



NEWS RELEASE

Committee on Transportation and Infrastructure

Congressman John L. Mica, Chairman

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Mica & Shuster Reactions to DOT Rail Funding Announcement

Washington, DC – The following are the statements of Transportation and Infrastructure Committee Chairman John L. Mica (R-FL) and Railroads, Pipelines and Hazardous Materials Subcommittee Chairman Bill Shuster (R-PA) in response to the Department of Transportation’s announced redistribution of \$2 billion in passenger rail grant funding:

Mica Statement

“Once again, the Administration has scattered funding to numerous slower-speed rail projects, and allowed Amtrak to hijack 21 of the 22 grants.” *(Note: Of the 78 initial passenger rail grants awarded under the stimulus, Amtrak was the recipient of 76.)*

“Only two months ago, the Administration finally designated the Northeast Corridor as a high-speed rail corridor, and today provided funding for projects in this region. However, with Amtrak’s plan to spend \$117 billion over the next 30 years, the Administration continues to take a piecemeal approach to improving the NEC.

“We need a comprehensive, responsible plan for the Northeast Corridor, and Amtrak – our nation’s Soviet-style passenger rail service – is incapable of carrying out a project of this scope and significance.

“We need to bring in the private sector to finance, design, build, operate and maintain true high-speed service in the Northeast Corridor if we are going to have any chance of success.”

Shuster Statement

“While I am pleased President Obama has finally designated the Northeast Corridor as a high-speed rail corridor eligible for grant funding, I continue to question the realism of the President’s overall high-speed rail policy.

“We will not achieve real high-speed rail in America by dumping 21 of 22 grants into the black hole that is Amtrak.

“We need to focus government funds on the lines that make most sense, and create incentives to bring the private sector to design, build, maintain and manage true high-speed rail lines. I have yet to see this mindset take hold in the White House and until it does, true high-speed rail will remain on the drawing board.”

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