



AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION

July 11, 2017

EXECUTIVE COMMITTEE

CHAIR

Doran J. Barnes

VICE CHAIR

Nathaniel P. Ford, Sr.

SECRETARY-TREASURER

Kim R. Green

IMMEDIATE PAST CHAIR

Valarie J. McCall

Dorval R. Carter, Jr.

Nuria I. Fernandez

Freddie C. Fuller II

Donna P. McNamee

Jennifer Mitchell

Jeffrey A. Nelson

Greg Percy

Michael A. Sanders

Patrick J. Scully

Carl G. Sedoryk

Beverly S. Silas

David M. Stackrow, Sr.

Jeffrey Wharton

Charles R. Wochele

ACTING

PRESIDENT & CEO

Richard A. White

The Honorable Mario Diaz-Balart
Chairman
Subcommittee on Transportation,
Housing and Urban Development
Committee on Appropriations
U.S. House of Representatives
Washington, DC 20515

The Honorable David Price
Ranking Member
Subcommittee on Transportation,
Housing and Urban Development
Committee on Appropriations
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Diaz-Balart and Ranking Member Price:

On behalf of the more than 1,500 member organizations of the American Public Transportation Association (APTA), I write to convey our views on the fiscal year 2018 (FY18) Transportation, Housing and Urban Development, and Related Agencies appropriations bill that was released last night and will be considered by the Subcommittee later today.

APTA commends the Subcommittee for fully funding Federal Transit Administration (FTA) programs supported by the Mass Transit Account of the Highway Trust Fund at the \$9.733 billion level authorized by the FAST Act and appreciates the bill language directing the Secretary to both continue administering the Capital Investment Grant (CIG) program in accordance with the procedural and substantive requirements of current law and transmit to Congress the Annual Report on Capital Investment Grants with the FY19 budget proposal, including proposed funding allocations. In addition, APTA is grateful that the legislation continues support for Amtrak and fully funds the commitment to the Washington Metropolitan Area Transit Authority made under Passenger Rail Investment and Improvement Act of 2008.

However, we are deeply concerned that the legislation sets total funding for the CIG program at \$1.753 billion, which is \$549 million below the level authorized in the FAST Act, and eliminates the TIGER grant program. We are particularly concerned that this bill does not provide sufficient funding for several CIG projects Congress supported and appropriated money to in the Consolidated Appropriations Act of 2017. This would potentially stall the progress of these projects and slow the entire CIG pipeline.

APTA urges Congress to fully fund the CIG program at the authorized level and ensure that the Administration enters into grant agreements for projects which have met the appropriate statutory criteria. There are some 54 CIG projects in the FTA ratings process all of which address transportation needs in

communities that have already made significant state and local funding investments. These projects generate economic benefits, attract business development in project corridors, connect workers to jobs, create good new jobs, and relieve highway and road congestion. These projects alone add up to \$38 billion in new investment, and account for 800,000 jobs and \$90 billion in economic output nationally.

We are grateful for the opportunity to comment and for your efforts to advance a FY18 appropriations bill. We look forward to working with you to strengthen this legislation as the annual appropriations process continues.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard A. White". The signature is fluid and cursive, with the first name being the most prominent.

Richard A. White
Acting President and CEO

Cc: The Members of the Transportation, Housing and Urban Development, and Related Agencies Subcommittee on Appropriations