorized discretionary funding. Local taxpayers rely on partnerships with the federal government to develop major transit projects like those supported by CIG, and this funding is critical to developing a future-oriented transportation system.

Since the enactment of the IIJA, numerous new projects have entered the CIG pipeline because of this expanded funding opportunity. Once these projects complete an extensive and rigorous multi-year, multi-step review, Congress receives a final opportunity to fund them with a Full Funding Grant Agreement.

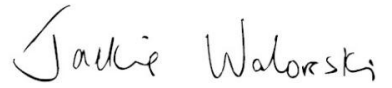
The CIG program is critical to building communities and planning these transit investments. It generates regional economic growth, attracts businesses to the project corridor, connects workers to their employers, and relieves freight congestion chokepoints. Today, 26 states have a CIG project in the pipeline, demonstrating the nationwide demand for transit capital investments. Transit project benefits extend well beyond the project corridor, sending \$39 billion annually, 55 percent of transit expenditures, to the private sector via manufacturers, suppliers, and service firms located in nearly every congressional district in the United States.

We therefore urge you to fund the CIG program at \$3 billion in FY 2023, in addition to the \$1.6 billion in advance appropriations provided by the IIJA, as well as continue to support projects in the CIG pipeline and urge the Secretary of Transportation to sign construction grant agreements when project sponsors have met their requirements.

Sincerely,



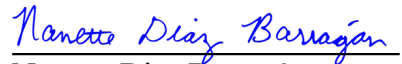
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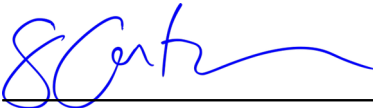
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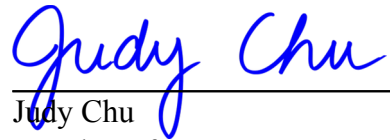
Anthony G. Brown
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Tony Cárdenas
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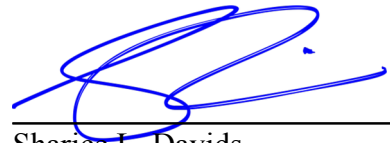
Sean Casten
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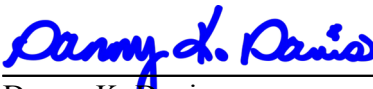
Judy Chu
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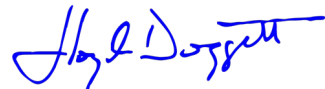
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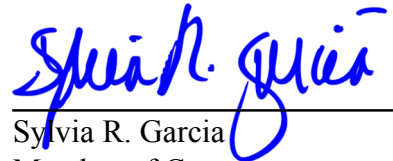
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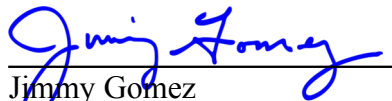
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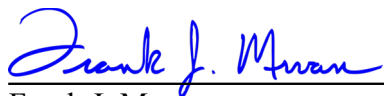
Doris Matsui
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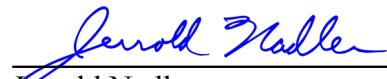
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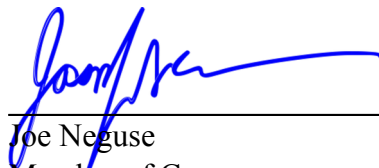
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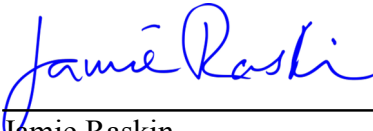
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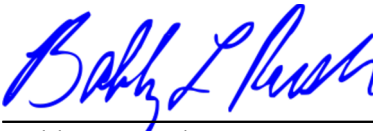
Dean Phillips
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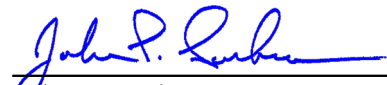
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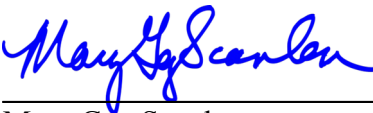
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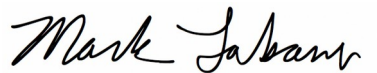
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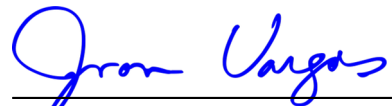
Mark Takano
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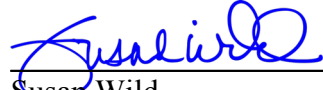
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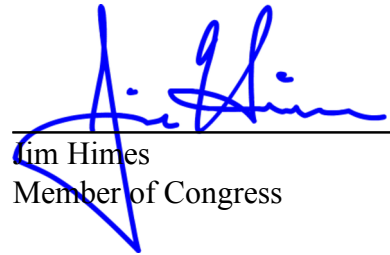
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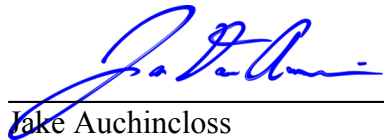
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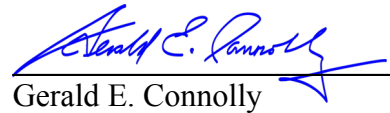
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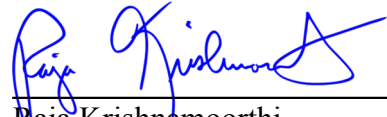
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A. Donald McEachin
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Raja Krishnamoorthi
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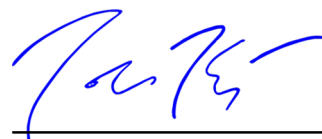
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Joaquin Castro
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Stacey E. Plaskett
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John Katko
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Ami Bera, M.D.
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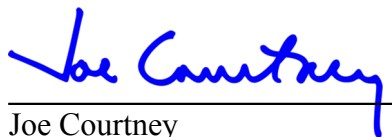
Deborah K. Ross
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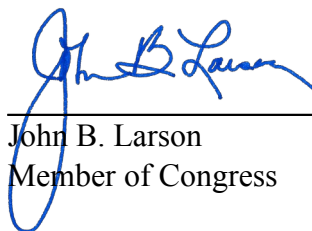
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