

OFFICE OF THE GOVERNOR
COMMONWEALTH OF MASSACHUSETTS
STATE HOUSE • BOSTON, MA 02133
(617) 725-4000

DEVAL L. PATRICK
GOVERNOR

TIMOTHY P. MURRAY
LIEUTENANT GOVERNOR

February 10, 2012

Honorable John Boehner
Speaker of the House
1011 Longworth H.O.B.
Washington, D.C. 20515

Honorable Nancy Pelosi
Minority Leader
235 Cannon H.O.B.
Washington, DC 20515

Dear Mr. Speaker and Madam Minority Leader:

We write to express our strong opposition to HR 7, the American Energy and Infrastructure Jobs Act of 2012. As currently written, this legislation seriously compromises our public transit systems and fails to address the need for increased investment in our nation's transportation infrastructure.

As we write, the Massachusetts Bay Transit Authority ("MBTA") is facing a \$161 million budget shortfall that is expected to balloon to more than \$300 million by Fiscal Year 2016. The MBTA is contemplating fare increases of up to 43 percent and dramatic service reductions, which, if adopted by the MBTA's Board of Directors, would result in the loss of transportation for many residents who rely on our transit system. The impact on the economy will be significant.

We are concerned that this federal legislation would greatly compound the budget challenges we face and have a severe impact on urban and rural transit programs here in Massachusetts. Under the current proposal, Massachusetts would receive approximately \$197 million less in transit funding during the period 2012 to 2016 as compared to the previous

five years. With record ridership and aging infrastructure and rolling stock, the MBTA spends in excess of 95 percent of federal transit funding on just maintaining the operability of its transit assets. As a result, the proposed 12 percent reduction would significantly reduce the ability of Massachusetts to maintain an efficient, reliable transit system.

In addition, the provision to eliminate the Mass Transit Account (“MTA”) of the Highway Trust Fund and replace it with an Alternative Transportation Account (“ATA”) would severely undermine vital public transit programs. For the past thirty years, the MTA has been funded by a dedicated portion of federal gasoline and diesel tax revenues. Under the current proposal, the ATA would instead be funded by a one-time \$40 billion transfer from the General Fund. In doing so, the bill subjects transit programs to the uncertain annual appropriations process through which last minute catch-all legislation and the threat of a government shutdown have become the recent norm. This would make it difficult for transit systems like the MBTA to plan and budget for the future, such as whether to procure new trains to modernize our system. We need predictability from our federal partners to ensure that we can maintain an adequately funded transportation network that is safe, reliable and efficient. Without long-term financing, essential transit programs that help workers get to work and students get to school would face an unpredictable future.

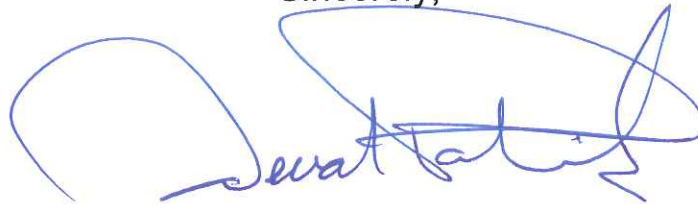
Finally, we are troubled by the proposal to pay for this legislation in part with anticipated revenues from opening a massive expanse of offshore and public lands to oil and gas drilling. In opening the entire Atlantic coast to drilling, Georges Bank off the coast of Massachusetts could be targeted. Georges Bank is one of the most commercially important fisheries along the Atlantic coast, generating \$140 million annually, and we would strongly oppose any effort that would put this resource at risk. Additionally, reports indicate that this plan would generate only \$5 billion in revenue over the

Honorable John Boehner
Honorable Nancy Pelosi
February 10, 2012
Page Three

next ten years, far below the amount needed to cover the projected \$50 billion shortfall in transportation funding over the next five years.

As currently drafted, the American Energy and Infrastructure Jobs Act fails to make the necessary investments in our nation's transportation infrastructure to strengthen our economy and ensure the quality and safety of our roads, bridges and public transit systems. We urge you and your colleagues to develop legislation that addresses our long-term transportation needs without compromising our nation's transit systems.

Sincerely,

A large, stylized handwritten signature in blue ink, appearing to read "Tim W. Murray". The signature is highly cursive and fluid, with a large loop at the beginning and a long, sweeping tail.

Tim W. Murray