



October 9, 2014

The Honorable Bill Shuster
2165 Rayburn HOB
Washington, DC 20515

The Honorable Nick J. Rahall, II
2307 Rayburn HOB
Washington, DC 20515

The Honorable Jeff Denham
1730 Longworth HOB
Washington, DC 20515

The Honorable Corrine Brown
2111 Rayburn HOB
Washington, DC 20515

SUBJECT: Passenger Rail Reform and Investment Act of 2014 H.R. 5449

Dear House T&I Members:

The California Intercity Passenger Rail (CIPR) Leadership Coalition is comprised of agencies representing California's three existing intercity passenger rail services and two emerging intercity passenger rail services:

- Pacific Surfliner – Southern California
- San Joaquin – San Joaquin Valley/ San Francisco Bay Area/ Sacramento
- Capitol Corridor – Sacramento-Oakland/San Francisco-San Jose
- Coachella Valley-San Gorgonio (Los Angeles/ Palm Springs) - emerging
- Coast Corridor – Los Angeles/ Central Coast/ San Francisco Bay Area - emerging

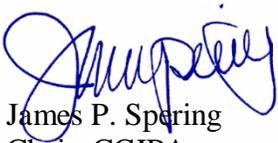
The CIPR Leadership Coalition appreciates the House Transportation and Infrastructure Committee's introduction of H.R. 5449, the Passenger Rail Reform and Investment Act (PRRIA) of 2014. We would like to take this opportunity to comment on H.R. 5449.

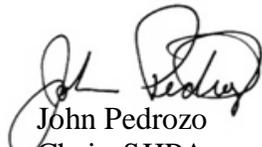
- One in five passengers on the Amtrak network rides the popular CIPR services, and California generates \$250 million in annual passenger and operating contract revenues.
- Considering that state IPR services represent 50% of all Amtrak ridership and over 30% of Amtrak's revenues nationwide, we believe the benefits of the state IPR services to Amtrak should be acknowledged through representation of these state intercity passenger rail (IPR) services on the Amtrak Board of Directors.
- We strongly support H.R. 5449's intent to increase transparency in bookkeeping and accounting.
- An annual authorization of \$150 million for capital projects over four years as part of the National Network would enable CIPR agencies to leverage available state funds to complete capital projects that will result in increased frequencies, reduced travel times, improved reliability and enhanced the safety of the existing and emerging CIPR services. We recommend a priority be given to projects that include matching funds.

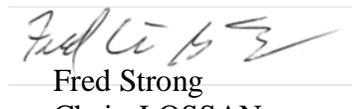
- We commend the bill’s proposal to create the State-Supported Route Advisory Committee to help oversee implementation of the pricing policy and methodology for state IPR services, pursuant to Section 209 of the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. We also support that funding for the Committee would be authorized within the USDOT budget to support the work of the Committee. Since the States completely fund the State-supported routes, the CIPR agencies look forward to being part of the dialog as these discussions move forward.
- We support the inclusion of a station development goal. California has been at the forefront in Transit-Orientated Development (TOD) at multi-modal stations that are served by CIPR trains, such as the Emerybay developments at the Emeryville Station, the joint development adjacent to the Richmond BART/Amtrak station, the Mill Creek Linear Park and surrounding development at the Bakersfield Amtrak station, and Los Angeles Union Station Master Plan, which guides transportation and development in and around Los Angeles Union Station.
- The Next Generation Corridor Equipment Pool Committee (NGEC), authorized in Section 305 of PRIIA 2008, has produced important work in developing and promulgating standard specifications for passenger rail equipment (passenger cars and locomotives). The work of the NGEC continues throughout the procurement and maintenance life-cycle and Congress should provide ongoing financial support. The NGEC has been helpful in the recent procurement of new bi-level passenger rail cars and cleaner-burning locomotives that will be deployed on the CIPR services. The NGEC has responsibility for important oversight and management functions, as well as ongoing document control and additional specification development, and this work should be funded at \$1 million per year.
- We support the Railroad Rehabilitation and Improvement Financing (RRIF) initiatives, as they will encourage greater use of the program; we very much appreciate the provision making Positive Train Control (PTC) eligible for RRIF financing.
- Improving project delivery through the streamlining of environmental reviews will be very helpful, while ensuring that project sponsors maintain compliance with environmental rules.

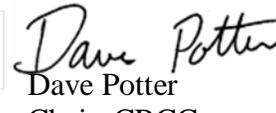
The CIPR agencies greatly appreciate your leadership in introducing this bipartisan legislation, which can improve the performance of the CIPR services. We look forward to working with you and your staff on the legislation as it moves through the legislative process.

Sincerely,


James P. Spering
Chair, CCJPA


John Pedrozo
Chair, SJJPA


Fred Strong
Chair, LOSSAN


Dave Potter
Chair, CRCC

cc: The Honorable Brain Kelly, Secretary – California State Transportation Agency
Capitol Corridor Joint Powers Authority (CCJPA) Board of Directors
LOSSAN Joint Powers Authority Board of Directors
San Joaquin Joint Powers Authority (SJJPA) Board of Directors
Coast Rail Coordinating Council (CRCC) Board of Directors