



**Committee on Transportation and Infrastructure**  
**U.S. House of Representatives**

**Peter A. DeFazio**  
**Chairman**

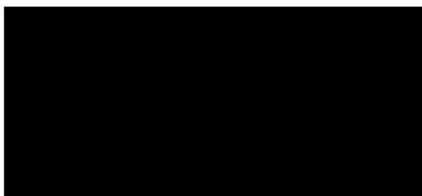
**Washington, DC 20515**

**Sam Graves, MO**  
**Ranking Member**

Katherine W. Dedrick, Staff Director

Paul J. Sass, Republican Staff Director

March 8, 2019



Dear [REDACTED]

As the new Chairman and Ranking Member of the Committee on Transportation and Infrastructure ("Committee"), we intend to continue strong oversight of the Capital Investment Grants (CIG) program (Section 5309 of Title 49), most recently reauthorized in the Fixing America's Surface Transportation Act (FAST Act, P.L. 114-94).

The Federal Transit Administration (FTA) has had three years to carry out the CIG program, including moving projects through the pipeline and awarding grants, consistent with the process set forth in the FAST Act. Recently, stakeholders have raised concerns about the implementation of the current program, including the slow pace of decision-making and new policy guidance that may result in increased costs and/or a larger local financial commitment. Therefore, we will review the program to ensure the Congressional intent of Section 5309 is being met.

We believe that this oversight can most effectively be accomplished with a quantitative analysis of CIG program operations. Data from project sponsors will provide the Committee with factual information and concrete examples relating to the sponsors' CIG experience under the FAST Act. Therefore, the Committee is seeking documentation and data in the form of emails, letters, reports, dates, and other written materials produced by the FTA, project and financial oversight contractors, and your agency. For your CIG project(s) that were in the pipeline after December 4, 2015, we request that you provide the Committee with the data and documents listed below by **April 8, 2019**. Please use the attached template for data associated with requests 1-6.

The Committee will not disclose or distribute any individual document or data outside of the Committee. Although analysis of the data may be used in committee reports, oversight hearings, or other official committee business purposes, the Committee will aggregate all data prior to

publication to ensure anonymity. The Committee wants to ensure CIG project sponsors feel free and able to adequately inform the Committee of their specific experiences with the CIG program.

- 1) Entry into Project Development: The date the project sponsor requested entry into Project Development, the date FTA considered the request complete, and the date FTA approved entry into Project Development.
- 2) Final Environmental Impact Statement/Record of Decision: The date the Environmental Impact Statement Notice of Intent was published for the project, the date a Finding of No Significant Impact was published (if applicable), the date a Draft Environmental Impact Statement was published (if applicable), the date a Final Environmental Impact Statement was published (if applicable), and the date a Record of Decision was published.
- 3) Project Rating: The date a project sponsor requested a project rating and subsequent re-ratings, the date FTA considered the request complete, and the date the project sponsor received the project rating.
- 4) Entry into Engineering: The date the project sponsor requested entry into Engineering, the date FTA considered the request complete, and the date FTA approved entry into Engineering.
- 5) Letters of No Prejudice: The date the project sponsor requested a Letter of No Prejudice, the date FTA considered the request complete, and the date FTA approved the Letter of No Prejudice.
- 6) Full Funding Grant Agreement (FFGA) and Small Starts Grant Agreement (SSGA): The date a project sponsor requested an FFGA or SSGA, the date FTA considered the request complete, and the date the grant agreement was awarded.
- 7) CIG Road Maps: Copies of the initial and most recent CIG Road Maps for your project.
- 8) Risk Assessments: Documents that illustrate any delay in finalizing a risk assessment and meeting the probability threshold, reasons for the delay, and additional project costs resulting from the delay.
- 9) CIG and Federal Share: Documents that illustrate delays and/or local project cost increases resulting from FTA policy or communications that reduce the CIG or Federal share of total project costs.

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Any questions regarding this request should be directed to Auke Mahar-Piersma, Subcommittee on Highways and Transit, at (202) 225-1963 or Auke.Mahar-Piersma@mail.house.gov and Cheryle Tucker, Subcommittee on Highway and Transit (Minority), at (202) 225-3562 or Cheryle.Tucker@mail.house.gov.

Thank you for your assistance in this matter.

Sincerely,



PETER A. DeFAZIO  
Chairman



SAM GRAVES  
Ranking Member