

Congress of the United States

Washington, DC 20515

May 7, 2013

The Honorable Daniel R. Elliott III
Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

The Honorable Ann Begeman
Vice Chairman
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

The Honorable Francis Mulvey
Commissioner
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

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May 8, 2013
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Public Record

Dear Chairman Elliott, Vice Chairman Begeman, and Commissioner Mulvey:

On April 18, 2013, the Surface Transportation Board (the Board) issued a decision to extend the deadline for public comments on the California High-Speed Rail Authority's (the Authority) Petition of Exemption to May 8, 2013 and denied the Authority's Motion to Dismiss. However, we are requesting that the Board extend the public comment period to 90 days from April 16, 2013, and that the Board refrain from publishing any procedural schedule until after the 90-day public comment period has closed.

As noted by a recent Government Accountability Office audit, the California High Speed Rail Project is one of the largest, most complicated, and most expensive transportation projects in American history. While we are pleased the Board denied the Authority's attempt to end-run the public comment process by denying its Motion to Dismiss and recognized "the significant interest in public participation in this proceeding" by extending the deadline for public comments on the Authority's Petition to May 8, we believe that the public comment period must be extended through July 15, 2013, which is a 90 day extension from the close of the initial comment period, for full public participation.

As stewards of taxpayer dollars, we believe the Board must ensure that the public has ample opportunity to comment on the Authority's Petition. Extending the comment period to 90 days reflects the complexity, cost, and size of California high speed rail, thereby ensuring the public has adequate time to review the Authority's petition and develop substantive comments for the Board. An extension of the current public comment period is warranted to ensure the Board is provided with the best information to make a fully informed decision on this matter after robust public comment.

In addition, we believe any procedural schedule should not be developed or published until after the Board has received all public comments after a 90-day public comment period

extension. This is important to ensure a perception is not created where the Board has pre-judged the outcome of the Authority's petition as there are still many factors and variables that the Board must carefully consider when all of the public comments are received and studied.

We look forward to working with you to ensure our constituents and the American public is able to fully participate and comment on the California High-Speed Rail Authority's Petition, which is currently under the Board's review, to ensure the Board can make a fully informed decision, and to ensure the project is properly regulated before moving forward with construction. Thank you for your attention on this important matter.

Sincerely,



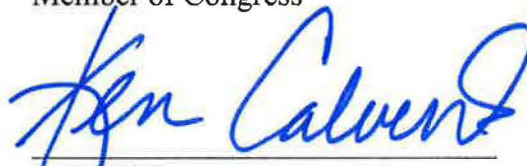
Kevin McCarthy
Majority Whip



David Valadao
Member of Congress



Devin Nunes
Member of Congress



Ken Calvert
Member of Congress



Darrell Issa
Member of Congress



Buck McKeon
Member of Congress



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