

Congress of the United States
Washington, DC 20515

February 10, 2012

The Honorable John Boehner
Speaker of the House of Representatives
H-232, The Capitol
Washington, DC 20515

The Honorable John L. Mica
Chairman
Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

Dear Speaker Boehner and Chairman Mica,

We are writing as concerned Members of Congress from California regarding H.R. 7, the American Energy and Infrastructure Act, which passed out of the Transportation and Infrastructure Committee on February 3rd. If this bill is enacted into law, it will hurt California's fragile economy by cutting vital funding, prohibiting new funds from being dispersed to one of California's largest infrastructure projects, and delaying safety measures. Additionally, we oppose the planned offsets for the bill, especially the proposal to drill off the coast of California. This provision will not make up the funding gap in the surface transportation bill and has no place in this legislation. For these reasons, we urge you to reconsider these proposals that will hurt rather than help our economy.

Funding Cuts

H.R. 7 will make major cuts to highway, transit and rail investments in California. The bill will cut \$724.5 million in highway funding to California over 5 years from current levels. Additionally, by dramatically changing federal transit policy the bill will cripple our transit agencies which are vital to our state's transportation system. The bill changes 30 years of transit policy by delinking transit funding from the Highway Trust Fund. The new "Alternative Transportation Account" will no longer be guaranteed funding through highway user fee revenues. This will force transit programs to compete with other discretionary priorities and lead to reduced federal investment in transit.

We are also concerned with the 25% cut to Amtrak which will hurt California's economy. California has 3 of the top 5 busiest Amtrak corridors in the U.S—Pacific Surfliner, Capitol Corridor and San Joaquin Corridor. Cutting federal investment in passenger rail will directly impact our constituents that rely on these services.

Programs Cut

As California's population continues to grow, our already congested roads are worsening. In fact, travel on California's interstate system is increasing at a rate five times faster than capacity. In an effort to tie California's hands, the bill would prohibit any funds to be used for the development of high-speed rail in California.

To achieve the same capacity as the proposed high-speed rail system, California would need to construct: 2,300 new lane miles of highway; 115 additional gates at California airports; and 4 new

airport runways to the tune of \$114 billion over the next 20 years. This would cost approximately \$171 billion with inflation, far more than it would cost to develop the planned high-speed rail system. California needs to find a solution to its congestion. Prohibiting funds for high-speed rail in California, when other states are free to move forward with high-speed rail, will prevent California from being able to decide how to best address its capacity constraints and transportation needs.

The bill also eliminates the Projects of Regional and National Significance Programs. Over 45% of the nation's imports are transported through California, and much of that moves onto the rest of the nation. The elimination of this program will adversely impact California.

Delays Safety Measures

In response to the catastrophic Southern California Metrolink accident in 2008, Congress required railroads to implement Positive Train Control (PTC), which are systems designed to automatically prevent train collisions and derailment, by December 31, 2015. The bill delays PTC implementation until December 31, 2020. H.R. 7 also eliminates the FRA's authority to require installation of PTC on rail lines and eliminates the deadline for PTC on rail lines on which toxic-by-inhalation hazardous materials are transported.

People lost their lives, and we have the technology to prevent such disasters in the future. We should not delay these safety measures.

Offsets

We are concerned and find it disingenuous to claim that increased drilling for oil shale and drilling off the coast of California and elsewhere in the Country will provide adequate funding for our transportation needs. In fact, according to the NRDC, this provision will likely only produce 1% of the funding. Including this offset on a transportation bill that has traditionally been bipartisan is needlessly squandering an opportunity to move a real jobs package this year that will help all of our constituents.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

We do support the inclusion of \$1 billion for the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program. This federal loan program provides direct loans, loan guarantees, and lines of credit to finance transportation projects of national and regional significance. Many California cities and transportation agencies are strong supporters of this program as it will allow them to quickly construct projects that are funded by a long-term local revenue stream. This can cut down on overall project costs by reducing inflationary costs.

As Members from California, we look forward to working with you to address our country's infrastructure needs. However, in the best interest of our constituents, we cannot support H.R. 7.

Sincerely,



Member of Congress



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Member of Congress

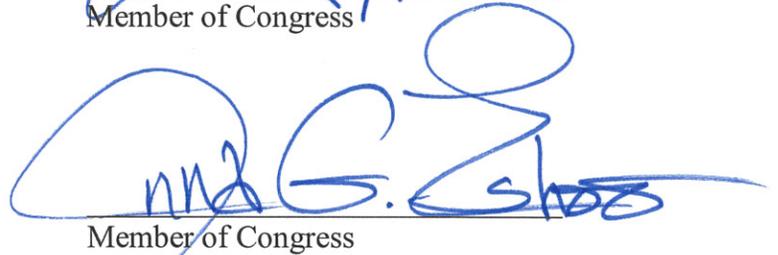

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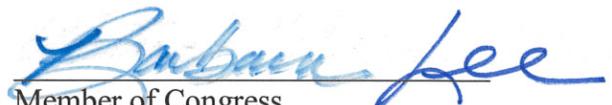

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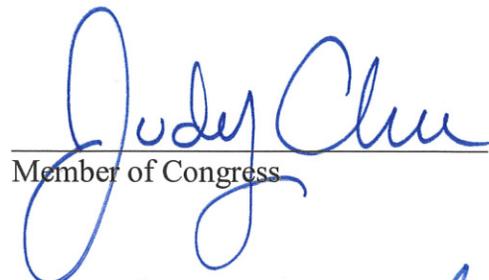

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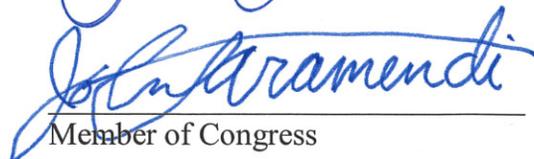

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CC: Senators Barbara Boxer and Dianne Feinstein and Ranking Member Nick Rahall

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