June 8, 2017

The Honorable Mick Mulvaney
Director
Office of Management and Budget
725 17th Street, N.W.
Washington, D.C. 20503

Dear Director Mulvaney:

On behalf of our constituents, we write to register our strong disappointment with the Office of Management and Budget singling out the communities of Denver, Los Angeles, and Seattle in the Administration's justification for significantly cutting the Capital Investment Grant (CIG) program and eliminating any future federal commitment to transit projects.[1] Our local communities are committed to investing in a strong, safe, and efficient public transportation system, and the Fiscal Year 2018 Budget Request penalizes them for doing so.

Public transportation is a vital part of our nation's transportation network, improving efficiency, increasing economic stability and growth, and providing alternatives to commuters experiencing ever increasing congestion. The success of public transportation as a mobility option is evident in the large demand by communities nationwide that seek to expand transit options to improve the quality of life for all Americans.

For decades under both Republican and Democratic administrations, the federal government has been a partner to communities across the country through the CIG program. Through its New Starts, Small Starts, and Core Capacity grants, the CIG program allows communities to compete for funding to build and improve subway, commuter rail, light rail, bus rapid transit, streetcar, and ferry projects. These projects are generated by local governments, undergo rigorous evaluation by the Federal Transit Administration (FTA), and include significant local funding. This local investment, often times through public ballot initiatives that raise local and state revenue, serves as a match to federal funding. As with our roads and highways, voters rightfully expect that the federal government will be a reliable and responsible partner. In this respect, the Administration's budget request is just another broken promise to our constituents.

Eliminating the CIG program directly contradicts Congress' bipartisan commitment to maintain and improve public transit options in the Fixing America's Surface Transportation Act (P.L. 114-94), which authorized $2.3 billion each fiscal year for the CIG program through Fiscal Year 2020. Our communities have been working with FTA in good faith according to strict federal guidelines to secure the opportunity to become eligible for federal funding and subsequently receive a recommendation for proposed funding in FTA's Annual Report to Congress.

Throughout the CIG process, the availability of local funding is a prerequisite for consideration. Instead of recognizing the commitment by our local communities to transit projects by following

---

[1] Major Savings and Reforms, Budget of the U.S. Government, Fiscal Year 2018, Page 76.

the clear statutory requirements of the program, the Administration's budget request is punishing them for that effort. This callous devolution brings uncertainty to nearly 60 projects in 20 states already in the CIG process. In many instances, like in Denver, Los Angeles, and Seattle, Americans have already agreed to support these projects with their hard earned money based on the expectation that the federal government would do its part.

We strongly urge you to keep the federal governments promise to communities throughout the nation, respect the will of Congress, and move forward with the CIG projects that meet existing federal requirements. This is critical to commuters, businesses, families, and so many more who rely on our public transportation system to go about their daily lives.

Sincerely,

Patty Murray
United States Senator

Dianne Feinstein
United States Senator

Michael F. Bennet
United States Senator

Kamala D. Harris
United States Senator

Maria Cantwell
United States Senator