

October 5, 2023

The Honorable Kevin McCarthy
Speaker
House of Representatives
Washington, D.C. 20515

The Honorable Steve Scalise
Majority Leader
House of Representatives
Washington, D.C. 20515

The Honorable Kay Granger
Chair, U.S. House Committee on
Appropriations
Washington, D.C. 20515

The Honorable Rosa DeLauro
Ranking Member, U.S. House Committee on
Appropriations
Washington, D.C. 20515

Dear Speaker McCarthy, Majority Leader Scalise, Chair Granger, and Ranking Member DeLauro:

The Central Lane Metropolitan Planning Organization (MPO) would like to express our concerns surrounding the Fiscal Year (FY) 2024 House Transportation, Housing and Urban Development (THUD) Appropriations bill. Our organization is writing to request the House of Representatives reconsider or remove the proposed transportation funding cuts in the THUD Appropriations bill, to uphold the commitments made under the Infrastructure Investment and Jobs Act (IIJA) and support the continued development of our nation's transportation infrastructure.

As an organization comprised of members committed to enhancing transportation, we believe that these steep funding reductions will undermine the progress made through the IIJA and hinder the advancement of our nation's transportation infrastructure. The IIJA presented a transformative opportunity to modernize our country's transportation systems. However, the current House THUD appropriations bill poses a serious threat to the funding provided under the IIJA. The proposed bill slashes funding for critical transportation and housing programs by a staggering 38 percent, compromising the effectiveness and potential of these vital initiatives.

One of the most concerning aspects of this bill is that several critical grant programs, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, National Infrastructure Project Assistance (Mega) grants, and Consolidated Rail Infrastructure and Safety Improvement (CRISI) grants, would not receive any appropriations in FY 2024 if this bill is approved. These programs have consistently demonstrated their impact and importance in promoting sustainable infrastructure, fostering equity, and supporting economic growth in communities across the country.

Many of the programs currently under threat have a history of being oversubscribed. The RAISE grant program received applications totaling \$15 billion for eligible projects, despite having only \$2.26 billion available this year. The demand for these grants is evident, and it is crucial that we ensure sufficient funding to meet the needs of our communities.

Furthermore, funding for essential entities such as the Federal Transit Administration's Capital Investment Grants (CIG) is being significantly reduced. These cuts directly impede the enhancement of public transportation, jeopardize the improvement of services, and hamper nationwide connectivity.

As the bill proceeds to the full House, we hope that this measure will be opposed, and that the House will advocate for a comprehensive funding bill that upholds the commitments made under the IIJA. Your support for a fully funded FY 2024 THUD appropriations bill will demonstrate your dedication to our nation's infrastructure and the well-being of constituents.

We request you to consider our concerns and actively work towards preserving the funding necessary to build and maintain an efficient and effective transportation system. We are grateful for your attention to this matter and appreciate your ongoing commitment to representing the interests of the nation.

Sincerely,

Steve Moe
Metropolitan Policy Committee, Chair