



Metro

Los Angeles County
Metropolitan Transportation Authority

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Arthur T. Leahy
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February 6, 2012

Hon. Dave Camp
Chairman
House Committee on Ways and Means
1102 LHOB
Washington, DC 20515

Hon. Sander Levin
Ranking Member
House Committee on Ways and Means
1139E LHOB
Washington, DC 20515

Dear Chairman Camp and Ranking Member Levin:

On behalf of the Los Angeles County Metropolitan Transportation Authority (Metro), I would like to express our strong opposition to efforts to end the transfer of motor fuel taxes to the Federal Highway Trust Fund's mass transit account. It is my understanding that a provision in the American Energy and Infrastructure Jobs Financing Act of 2012 adopted by your committee last week would compromise the longstanding practice of using motor fuel taxes to pay for federal transit projects and programs.

Metro responsibly uses federal funds from the mass transit account to ensure that over 1,000,000 bus boardings occurring daily on our system are achieved safely and effectively. We also use federal funds from the mass transit account to safely and effectively manage over 300,000 rail boardings on our many transit lines. Further, we use funds from the mass transit account to modernize our rail system and to build new rail lines that will help deal with the extreme congestion that marks Los Angeles County's highway network. Metro believes that eliminating the transfer of federal gas tax revenues to the mass transit account may jeopardize the level of bus and rail services we provide to the ten million people who live and work in Los Angeles County.

For nearly three decades, a portion of federal motor fuels tax revenues has been dedicated to transit investment under federal law. These revenues have been a dependable and predictable source of funding for Metro and should remain dedicated to public transportation. It is our considered opinion that the Alternative Transportation Account proposed in the American Energy and Infrastructure Jobs Financing Act of 2012 would subject public transportation to the ebb and flow of the annual appropriations cycle. Metro believes this is

extremely detrimental to the long-term viability of our nation's public transportation sector.

Metro relies on a long-term and stable funding stream from the mass transit account in order to carry out long-term planning and major construction projects that employ thousands of people, especially those in the private sector who build our new rail and bus rapid transit lines. We oppose eliminating a stable funding source in favor of one that is both unproven and unpredictable. The House Ways and Means tax title jeopardizes public transportation investment at a time when Los Angeles County has been investing in its own public transportation, with the belief that the Federal Government would continue its own commitment and long standing partnership in America's infrastructure.

Thank you in advance for your consideration of the issues raised in this correspondence. Please do not hesitate to contact me at (213) 922-6888 with any questions or comments regarding Metro's views on this important subject.

Sincerely,

A handwritten signature in blue ink that reads "Arthur T. Leahy". The signature is written in a cursive style with a small arrow pointing to the top of the letter 'h' in "Leahy".

Arthur T. Leahy
Chief Executive Officer

cc.
Los Angeles County Congressional Delegation
Los Angeles County Metropolitan Transportation Authority,
Board of Directors