

Chair, Secretary Frank J. Busalacchi, Wisconsin DOT
Vice-Chair, Bill Bronte, California DOT
Secretary-Treasurer, Don Hannon, New York DOT



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October 22, 2009

The Honorable Daniel K. Inouye
United States Senate
Chair, Senate Committee on Appropriations
722 Hart Senate Office Building
Washington, D.C. 20510-1102

The Honorable Patty Murray
United States Senate
Chair, Senate Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development,
and Related Agencies
173 Russell Senate Office Building
Washington, D.C. 20510-4701

The Honorable David R. Obey
United States House of Representatives
Chair, House Committee on Appropriations
2314 Rayburn House Office Building
Washington, D.C. 20515-4907

The Honorable John W. Olver
United States House of Representatives
Chair, House Committee on Appropriations
Subcommittee on Transportation, Housing and Urban Development,
and Related Agencies
2358 Rayburn House Office Building
Washington, DC 20515

Dear Senators Inouye and Murray and Representatives Obey and Olver:

I write today to share with you the views of the States for Passenger Rail Coalition (SPRC) on the Fiscal Year 2010 Transportation and Housing and Urban Development, and Related Agencies Appropriations bill. I am pleased to report that the states are working collaboratively with one another, the Federal Railroad Administration (FRA), Amtrak, the freight railroads, and a broad array of other stakeholders to invest the financial resources that you have made available under the American Recovery and Reinvestment Act of 2009 (ARRA).

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Commission

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Freight and intercity passenger rail infrastructure improvements create good jobs for American workers particularly in states that have experienced losses in other employment sectors. The economic benefits of a strong intercity rail system support not only the direct beneficiaries of rail infrastructure investments; but, also the supplier industry. The energy savings, security benefits, and enhanced environmental quality gained from these infrastructure improvements contribute to a better standard of living for all Americans. Finally, rail compliments other critical investments in livable communities, both urban and rural.

To further support the nation's rail vision, we respectfully ask your support for the following provisions of the bill.

- We support the House-proposed funding level of \$4 billion for the High-Speed and Intercity Passenger Rail account. This level of funding will make the most dramatic difference in augmenting our nation's mobility options and moving forward the realization of a national intercity passenger rail system. We also ask that you consider allocating these funds to Section 301, the state intercity passenger rail grants account.
- We support the authorized funding level for Amtrak to meet increased expectations and responsibilities for passenger rail service and address mandates in the Passenger Rail Investment and Improvement Act of 2008.
- We ask that rail Safety Technology grants be funded at not less than the Senate-proposed level of \$50 million and optimally at \$100 million to fund the FY 2009 authorization to support the necessary installation of Positive Train Control.
- We ask that the Rail Line Relocation and Improvement program receive appropriations at the House level of \$40 million to permit continued enhancement to the nation's rail network benefiting communities and increasing network utility.

Taken together with the discipline of carefully crafted state and National Rail Plans, these investments will continue the Nation's commitment to a sustainable transportation system.

Sincerely,

Frank J. Busalacchi

Frank J. Busalacchi
Chair, States for Passenger Rail Coalition
Secretary, Wisconsin Department of Transportation
Member, National Surface Transportation Policy and Revenue Study Commission