

United States Senate

July 19, 2021

The Honorable Toni Atkins
Senate President Pro Tempore
State Capitol, Room 205
Sacramento, CA 95814

The Honorable Anthony Rendon
Speaker of the Assembly
State Capitol, Room 219
Sacramento, CA 95814

The Honorable Lena Gonzalez
Chair, Senate Transportation
Committee
State Capitol, Room 2209
Sacramento, CA 95814

The Honorable Laura Friedman
Chair, Assembly Transportation
Committee
1020 N Street, Suite 112
Sacramento, CA 95814

Dear Senator Atkins, Speaker Rendon, Senator Gonzalez, and Assemblymember Friedman:

We write to urge swift action on Governor Newsom's transportation funding plan for the 2021-22 fiscal year, including advancing the nation's first high-speed rail system with \$4.2 billion from the Proposition 1A bond issue.

California's continued commitment is especially important in light of renewed support for rail, high-speed rail in particular, under the new Biden administration. President Biden has made the construction of a national high-speed rail network a priority, stating his support for "the cleanest, safest and fastest rail system in the world." Earlier this year, we helped push the U.S. Department of Transportation to restore the \$929 million high-speed rail grant to California that the Trump administration had inappropriately rescinded. Just this month, we joined eighty of our fellow members of Congress, including members from throughout California, in urging the inclusion of dedicated funding for high-speed rail in a federal infrastructure package. Indeed, the bipartisan infrastructure framework currently being considered in Congress includes \$66 billion for passenger and freight rail.

Now is not the time for California to step back from its commitment to high-speed rail, a mode of transportation that is critical to reducing congestion and meeting our critically important climate goals.

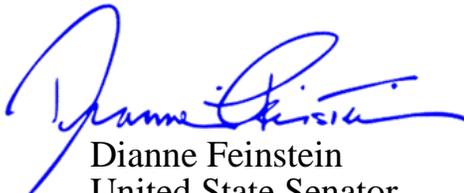
Appropriating the remaining authorized bond funds will allow the California High-Speed Rail Authority to continue construction of the Central Valley segment

and complete environmental clearance for both the Northern and Southern California segments. In addition, shared use projects, like Caltrain electrification in the Bay Area, are dependent on continued high-speed rail funding.

Thousands of Californians are working on the project, dozens of structures are under construction, with the workload is expected to peak when the remaining projects move into construction. Continued Cap-and-Trade proceeds and Proposition 1A bond funds are key to this employment and to keep this project moving forward in 2021 and 2022.

We are going to bat at the federal level for the funding necessary to build this first-in-the-nation high-speed rail system, and we urge the State Legislature to maintain its commitment at the state level.

Sincerely,



Dianne Feinstein
United State Senator



Alex Padilla
United State Senator