



CITY OF COVINA

125 East College Street • Covina, California 91723-2199
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October 5, 2015

The Honorable Bill Schuster
Chairman
Committee on Transportation and Infrastructure
2163 Rayburn House Office Building
Washington, DC 20515

The Honorable Peter DeFazio
Ranking Member
Committee on Transportation and Infrastructure
2163 Rayburn House Office Building
Washington, DC 20515

The Honorable Sam Graves
Chairman
Subcommittee on Highways and Transit
2251 Rayburn House Office Building
Washington, DC 20515

The Honorable Eleanor Holmes Norton
Ranking Member
Subcommittee on Highways and Transit
592 Ford House Office Building
Washington, DC 20515

Dear Chairmen Schuster and Graves, and Ranking Members DeFazio and Norton:

On behalf of the City of Covina, I write to convey our strong support for your efforts to enact a long-term surface transportation bill. We encourage you to increase funding and authority for local decision-makers and place a renewed emphasis on locally-owned infrastructure. We will do our part to support you and your colleagues as you move this bipartisan legislation forward.

A well-funded and long-term bill is vitally important to our city. Cities and counties and other local governments own and manage much of the nation's surface transportation infrastructure, including a substantial portion of the Federal-aid highway system. Local governments own almost all of the nation's transit systems and nearly 80 percent of the nation's highways and streets (along with 50 percent of the National Bridge Inventory), including 43 percent of all federal-aid highway miles and nearly 10 percent of the National Highway System. These assets are vital components of our country's transportation network that connect communities and facilitate the movement of people and goods across America.

Given our substantial role in managing the nation's surface transportation networks, we urge you to include the following key priorities in your surface transportation legislation:

- First, funding for the Surface Transportation Program (STP) - and the portion that is suballocated to local areas - must increase. MAP-21 reduced the share of STP funds allocated to local areas (and their decision-makers) by 20 percent. The Senate bill unfortunately seeks to continue this trend by reducing the amount of STP funding for local areas.
- Second, we urge you to explore alternative methods of funding bridges off the NHS that would be consistent with current law and not reduce the funding available to local governments. Although we support increased funding for critical bridge infrastructure needs, we are concerned about approaches that trade increased bridge funding for reduced STP funding for local areas. The Senate bill reserves

The City of Covina provides responsive municipal services and manages public resources to enhance the quality of life for our community.

funding for bridges off the Federal-aid-system and on-system bridges not on the National Highway System, but pays for this increase by reducing overall STP funding to local areas.

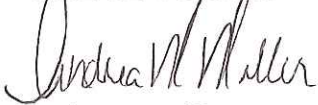
- Third, we urge that funding for the Congestion Mitigation and Air Quality (CMAQ) Program and Transportation Alternatives Program (TAP) include obligation authority with program funding.
- Fourth, we support the Senate's clarification of the provisions contained in MAP-21 requiring transit representation on the boards of Metropolitan Planning Organizations.

The cumulative result of these recommendations is to allocate more resources to local decision-makers, which will improve the effectiveness of the federal program and bring greater benefits to the users of our nation's transportation system.

We commend you for your commitment to enacting a long-term reauthorization bill, and our city stands ready to help move this critical legislation forward.

Sincerely,

CITY OF COVINA



Andrea M. Miller
City Manager

AMM:ac

cc: The Honorable Grace F. Napolitano, 32nd District of California; FAX: (202) 225- 0027