

April 30, 2026

*The Honorable Members of the Arizona Congressional Delegation*

United States Senate and House of Representatives

Washington, D.C.

Dear Members of the Arizona Congressional Delegation,

As Congress works on surface transportation reauthorization, the undersigned Arizona stakeholders urge you to support a performance-based, data-driven approach to freight rail policy and to avoid prescriptive operational mandates that could undermine the safety, efficiency, and affordability of the freight rail network that so many Arizona communities and businesses depend on.

Freight rail is vital to Arizona's economy, local governments, and our role as an international trade hub. Nearly 30 million tons of freight move through Arizona each year on privately maintained rail infrastructure, supporting key industries such as manufacturing, agriculture, energy, and logistics. Railroads connect Arizona to markets across North America, including Mexico and the West Coast, enabling goods to reach consumers efficiently and reliably.

This system also keeps costs down for families and businesses. By moving goods more affordably than other modes, freight rail helps reduce inflationary pressures and prevent cost spikes for food, fuel, and construction materials. At a time when affordability is top of mind for many Arizonans, rail's role in keeping supply chains stable is more important than ever.

Unlike other transportation modes, railroads fund their infrastructure privately—investing billions every year in track, bridges, technology, and safety systems. In 2023 alone, Class I railroads reinvested \$26.8 billion nationwide to maintain and modernize the rail network. These investments have driven steady improvements in safety. Since 2005, mainline accident rates are down 43%, total train accidents by 33%, and hazardous materials accident rates by 80%, with more than 99.99% of hazmat shipments arriving without incident.

Unfortunately, some proposals under consideration in the reauthorization process would undercut this progress. One-size-fits-all operational mandates may sound appealing, but in practice they reduce flexibility, delay innovation, and could raise costs without improving outcomes. Among the most concerning ideas are technology mandates that restrict the use of advanced tools like automated track inspection, which can spot defects more accurately and earlier than manual checks alone. Staffing mandates would also override long-standing collective bargaining agreements and impose inconsistent standards compared to other

transportation sectors adopting automation.

Rather than improving safety, these proposals would add red tape, slow down progress, and drive more freight to highways—raising wear and tear on local roads, increasing traffic, and shifting infrastructure burdens to Arizona’s cities and counties.

We ask Congress to protect what works. Arizona’s economy relies on rail to connect producers to markets, support jobs, and help families afford everyday goods. A regulatory framework that encourages continued private investment, allows railroads to innovate, and maintains flexibility will best serve Arizona communities—both urban and rural—for the long haul.

Sincerely,

Tom Armstrong  
Mayor  
Chino Valley

Thomas Murphy  
Mayor  
City of Sahuarita

Nikki Check  
Supervisor  
Yavapai County

Mae Peshlakai  
Representative  
Arizona State Legislature

David Coolidge  
City Manager  
City of Winslow

John Thompson  
Mayor  
City of Coolidge

Lisa Fitzgibbons  
Mayor  
City of Casa Grande

Lisa Garcia  
Deputy Town Manager/ Town Clerk  
Town of Florence

John Kavanagh  
Senator, 3<sup>rd</sup> District  
Arizona State Legislature

Tammy Ontiveros  
Supervisor  
Coconino County

April 13, 2026

*The Honorable Members of the California Congressional Delegation*

United States Senate and House of Representatives

Washington, D.C.

Dear Members of California's U.S. House Delegation,

As state and local leaders from communities across California, we write to express our strong support for including policies in the upcoming surface transportation reauthorization that ensure freight railroads remain a key pillar of our state's infrastructure, economic growth, and environmental progress.

California has reclaimed its position as the world's fourth-largest economy, and while much of the spotlight shines on our ports, tech, and agriculture, freight railroads are the behind-the-scenes powerhouse keeping goods moving efficiently and affordably. With 27 freight railroads operating on the fifth-largest rail network in the country, these carriers are integral to a third of our state's economy that depends on reliable goods movement.

Unlike most other infrastructure systems, freight railroads fund and maintain their own networks, spending and investing on average \$23 billion annually to maintain, grow, and modernize rail infrastructure. Each year, California's railroads carry enough freight to remove nearly 9 million truckloads from our highways—cutting traffic, roadway wear, and emissions. In fact, a freight train can move a ton of goods from Los Angeles to Sacramento, roughly 500 miles, on just a single gallon of fuel.

In a state where affordability is top of mind, freight rail also plays a vital role in holding down transportation costs for consumers and businesses alike. Research has shown that railroads help blunt inflation by insulating supply chains from price shocks. Lower shipping costs benefit every corner of the California economy including housing, construction, and agriculture.

As you consider upcoming surface transportation reauthorization and other freight-related legislation, we respectfully urge you to:

**1. Sustain and Expand Federal Rail Grant Programs:** California communities have excelled in leveraging federal rail grants to improve safety, mobility, and sustainability. In the most recent round of the Railroad Crossing Elimination (RCE) program, California received more awards than any other state, supporting projects across Merced, Dixon, Yolo, and Los Angeles counties. These investments reduce risk, ease congestion, and support future freight and passenger rail. We

urge continued, robust funding for RCE and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, which deliver cost-effective, bipartisan results.

**2. Oppose Unnecessary Operational Mandates:** Prescriptive federal mandates on rail operation such as fixed crew size would reduce rail’s flexibility and raise costs for California shippers. These sort of one-size-fits-all rules ignore the safe and efficient performance of modern railroads and would tip the balance toward less sustainable, more congested highway alternatives. Rail is already the safest mode of overland freight transport, with consistent improvements in safety over the past two decades, including a 24% decline in train accident rates since 2000.

**3. Promote Modern Rail Regulations:** California leads on climate and technology, and freight rail should be allowed to innovate too. Technologies like automated track inspection can detect track issues earlier and more accurately than older methods, enhancing safety and efficiency. But outdated regulations risk sidelining these advances. Congress should support a modern framework that enables railroads to deploy proven technologies to keep our rail network safer and more resilient.

Freight rail connects California’s ports to farms in the Central Valley, warehouses to storefronts, and local manufacturers to global markets. Rail supports affordable goods, lower emissions, and a stronger state economy. We thank you for your leadership and look forward to working together to ensure freight rail continues to deliver for California.

Sincerely,

Alma Beltran  
Mayor  
City of Parlier

City of Palm Springs

Dennis Donohue  
Mayor  
City of Salinas

Fresno County

Darrell Lowe  
Police Chief  
City of Redmond

Marc Mondell  
City Manager  
City of Tulare

Bernie Norvell  
Supervisor  
Mendocino County

Dawn Ortiz-Legg  
Supervisor  
County of San Luis Obispo

Robert Poythress  
Supervisor  
County of Madera

Arnoldo Rodriguez  
City Manager  
City of Madera

George Turnboo  
Supervisor  
El Dorado County

Dawn Rowe  
Supervisor  
San Bernardino County

Michael M. Vargas  
Mayor  
City of Perris

Matthew Serratto  
Mayor  
City of Merced

April 13, 2026

*The Honorable Jeff Hurd*  
U.S. House of Representatives  
1641 Longworth House Office Building  
Washington, DC 20515

Dear Congressman Hurd,

As local elected officials, business leaders, and community stakeholders from across Colorado's 3rd Congressional District, we write to urge your strong support for freight rail priorities in the upcoming Surface Transportation Reauthorization. Freight rail remains a foundational component of the Western Slope and Southern Colorado economies, ensuring that producers, manufacturers, and energy developers across the district can compete in national and global markets.

Colorado's 3rd District is one of the most rail-dependent regions in the Mountain West. Major rail hubs in Pueblo and Trinidad, the critical Front Range rail corridor, the Union Pacific transcontinental route through Grand Junction, and an extensive network of regional and short line railroads together form a system that connects rural industries to interstate commerce. For many communities across the district, freight rail is not simply an alternative shipping mode—it is the backbone of local economic viability, supporting agriculture, energy production, mining, construction materials, and advanced manufacturing.

Freight rail also plays an essential role in maintaining affordable supply chains for families and businesses across Southern and Western Colorado. By moving large volumes of goods efficiently over long distances, rail helps reduce highway congestion, limit infrastructure wear on rural roads, and stabilize transportation costs that would otherwise be passed on to consumers. Continued investment and supportive federal policy will ensure that the district's rail network remains competitive and capable of supporting future economic growth.

As Congress develops the next Surface Transportation Reauthorization, we respectfully encourage your leadership on the following priorities:

**1. Sustain and Strengthen Rail Infrastructure Grant Programs**

Federal programs such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination (RCE) grants provide essential funding for projects that improve safety, enhance reliability, and expand capacity across Colorado's rail network. Continued robust funding for these programs will help communities across the 3rd District address critical needs ranging from grade separations to corridor upgrades that improve both freight mobility and public safety.

**2. Oppose One-Size-Fits-All Operational Mandates**

Operational mandates, for example crew size and train length restrictions, risk raising shipping costs for Colorado industries without delivering measurable safety improvements. Rural producers, energy developers, and manufacturers in the 3rd District would bear the brunt of these added costs. Congress should instead pursue performance-based regulatory approaches that maintain safety while preserving the affordability and competitiveness of rail transportation.

### **3. Encourage Innovation and Modernization in Rail Safety Technologies**

Advances such as automated inspection systems and predictive maintenance technologies are improving rail safety outcomes nationwide. A modern regulatory framework that allows railroads to deploy these technologies efficiently will help strengthen safety performance while ensuring that Colorado's freight network continues to operate at the highest standards.

From the historic rail corridors that helped build Southern Colorado to today's transcontinental routes linking Western producers to national markets, freight rail continues to power the economy of Colorado's 3rd Congressional District. Federal policy decisions made in the upcoming reauthorization will directly influence the region's ability to grow, attract investment, and keep supply chains moving efficiently.

We appreciate your leadership and respectfully urge your continued support for policies that strengthen freight rail infrastructure, preserve operational flexibility, and ensure that Colorado's 3rd District remains a vital transportation gateway for the American West.

**Sincerely,**

Jim Baldwin  
Commissioner  
Otero County

Patricia McPheeters  
Commissioner  
Pueblo County

Diane Danti  
Councilor  
City of Pueblo

Rob Oquist  
Commissioner  
Otero County

Roger Gomez  
Councilor  
City of Pueblo

Dylan Roberts  
State Senator  
Colorado General Assembly

Tim Knabenshue  
Commissioner  
Otero County

Kaysie Schmidt  
Administrator  
Otero County

Miles Lucerno  
Commissioner  
Pueblo County

Lynda Scott  
Clerk & Recorder  
Otero County

Meghan Lukens  
State Representative  
Colorado General Assembly

Jeff Shaw  
CEO  
Pueblo Economic Development Corp.

Rick Taggart

State Representative

Colorado General Assembly

**CC: Senator Michael Bennett, Senator John Hickenlooper**



April 30, 2026

*The Honorable Members of the Florida Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Florida Congressional Delegation,

As Congress considers surface transportation reauthorization, the undersigned Florida business, economic development, and local government stakeholders urge you to support policies that preserve a performance-based, data-driven framework for freight rail safety and operations—and to reject prescriptive mandates that would undermine the efficiency and reliability of our rail network.

Freight rail is a cornerstone of Florida's supply chain and a pillar of our state's role as a national and global logistics hub. Sixteen freight railroads move tens of millions of tons of goods each year across more than 3,000 miles of track, connecting Florida's expanding manufacturing base and agricultural producers to major gateways like JAXPORT, PortMiami, Port Everglades, and Port Tampa Bay. Rail helps shift freight off congested highways like I-95, I-4, and I-75, reducing infrastructure strain and supporting statewide economic growth.

At a time when local governments face rising infrastructure costs, freight rail remains a rare example of privately funded and maintained infrastructure. Railroads carry about 40% of intercity freight and invest over \$20 billion annually nationwide into their networks—relieving pressure on public transportation budgets. Freight rail also strengthens supply chain resilience and helps ease inflation by keeping goods moving efficiently and reducing volatility in shipping costs.

As you develop reauthorization legislation, we respectfully ask that you:

**1. Oppose Unnecessary Operational Mandates:** Florida's economy depends on flexible, reliable freight rail service. Proposals like crew size or train length mandates would reduce efficiency, raise costs, and shift freight to highways. Railroads already operate under strict federal oversight and invest over \$23 billion annually into infrastructure and safety technologies. These investments are working—the train accident rate is down 43% since 2005 and 11% since 2023, while the hazmat accident rate per carload is at its lowest ever.

**2. Sustain and Expand Federal Rail Grant Programs:** Grants like the Consolidated Rail Infrastructure and Safety Improvement (CRISI) and Railroad Crossing Elimination (RCE) grants help Florida communities address safety challenges—especially at crossings—and improve mobility. Recent awards have supported grade separation and crossing upgrades in Jacksonville,

Miami, Tampa, and along key corridors. These grants stretch federal funds by leveraging private and local investment and are essential to keeping Florida's rail system safe and efficient.

**Support Data-Driven Safety Innovation:** Outdated regulations can unintentionally block newer, safer technologies. Tools like automated track inspection detect infrastructure defects earlier and more accurately than manual inspections, improving both safety and efficiency. Yet, inflexible rules that lock in older methods may limit the deployment of such innovations. Florida's communities benefit when federal policies enable—not inhibit—the use of proven and emerging safety tools that keep railroads ahead of risks.

Freight rail remains one of our nation's most effective infrastructure systems—strengthening supply chains, reducing public costs, and supporting long-term competitiveness. We urge you to advance policies that allow freight rail to continue delivering for Florida's families, communities, and economy.

Sincerely,

Bill Braswell  
Commissioner  
Polk County

Cindy Jantomoso  
President  
Haines City Economic Development

Alexis Calatayud  
Senator  
Florida State Legislature

Chip LaMarca  
Representative  
Florida State Legislature

Joy Cooper  
Mayor  
City of Hallendale Beach

Bob O'Malley  
Commissioner  
Orlando Economic Partnership

Carolyn Cummings  
Commissioner  
Leon County

Sean Parks  
Commissioner  
Lake County

Gabrielle Hamilton  
Executive Director  
Walton Area Chamber of Commerce

Bill Partington  
Representative  
Florida State Legislature

Daniel Henkel  
Mayor  
City of Niceville

Shalonda Warren  
Commissioner  
City of West Palm Beach

Ed Hooper  
Senator  
Florida State Legislature

JB Whitten  
Mayor  
City of Crestview

Don Willis  
Council Member  
City of Cape Canaveral

April 30, 2026

*The Honorable Members of the Georgia Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Georgia Congressional Delegation,

As Congress works on surface transportation reauthorization, Georgia's business, economic development, and local government stakeholders urge you to advance policies that protect a performance-based, data-driven approach to freight rail safety and operations and reject one-size-fits-all federal mandates that would weaken the efficiency and reliability of our freight rail network.

Georgia's economy is built on moving goods. From global trade flowing through the Port of Savannah and Port of Brunswick to manufacturing and agricultural production across the state, freight rail is a critical link connecting Georgia businesses to national and international markets. With more than 4,700 miles of track serving logistics hubs across the state, rail helps take pressure off major corridors such as I-75, I-85, I-20, and I-95, reducing congestion while supporting job creation and economic growth.

At the same time, freight rail operates under a privately funded infrastructure model that limits the burden on taxpayers. While railroads carry a significant share of the nation's freight, they also invest billions of private dollars each year to maintain and upgrade their own networks—helping preserve public transportation dollars for other critical needs.

As you consider reauthorization legislation, we respectfully ask that you:

1. **Oppose Unnecessary Operational Mandates:** Georgia's export-driven and logistics-focused economy depends on flexible, efficient rail service. Proposals such as federally mandated crew size requirements or train length restrictions would reduce productivity and increase transportation costs for Georgia businesses and consumers. Rail already leads in safety among surface freight modes, with hazmat shipments delivered safely more than 99.99% of the time and the train accident rate improving steadily—down 43% since 2005 and 11% since 2023.
2. **Sustain and Expand Federal Rail Grant Programs:** Federal programs such as the Consolidated Rail Infrastructure and Safety Improvement (CRISI) and the Railroad Crossing Elimination (RCE) programs have helped improve safety and mobility in Georgia communities. Investments supporting port access improvements in Savannah and

Brunswick, corridor upgrades on key freight routes, and grade crossing safety projects across urban and rural areas are delivering measurable public benefits. Continued funding for these competitive grant programs is essential to sustaining this progress.

3. **Support Data-Driven Safety Innovation:** Georgia communities benefit when rail policy encourages innovation. Tools like automated track inspection help detect issues earlier, protect workers, and keep freight moving safely. But outdated federal rules risk slowing the adoption of these technologies. To keep improving safety and reliability, federal policy must enable—not hinder—the use of modern tools that reflect today’s capabilities and tomorrow’s needs.

Freight rail remains a vital economic engine for Georgia, reducing pressure on public roadways, strengthening supply chains, and supporting long-term competitiveness. We urge you to advance policies that allow this system to continue delivering results for Georgia communities and the national economy.

Sincerely,

Marvin Arrington  
Commissioner  
Fulton County

Frank Ginn  
Senator  
Georgia General Assembly

Kasey Carpenter  
Representative  
Georgia General Assembly

Gerald Greene  
Representative  
Georgia General Assembly

Eric Dial  
Mayor  
City of Tyrone

Kelly Hughes  
Mayor  
City of Barnesville

Drew Echols  
Senator  
Georgia General Assembly

Rick Jasperse  
Representative  
Georgia General Assembly

Gwen Flowers-Taylor  
Commissioner  
Spalding County

Jordan Johnson  
Commissioner  
City of Augusta

Todd Jones  
Representative  
Georgia General Assembly

Charlie Paris  
Commissioner  
Gilmer County

Whitney Kenner Jones  
Commissioner  
Douglas County

Kurtis Purtee  
Alderman  
City of Savannah

Michael Kohler  
Commissioner  
Escambia County

Joseph Santoro  
Executive Director  
Georgia Transportation Alliance

John Lampl  
Mayor  
City of Morrow

Kim Schofield  
Representative  
Georgia General Assembly

Vivian Miller-Cody  
Councilor  
City of Valdosta

Natalyn Morris  
Councilwoman  
City of Garden City

April 30, 2026

*The Honorable Members of the Illinois Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Illinois Congressional Delegation:

As local leaders from across Illinois, we urge you to support policies in the upcoming surface transportation reauthorization that recognize freight rail's vital role in powering our state's economy, reducing consumer costs, and keeping goods moving safely and efficiently.

Illinois is the nation's rail crossroads. Our freight network spans thousands of miles, supports tens of thousands of jobs, and anchors the largest rail hub in North America in the Chicago region. With all Class I railroads and dozens of short line and regional carriers operating here, Illinois connects Midwest manufacturers, farmers, and energy producers to domestic and global markets. Each year, hundreds of millions of tons of freight move through our state—cargo that would otherwise require millions of additional truck trips on already congested highways.

Illinois families and businesses continue to face economic pressures, and freight rail plays a key role in keeping goods affordable. From food and fuel to construction materials and consumer products, rail offers reliable, cost-effective transportation that stabilizes supply chains and helps keep prices in check. Its ability to move large volumes over long distances at lower cost also makes it essential to Illinois's continued economic growth.

As Congress considers freight-related legislation, we respectfully urge you to:

**Sustain and Expand Federal Rail Grant Programs:** Illinois communities have leveraged federal rail grants to improve safety and mobility. Recent awards include a Rail Crossing Elimination (RCE) grant for the City of Decatur, a \$43 million grant to IDOT for high-risk crossing upgrades in southwest Chicago and nearby suburbs, and a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant for the Springfield Rail Improvements Project. These investments reduce congestion, enhance safety, and strengthen our economy.

**Protect Freight Rail’s Role in Reducing Costs:** Freight rail helps keep transportation costs in check and Illinois businesses competitive. Proposals for rigid federal mandates—such as fixed crew sizes or train length limits—would reduce flexibility, increase costs, and push more freight onto trucks. That shift would strain our highways and raise prices for consumers. Railroads already operate under strict federal oversight and invest billions annually in safety and technology—helping drive a 43% drop in train accident rates since 2005. Congress should reject one-size-fits-all mandates and preserve performance-based policies that protect both safety and affordability.

**Advance Rail Safety Through Innovation:** Rail is the safest way to move goods over land—and it’s getting safer. New technologies like automated track inspection and advanced sensors help detect issues earlier and prevent incidents. Congress should support this innovation and ensure federal policy allows continued safety improvements, rather than locking in outdated methods.

Illinois has long been at the center of our national rail network. Our communities benefit daily from the jobs, economic activity, reduced congestion, lower emissions, and cost savings that rail provides. We urge you to ensure freight rail remains a strong foundation of Illinois’s economy and transportation system.

Sincerely,

David Boelk  
Mayor  
City of Mendota

John Curran  
Republican Leader  
Illinois Senate

Chris Brown  
Mayor  
City of Morris

Anthony DeLuca  
State Representative  
Illinois House of Representatives

Tim Brown  
Board Member  
Shelby County

Josh Downs  
Mayor  
City of Du Quoin

Mark Burton  
Board Member  
Henry County

Don E. Downs  
Mayor  
City of Hillsboro

Mary Ross Cunningham  
Board Vice Chair  
Lake County

Kelly Eckhoff  
Mayor  
City of Pontiac

Marty Fannin  
Board Member  
Livingston County

Steve Frattini  
Mayor  
City of Herrin

Jay Hall  
Board Member  
Tazewell County

Norine Hammond  
State Representative  
Illinois House of Representatives

Thomas Hettinger  
Board Chair  
Douglas County

John Howard  
Board Member  
Jefferson County

Illinois Chamber of Commerce  
  
Illinois Manufacturers' Association

Larry Jogerst  
Board Member  
Stephenson County

Elizabeth Johnston  
Board Chair  
McLean County

Daniel Kelch  
Board Member  
Peoria County

Skip Kenney  
Board Member  
Ogle County

Clifford Lindemann  
Board Chair  
Jefferson County

Chad Meyers  
Mayor  
Village of Schiller Park

Jodi Miller  
Mayor  
City of Freeport

Adam Moderow  
Board Member  
Stephenson County

Sean M. Morrison  
County Commissioner  
Cook County

Barrett Pedersen  
Mayor  
Village of Franklin Park

Leon Ricca  
Mayor  
Village of Bartonville

Sergio Rodriguez  
Village President  
Village of Summit

Angelo Skip Saviano  
Village President  
Village of Elmwood Park

Larry Schmidt  
Board Chair  
Macoupin County

John Schultz  
Board Member  
Jo Daviess County Farm Bureau Board

Jeffrey Sherwin  
Mayor  
City of North Lake

Rick Shook  
Board Member  
Coles County

John Sweeney  
Board Member  
Winnebago County

Chris Timmerman  
Chairman  
Bond County

Sally J. Turner  
State Senator  
Illinois Senate

Brian Vyncke  
Vice Chairman  
Rock Island County

Kenneth Walker  
Chairman  
Mason County

Bob Willis  
Board Vice Chair  
Brown County

April 13, 2026

*The Honorable Members of the Indiana Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Indiana Congressional Delegation,

As state and local leaders from across Indiana, we urge you to support policies in the upcoming surface transportation reauthorization that recognize freight rail's vital role in powering our state's economy, reducing consumer costs, and keeping goods moving safely and efficiently.

As the Crossroads of America, Indiana sits at the heart of the national freight network. Our rail system spans thousands of miles and connects manufacturers, agricultural producers, logistics centers, and energy suppliers to domestic and global markets. With multiple Class I railroads and an extensive network of short line and regional carriers operating across the state, Indiana's 45 railroads connect Midwest production centers to the rest of the country. Each year, hundreds of millions of tons of freight move through Indiana, cargo that would require 16.5 million truck trips on already busy highways.

Hoosier families and businesses continue to face economic pressures, and freight rail plays an essential role in keeping goods affordable. Studies show that privately funded rail infrastructure and operations help reduce shipping costs across the supply chain—keeping prices lower for everyday goods like groceries, fuel, building materials, and cars. In Indiana, where key industries like agriculture, manufacturing, and logistics rely on efficient freight movement, rail is essential to keeping goods moving affordably and supporting continued economic growth.

As Congress considers freight-related legislation, we respectfully urge you to:

**Sustain and Expand Federal Rail Grant Programs:** Indiana communities are putting federal rail grants to work to improve safety and strengthen local economies. Recent Railroad Crossing Elimination (RCE) awards include \$23.2 million for a grade separation in Fort Wayne, \$19.8 million for an overpass in Elkhart, and funding for projects in Hammond, Crawfordsville, and the Michiana region. Alongside the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program—including a \$5.6 million grant for the North Muscatatuck River Bridge replacement in Vernon—these investments reduce delays, enhance safety, and support freight mobility. Continued investment is essential to keeping Indiana's rail network safe and competitive.

**Protect Freight Rail's Role in Reducing Costs:** Freight rail helps keep transportation costs in check and Indiana businesses competitive. Proposals for rigid federal mandates, such as fixed crew sizes or train length limits, would reduce operational flexibility, increase shipping costs, and shift freight traffic onto trucks. Railroads already operate under comprehensive federal safety oversight and invest billions annually in infrastructure, equipment, and advanced safety technologies—leading to all-time lows in accident and injury rates. Congress should preserve performance-based policies that protect both safety and affordability.

**Advance Rail Safety Through Innovation:** Rail remains the safest way to move goods over land, and it continues to become safer through innovation. New technologies such as automated track inspection systems, advanced sensors, and predictive analytics help detect issues earlier and prevent incidents. Congress should support continued safety innovation and ensure federal policy encourages modernization rather than locking in outdated regulation.

Indiana has long played a central role in keeping America’s supply chains moving. Our communities benefit daily from the jobs, economic activity, reduced congestion, lower emissions, and cost savings that rail provides. We urge you to ensure freight rail remains a strong foundation of Indiana’s economy and transportation system.

Sincerely,

Micah Beckwith  
Lt. Governor and Secretary of Agriculture  
State of Indiana

Vanessa Green Sindors  
President & CEO  
Indiana Chamber of Commerce

Daniel Elliott  
Treasurer of State  
State of Indiana

Diego Morales  
Secretary of State  
State of Indiana

Don Adams  
Commissioner  
Morgan County

Robin Arvanitis  
Town Council President  
Town of Schererville

Glenn Adams  
Town Councilor  
Town of Brownsburg

Steven Bailey  
Commissioner  
Adams County

Christine Altman  
Commissioner  
Hamilton County

Todd Barton  
Mayor  
City of Crawfordsville

Zack Beaver  
Town Council President  
Town of Winfield

Mike Campbell  
City Council President  
City of Greenwood

Ali Brown  
City-County Councilor  
City of Indianapolis

Leona Chandler-Felton  
Town Councilor  
Town of Merrillville

Gary Byrne  
State Senator  
District 47

Mark Clinkenbeard  
Commissioner  
Vigo County

Matt Commons  
State Representative  
District 13

Jon Costas  
Mayor  
City of Valparaiso

Michael Crider  
State Senator  
District 28

Ryan Daniel  
Mayor  
City of Columbia City

Michelle Davis  
State Representative  
District 58

Oliver Davis  
City Councilor  
City of South Bend

Arvis Dawson  
City Councilor  
City of Elkhart

Daniel Dernule  
State Senator  
District 1

Dale DeVon  
State Representative  
District 5

Steven Dillinger  
Commissioner  
Hamilton County

Tom Ecker  
County Administrator  
Madison County

Ben Eldridge  
Town Manger  
Town of Cedar Lake

William Ellis  
Town Councilor  
Town of Ellettsville

Todd Fiandt  
Mayor  
City of Garrett

Victoria Garcia Wilburn  
State Representative  
District 32

Matt Gentry  
Mayor  
City of Lebanon

Bryan Glover  
Commissioner  
Clark County

Jeannine Gray  
Commissioner  
Hancock County

Craig Greenwood  
Commissioner  
Warren County

Craig Haggard  
State Representative  
District 57

Michael-Paul Hart  
City-County Councilor  
City of Indianapolis

Dave Heine  
State Representative  
District 85

Mark Heirbrandt  
Commissioner  
Hamilton County

Steve Holifield  
Commissioner  
LaPorte County

Dr. Tyler Johnson  
State Senator  
District 14

Mike Kincaid  
City Councilor  
City of Lebanon

Joanna King  
State Representative  
District 49

Cathy Kirkpatrick  
Mayor  
City of Rockport

Ethan Lawson  
State Representative  
District 53

Ron Lee  
Commissioner  
Jefferson County

Ron Lehman  
County Councilor  
Greene County

Shawn Leuck  
Commissioner  
Benton County

Jeffrey Lipinski  
Commissioner  
Howard County

Scott Long  
Mayor  
City of Wabash

Paul Lorey  
City Councilor  
City of Jasper

Edward Loud  
Town Councilor  
Town of Cumberland

Kevin Manley  
City Councilor  
City of Jasper

Chris Martin  
Mayor  
City of Logansport

Chris May  
State Representative  
District 65

Victor McCarty  
City Councilor  
City of Westfield

Gary McDaniel  
Commissioner  
Hancock County

Tina McDonald  
Town Councilor  
Town of Huntertown

Tim McElderry  
Town Councilor  
Town of Zionsville

Wendy McNamara  
State Representative  
District 76

James McWhirt  
County Councilor  
Grant County

Craig Melton  
Town Councilor  
Town of Zionsville

Jim Mochal  
County Councilor  
Delaware County

Ronald Morrell, Jr.  
Mayor  
City of Marion

Mike Morris  
Commissioner  
Vigo County

Mark Myers  
Mayor  
City of Greenwood

Jodi Norrick  
County Council President  
Madison County

Evan Norris  
Town Councilor  
Town of Zionsville

Tim O'Brien  
State Representative  
District 78

Trent Odell  
Mayor  
City of Rochester

Julie Olthoff  
State Representative  
District 19

Vop Osili  
City-County Councilor  
City of Indianapolis

Geoff Paddock  
City Councilor  
City of Fort Wayne

Lindsay Patterson  
State Representative  
District 55

Kyle Pierce  
State Representative  
District 36

JD Prescott  
State Representative  
District 33

Jim Pressel  
State Representative  
District 20

Kent Priebe  
City Councilor  
City of Crawfordsville

Jeff Raatz  
State Senator  
District 27

Barb Regnitz  
Commissioner  
Porter County

Sherry Riggin  
Commissioner  
Delaware County

Nick Roberts  
City-County Councilor  
City of Indianapolis

Linda Rogers  
State Senator  
District 11

Brandon Sakbun  
Mayor  
City of Terre Haute

Hal Slager  
State Representative  
District 15

Bill Spalding  
Commissioner  
Hancock County

Steve Spebar  
Mayor  
City of Whiting

Kellie Streeter  
Commissioner  
Knox County

Richard Strick  
Mayor  
City of Huntington

Dale Strong  
Commissioner  
Fayette County

Chris Switzer  
Commissioner  
Vigo County

Patrick Tamm  
City Council President  
City of Westfield

Jake Teshka  
State Representative  
District 7

Jim Thatcher  
Commissioner  
Dearborn County

Kevin Turner  
Commissioner  
Dearborn County

Melissa Vance  
President & CEO  
Wayne County Area Chamber of Commerce

Heath VanNatter  
State Representative  
District 38

Michael Vanover  
Commissioner  
Wells County

Dean Vonderheide  
Mayor  
City of Jasper

Kurt Wanninger  
City Council Vice President  
City of Westfield

Vicki Weger  
County Councilor  
Vigo County

Scott Willis  
Mayor  
City of Westfield

Dave Wood  
Mayor  
City of Mishawaka

R. Michael Young  
State Senator  
District 35

James Young  
County Councilor  
LaGrange County

Alex Zimmerman  
State Representative  
District 67

April 13, 2026

*The Honorable Members of the Kansas Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Kansas Congressional Delegation,

As Congress takes up surface transportation reauthorization, we urge you to support policies that allow freight railroads to operate safely, efficiently, and flexibly. Kansas sits at the center of America's rail network, and decisions made in Washington directly affect our state's farmers, manufacturers, and communities.

Few states depend on freight rail as directly as Kansas. Agriculture is the backbone of our economy, and rail is essential for moving grain, livestock feed, fertilizer, biofuels, and equipment to processors and export markets. Rail keeps transportation costs in check, which helps farmers stay competitive and protects Kansans from rising prices on essentials like food and fuel. When freight rail remains strong, it eases supply-chain inflation and keeps our shelves stocked affordably.

Rail is just as important to Kansas's growing industrial economy. Manufacturers depend on rail to ship heavy and specialized equipment—aircraft parts, wind turbines, steel, chemicals—that can't easily or safely move by truck. The ability to move these goods by rail supports job creation in aviation, energy, construction, and logistics across the state.

Kansas businesses and public agencies have invested in this system—partnering with railroads to develop industrial parks, modernize transload facilities, improve rail crossings, and expand economic opportunities across rural and urban areas. These efforts depend on a federal policy framework that encourages private investment and gives railroads the flexibility to innovate and adapt.

To sustain freight rail's progress, Congress should avoid one-size-fits-all mandates that add costs and reduce flexibility without improving safety, such as:

- Technology mandates that lock in specific inspection methods, limiting the adoption of next-generation tools like automated track inspection, which are proving to be safer and more efficient.
- Train length caps that would force railroads to run more trains to move the same freight—raising fuel use, congestion, and emissions while increasing costs for shippers and consumers.
- Crew size mandates that override long-standing labor agreements and treat rail differently from other transportation sectors that are also adopting new technologies.

These proposals would make it harder for Kansas shippers to move goods affordably and would push more freight onto our roads—clogging highways, wearing down infrastructure, and shifting costs to taxpayers. They would also raise prices for everyday goods by increasing logistics costs throughout the supply chain.

The performance-based regulatory framework has produced strong safety outcomes—since 2005, mainline accident rates are down 43%, total train accidents by 33%, and hazmat accident rates by 80%, with over 99.99% of shipments delivered safely. In 2023 alone, Class I railroads invested \$26.8 billion of private capital into infrastructure and safety improvements.

For Kansas, freight rail is not just part of the economy—it’s the backbone of it. We urge Congress to reject rigid mandates and instead support policies that protect affordability, encourage innovation, and keep Kansas connected to the markets that keep our state moving forward.

Sincerely,

Michael Baughn  
Chairman, District 3  
Thomas County

Amy Lange  
City Manager  
City of Concordia

Lona DuVall  
President & CEO  
Finney County Economic Development  
Corporation

Marty Long  
State Representative, District 124  
Kansas House of Representatives

Renee Hadley  
President  
KCK Chamber

Dr. Dee McKee  
Commissioner, District 1  
Pottawatomie County

Connie Hummel  
Director  
Go! Augusta

Ryland Miller  
President & CEO  
Ottawa Area Chamber of Commerce

Dale Jacobson  
Mayor  
City of Norton

Brecken Morel  
Interim President & CEO  
Wichita Regional Chamber of Commerce

Jason Kuilan  
Director  
Great Bend Economic Development

Natalie Muruato  
CEO  
Dickinson County Economic Development  
Corporation

Pat Pettey  
State Senator, District 6  
Kansas State Senate

Cindy Wallace  
Interim Director  
Pawnee County Economic Development  
Commission

Sarah Wasinger  
President & CEO  
Hays Chamber of Commerce

Kevin Zimmerman  
Commissioner, District 2  
Sherman County

April 13, 2026

*The Honorable Members of the Kentucky Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Kentucky Congressional Delegation,

As state and local leaders, business organizations, and community stakeholders from across the Commonwealth, we write to urge your strong support for freight rail priorities in the upcoming Surface Transportation Reauthorization. Trains move Kentucky's economy—supporting jobs, strengthening supply chains, and ensuring producers, manufacturers, and consumers remain competitive in national and global markets.

Our central location in the eastern United States makes the state a critical freight crossroads. Major rail hubs in Louisville and the greater Cincinnati–Northern Kentucky region connect industries to national corridors reaching coastal ports and interior markets. These connections allow Kentucky manufacturers, agricultural producers, and logistics providers to move goods efficiently and reliably, keeping transportation costs down for businesses and families.

Importantly, freight railroads operate on infrastructure they own, build, maintain, and largely fund themselves. Rail lines also connect directly to inland river ports along the Ohio and Mississippi River systems, expanding market access for local industries. Rail remains especially vital for resource-based sectors, including mining, where it provides the most efficient way to move large volumes of materials to power plants, manufacturers, and export terminals—sustaining rural jobs and supporting the broader industrial economy.

Beyond its direct economic impact, freight rail strengthens transportation efficiency. By moving large volumes of freight long distances, rail reduces highway congestion, limits wear on public roads and helps stabilize supply chain costs—benefits that ultimately help keep everyday goods more affordable for Kentuckians.

As Congress develops the next Surface Transportation Reauthorization, we urge your support for policies that:

**1. Sustain and Strengthen Federal Rail Grants:** Programs like the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant and the Railroad Crossing Elimination (RCE) grant are helping communities across the Commonwealth advance critical safety and infrastructure upgrades. Recent awards include nearly \$9.6 million for the Quarry Road Grade Separation Project, eliminating two at-grade crossings in Hardin, Larue, and Hart Counties, and \$32.2 million for the Kentucky Freight Rail Improvement Program to rehabilitate more than 60 miles of short line track and strengthen rural freight

corridors. Please continue supporting and growing these competitive grants that improve safety, mobility, and system performance.

**2. Support Performance-Based Regulation:** Freight railroads already operate under comprehensive federal safety oversight while continuing to invest billions annually in infrastructure, equipment, and advanced safety technologies. As a result, the train accident rate is down 43% since 2005 and 11% since 2023. Performance-based regulatory approaches will ensure that railroads can continue improving safety outcomes while maintaining efficient, cost-effective service for Kentucky industries and consumers.

**3. Encourage Innovation and Infrastructure Investment:** Modern inspection technologies, automated monitoring systems, and predictive maintenance tools improve safety and operational reliability across the rail network. Federal policies that encourage innovation and support continued private-sector infrastructure investment will help ensure that Kentucky's rail system remains competitive and resilient.

From the industrial corridors of Louisville to the river-connected freight gateways along the Ohio River and the long-standing rail networks supporting Kentucky's mining and manufacturing sectors, freight rail continues to serve as a cornerstone of the Commonwealth's economic strength.

We thank you for your leadership and respectfully urge your support for policies that strengthen freight rail infrastructure, support innovation, and preserve the economic competitiveness of the Commonwealth of Kentucky.

Sincerely,

Todd Alcott  
Mayor  
City of Bowling Green

George Bray  
Mayor  
City of Paducah

Chad Aull  
State Representative, District 79  
Kentucky House of Representatives

Randy Bridges  
State Representative, District 3  
Kentucky House of Representatives

Kim Banta  
State Representative, District 63  
Kentucky House of Representatives

David Burdine  
City Councilmember  
City of Somerset

Hil Boone  
City Councilmember  
City of Lexington

Charlie Castlen  
Judge Executive  
Daviess County

Chris Castlen  
Commissioner  
Daviness County

Kenny Catron  
Mayor  
City of Monticello

Kevin Caudill  
Commissioner  
City of Danville

Edward Cook  
City Councilmember  
City of Oak Grove

Gary Crenshaw  
Mayor  
City of Lebanon

Donald Eli Dix  
Magistrate  
Meade County

Bonnie Enlow  
City Councilmember  
City of Shepherdsville

Greyson Evans  
Executive Director  
Harrodsburg Mercer County Industrial  
Development Authority

Shelley Funke Frommeyer  
State Senator, District 24  
Kentucky House of Representatives

Deanna Gordon  
State Representative, District 81  
Kentucky House of Representatives

Tim Gray  
Mayor Pro Tem  
City of Paris

Jimmie Green II  
Judge Executive  
McCreary County

Daniel Grossberg  
State Representative, District 30  
Kentucky House of Representatives

William Hale  
Magistrate  
McCreary County

Bobby Hall  
Judge Executive  
Greenup County

John Hodgson  
State Representative, District 36  
Kentucky House of Representatives

Jason Howell  
State Senator  
Kentucky Senate

Thomas Huff  
State Representative, District 49  
Kentucky House of Representatives

David Johnston  
Judge Executive  
Ohio County

Edwin Jones  
Commissioner  
McCracken County

Zeke Little, Jr.  
Judge Executive  
Owsley County

Maurice Lucas  
Judge Executive  
Breckinridge County

Randy Marcum  
Judge Executive  
Russell County

Donald Marsh  
City Councilmember  
City of Hopkinsville

Jason Marshall  
Judge Executive  
Harrison County

Richard Martin  
Commissioner  
City of Ashland

Bobby McCool  
State Representative, District 97  
Kentucky House of Representatives

Mack McGehee  
Judge Executive  
Muhlenberg County

Terry Meckstroth  
Magistrate  
Jessamine County

Harold Miller  
Mayor  
City of Leitchfield

Gary Moore  
Judge Executive  
Boone County

Sharon NeSmith  
Commissioner  
City of Owensboro

Sue Parringin  
Commissioner  
City of Bowling Green

Steve Pendery  
Judge Executive  
Campbell County

JoEllen Reed  
Mayor  
City of Winchester

Betsy Ruhe  
City Councilmember  
City of Louisville

Pamela Stevenson  
State Representative, District 43  
Kentucky House of Representatives

Walker Thomas  
State Representative, District 8  
Kentucky House of Representatives

Lindsey Tichenor  
State Senator, District 6  
Kentucky Senate

Hannah Toole  
Commissioner  
City of Winchester

Scott Travis  
Judge Executive  
Spencer County

Thomas Watson  
Mayor  
City of Owensboro

Phillip Wheeler  
State Senator, District 31  
Kentucky Senate

Jack Whitfield  
Judge Executive  
Hopkins County

Bob Williams  
Mayor  
City of Harrodsburg

Max Wise  
Senate Majority Floor Leader, District 16  
Kentucky Senate

April 13, 2026

*The Honorable Members of the Michigan Congressional Delegation*

United States Senate and House of Representatives

Washington, D.C.

Dear Members of the Michigan Congressional Delegation,

As local officials from communities across Michigan, we urge strong support for freight rail in the upcoming surface transportation reauthorization, recognizing its central role in our state's infrastructure, manufacturing economy, and supply chain resilience.

Michigan's economy is built on manufacturing and transportation. From the automotive industry to agriculture and energy, freight rail plays a critical role in keeping our state competitive. Twenty-nine freight railroads operate across 3,300 miles of Michigan track, connecting manufacturers, farms, ports, and distribution centers to domestic and global markets.

Unlike most transportation infrastructure, freight railroads privately fund and maintain their own networks, investing over \$23 billion nationally each year to maintain and modernize infrastructure. In Michigan, rail moves millions of tons of freight annually, removing 4.3 million truck trips from congested roads. This shift reduces congestion, limits wear and tear, improves safety, saves taxpayer dollars, and cuts emissions.

At a time when affordability remains a concern for Michigan families and businesses, freight rail helps hold down logistics costs. Lower shipping costs benefit consumers and manufacturers alike, while reliable rail service supports supply chain stability and reinforces Michigan's role as a production hub.

As you consider surface transportation reauthorization and related freight policy, we respectfully urge you to:

**Sustain and Expand Federal Rail Grant Programs:** Michigan communities have used federal grants to improve safety, mobility, and competitiveness. Projects funded through the Railroad Crossing Elimination (RCE) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) programs have supported grade crossing upgrades and capacity improvements in cities like Detroit, Lansing, Grand Rapids, and Kalamazoo. These investments reduce risk, ease traffic,

and enhance regional freight movement. Continued funding delivers high-return, bipartisan infrastructure improvements.

**Oppose Unnecessary Operational Mandates:** Federal mandates on crew size or train length would reduce flexibility and raise costs for Michigan shippers. One-size-fits-all rules don't reflect real-world conditions and risk diverting freight to already crowded highways. Rail remains the safest overland freight mode, with long-term declines in accident rates and ongoing investment in safety. Policy should build on this progress—not reverse it.

**Promote Modern Rail Regulations:** Michigan's economy thrives on innovation, and railroads should be able to deploy modern safety and efficiency tools. Technologies like automated track inspection and monitoring systems detect issues earlier and enhance performance. Outdated regulations risk slowing adoption. Congress should support policies that foster innovation while maintaining strong oversight.

Freight rail connects Michigan's factories to suppliers, farmers to processors, ports to inland markets, and local businesses to national and global customers. It supports jobs, strengthens manufacturing, reduces emissions, and protects infrastructure budgets. We appreciate your leadership and look forward to working together to ensure freight rail continues to deliver for Michigan's communities and economy.

Sincerely,

David Anderson  
Mayor  
City of Kalamazoo

Alan Donaldson  
Commissioner  
Gladwin County

David Aungst  
Commissioner  
Lenawee County

Jeffrey Dontz  
Board Chair  
Manistee County

Joseph "Joe" Bellino  
State Senator  
Michigan Senate

Anne Marie Graham-Hudak  
Board Supervisor  
Canton Charter Township

Brad Dakota  
Board Chairman  
Baraga County

Mark Huizenga  
State Senator  
Michigan Senate

John Kaczynski  
Commissioner  
Saginaw County

Stephen Kennedy  
Mayor  
City of South Lyon

Gwen Markham  
Commissioner  
Oakland County

Kevon Martis  
Commissioner  
Lenawee County

James Moreno  
Commissioner  
Isabella County

Michigan Retailers Association

Marcus Muhammad  
Mayor  
City of Benton Harbor

Craig Scott  
Commissioner  
Ogemaw County

Bob Terpstra  
Supervisor  
Gaines Charter Township

Jim Van Doren  
Board Chairman  
Lenawee County

Don VanSyckel  
Commissioner  
Macomb County

Lisa Wojno  
Commissioner  
Macomb County

April 30, 2026

The Honorable Pete Stauber  
United States House of Representatives  
Washington, DC 20515

Dear Representative Stauber:

As local elected officials and community stakeholders from across Minnesota's 8th Congressional District, we urge your continued leadership in supporting freight rail priorities in the upcoming Surface Transportation Reauthorization. Freight rail remains essential to the economic vitality of Northeast Minnesota, sustaining the region's industrial base, supporting family-wage jobs, and connecting Minnesota producers to domestic and international markets.

Minnesota's 8th District is one of the most rail-intensive regions in the Upper Midwest. Rail lines linking the Iron Range, the Duluth-Superior port complex, and major industrial facilities across the district move critical commodities such as iron ore, forest products, energy resources, agricultural goods, and manufactured materials. Rail corridors in the district also connect directly into the Minneapolis–Saint Paul metropolitan rail hub—one of the nation's key inland freight centers—while providing essential international rail gateways to Canada through crossings such as International Falls. Together, these connections position the 8th District as a strategic transportation bridge between the Upper Midwest, the Great Lakes, and global export markets.

For communities across Northeast Minnesota, freight rail is not only an economic engine but also a cornerstone of long-standing working-class traditions built around resource development, manufacturing, and transportation employment. Policies that maintain a strong, competitive rail network help sustain high-quality jobs while ensuring that regional industries remain globally competitive. Rail also plays a critical role in reducing highway congestion, lowering transportation costs for local businesses, and strengthening supply chain reliability for households across the district.

As Congress develops the next Surface Transportation Reauthorization, we respectfully encourage your leadership on the following priorities:

**1. Sustain and Strengthen Rail Infrastructure Investment Programs**

Federal programs such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination (RCE) grants help communities across Northern Minnesota improve safety, modernize infrastructure, and support industrial growth. Continued robust funding for these programs will enable critical corridor upgrades, grade separations, and intermodal improvements that benefit both freight mobility and community safety.

**2. Support Balanced, Performance-Based Rail Policy**

Rail safety and workforce stability are shared priorities across Minnesota’s transportation and labor communities. Federal policy should focus on data-driven, performance-based safety standards that preserve operational flexibility while supporting continued investment in infrastructure, workforce training, and advanced safety technologies. Such an approach protects both rail workers and the regional industries that depend on efficient freight service.

**3. Encourage Innovation and Cross-Border Freight Connectivity**

Given the district’s critical international rail connections into Canada and its role in serving Great Lakes export markets, federal policy should continue to promote technological innovation, corridor modernization, and streamlined cross-border freight movement. These policies will help ensure that the 8th District remains a competitive logistics gateway for North American trade.

From the historic rail corridors serving the Iron Range to today’s modern freight routes linking Duluth, the Twin Cities, and Canadian markets, freight rail continues to power economic opportunity across Minnesota’s 8th Congressional District.

Decisions made in the upcoming reauthorization will shape the region’s ability to maintain strong industries, sustain family-supporting jobs, and keep supply chains moving efficiently across the Upper Midwest.

We appreciate your leadership and respectfully urge your continued support for policies that strengthen freight rail infrastructure, promote balanced regulatory approaches, and ensure that Minnesota’s 8th District remains a vital transportation hub for generations to come.

Sincerely,

Joe Baltich  
Commissioner  
Lake County

Michelle Clasen  
Commissioner  
Washington County

Matt Baumgartner  
President & CEO  
Duluth Area Chamber of Commerce

Ron Chicka  
Director  
Duluth - Superior MPO

Bill Berg  
Commissioner  
Isanti County

Lew Conner  
Mayor  
City of Two Harbors

Julie Braastad  
Commissioner  
Anoka County

Joe Gould  
Commissioner  
Beltrami County

Annie Harala  
Commissioner  
St. Louis County

Mark Koran  
State Senator  
Minnesota Senate

Murlyn Kreklau  
Commissioner  
Wadena County

Roger Maki  
Mayor  
City of Cloquet

Jennifer A. McEwen  
State Senator  
Minnesota Senate

Nathan Nelson  
State Representative  
Minnesota House of Representatives

Jason Rarick  
State Senator  
Minnesota Senate

Bryan Ramsrud  
Commissioner  
Clearwater County

Roger J. Reinert  
Mayor  
City of Duluth

Kevin Schieber  
Mayor  
City of North Branch

Scott Schulte  
Board Chair  
Anoka County

Kristen Vake  
Executive Director  
Iron Mining Association of Minnesota

Cal Warwas  
State Representative  
Minnesota House of Representatives

Mike Wiener  
State Representative  
Minnesota House of Representatives

**CC: Senator Amy Klobuchar, Senator Tina Smith**

April 13, 2026

*The Honorable Members of the Missouri Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Missouri Congressional Delegation,

As Congress develops surface transportation reauthorization legislation, we urge you to support policies that allow freight railroads to continue operating efficiently, safely, and reliably. Missouri is a key crossroads for America's rail network, and federal decisions that affect operations elsewhere often ripple through our state—impacting local industries, communities, and families.

Freight rail is essential to Missouri's economy. With major rail hubs in Kansas City and St. Louis, our state connects east–west and north–south trade routes that move goods between ports, coasts, and inland markets. These rail corridors support manufacturers, farmers, energy producers, and distributors in communities across Missouri and beyond. Rail also helps control rising costs—its efficiency keeps supply chain expenses lower, which helps relieve inflation pressure on everyday items like food, fuel, and construction materials.

Because of this central role, Missouri has seen decades of investment in rail-connected infrastructure—from industrial parks and logistics hubs to modernized ports and grade separation projects. Rail suppliers and engineering firms based here also support the broader U.S. rail system, bringing jobs and economic development to our state.

That progress depends on smart federal policies. Unfortunately, several proposals under consideration would add rigid, one-size-fits-all mandates that limit flexibility without improving safety. These include:

- Technology mandates that lock in specific inspection tools or spacing requirements, instead of allowing railroads to adopt emerging technologies like automated track inspection (ATI) that improve safety and efficiency.
- Train length caps that would force more trains to run to move the same amount of freight—leading to more fuel use, higher emissions, more highway congestion, and added infrastructure wear.

- Crew size mandates that override long-standing collective bargaining agreements and would apply requirements to rail that aren't required of other modes, despite significant advances in safety technology.

Missouri relies on railroads that can adapt to real-world conditions. The current performance-based system has delivered real safety gains. Since 2005, mainline accident rates are down 43% and hazardous materials accident rates have dropped by 80%, with over 99.99% of hazmat shipments arriving safely. In 2023 alone, railroads reinvested \$26.8 billion nationally into infrastructure, safety, and reliability—using private dollars, not taxpayer funding.

Overregulation would threaten that progress. Adding inflexible mandates risks pushing more freight onto highways, increasing traffic, raising costs for shippers, and shifting expenses onto local taxpayers. When rail becomes less efficient, Missouri consumers feel the impact in higher prices and longer delays.

We respectfully urge Congress to keep freight rail policy grounded in data—supporting innovation, safety, and private investment, while protecting affordability and economic strength for Missourians and communities across the country.

Sincerely,

Joey Auxier  
Presiding Commissioner  
Phelps County

Sherri Gallick  
State Representative, District 62  
Missouri House of Representatives

Brian Brookshire  
Executive Director  
Missouri Forest Products Association

Chris Guttierrez  
President  
Kansas City SmartPort

Sid Conklin  
Presiding Commissioner  
Randolph County

Willard Haley  
State Representative, District 58  
Missouri House of Representatives

Ava Delsemme  
Director of Public Policy  
KC Chamber

Cary Harbison  
Executive Director  
Southeast Missouri Regional Port  
Authority

Gary Hicks  
Commissioner, District 2  
Phelps County

Luke Holtschneider  
President & CEO  
Jefferson City Regional Economic  
Partnership

George Hruza  
State Representative, District 89  
Missouri House of Representatives

Nick Kimble  
State Representative, District 82  
Missouri House of Representatives

Austin Kyser  
Commissioner Western District  
Randolph County

Lynn Morris  
Presiding Commissioner  
Christian County

Kevin O'Neill  
Councilman, 1st District, At-Large  
City of Kansas City

Matthew Overcast  
State Representative, District 155  
Missouri House of Representatives

Lane Roberts  
State Representative, District 161  
Missouri House of Representatives

Eddie Simons  
Mayor  
City of Warsaw

Alisha Sonnier  
Aldерwoman, 7th Ward  
City of St. Louis

Sherry Stites  
Commissioner, District 1  
Phelps County

Janet Thompson  
Commissioner, District 2  
Boone County

April 13, 2026

*The Honorable Members of the North Carolina Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the North Carolina Congressional Delegation,

As Congress develops surface transportation reauthorization legislation, the undersigned North Carolina stakeholders respectfully urge you to adopt policies that preserve a performance-based, data-driven approach to freight rail safety and operations, and to avoid prescriptive operational mandates that would undermine the efficiency, safety, and reliability of our rail system.

North Carolina's economy and transportation system rely on a strong freight rail network. Our state is served by more than 20 freight railroads moving tens of millions of tons of goods each year—supporting major manufacturing hubs, agricultural producers, and the Port of Wilmington while helping keep four million heavy truck trips off North Carolina roads annually.

As municipalities across North Carolina face rising costs to maintain roads and bridges, privately owned freight rail plays a unique role by absorbing freight demand without adding wear and tear to public infrastructure. Nationally, railroads move roughly 40% of intercity freight while investing billions of private dollars each year into their own networks, reducing the burden on taxpayers.

Freight rail also helps stabilize supply chains and limit inflationary pressure. Recent analysis shows that rail functions as a built-in shock absorber for the economy, reducing price volatility for consumer goods and ensuring reliable delivery of materials critical to North Carolina industries, from automotive manufacturing to agriculture and energy production.

As you consider reauthorization, we respectfully ask that you:

**1. Oppose Unnecessary Operational Mandates**

North Carolina's diverse economy, including manufacturing, agriculture, forestry products, chemicals, and energy, depends on flexible, long-haul freight rail service. Proposals to impose prescriptive federal operating mandates, such as crew size or train length requirements, risk disrupting network efficiency, and raising transportation costs for businesses and consumers. Rail is already the safest way to move goods over land, with hazardous materials arriving safely more than 99.99% of the time. Federal Railroad Administration data continues to show safety improvements, including a significant decline in train accident rates since 2023.

**2. Sustain and Expand Federal Rail Grant Programs**

Programs such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI)

and Railroad Crossing Elimination (RCE) grants have helped North Carolina communities improve safety, mobility, and economic competitiveness. Investments supporting corridor improvements along the North Carolina Railroad Company (NCRR) line, port access upgrades near Wilmington, and grade crossing improvements in counties such as Wake and Mecklenberg are delivering measurable public benefits. We urge continued funding and expansion of these crucial investment and safety programs.

### 3. **Embrace Data-Driven Rail Safety Innovation**

North Carolina benefits when rail safety policy prioritizes smarter oversight, not slower operations. Railroads have significantly improved safety performance by deploying advanced technologies such as automated track inspection. These innovations enhance worker safety, improve reliability, and strengthen system resilience. Federal policy should promote technology-driven safety improvements rather than restrict them through outdated regulatory approaches.

Freight rail remains one of America's most successful private infrastructure models: a system that reduces inflationary pressure, protects public roads and bridges, and keeps North Carolina's economy competitive. We urge you to support policies that allow freight rail to continue delivering for our state and the nation.

Sincerely,

Ted Alexander  
Senator  
North Carolina General Assembly

Christy Clark  
Mayor  
Huntersville Town

Jeff Brittain  
Commissioner  
Burke County

Tracy Clark  
Representative  
North Carolina General Assembly

Todd Carver  
Representative  
North Carolina General Assembly

Al Cooper  
Commissioner  
Warren County

TJ Cawley  
Mayor  
City of Morrisville

Janet Cowell  
Mayor  
City of Raleigh

Ben Clapsaddle  
Mayor  
City of Wake Forest

Allison Dahle  
Representative  
North Carolina General Assembly

Michael Garrett  
Senator  
North Carolina General Assembly

Pricey Harrison  
Representative  
North Carolina General Assembly

Zack Hawkins  
Representative  
North Carolina General Assembly

Wendy Jacobs  
Commissioner  
Durham County

Donnie Loftis  
Representative  
North Carolina General Assembly

Jeffrey Odham  
Mayor  
City of New Bern

Larry Pittman  
Commissioner  
Cabarrus County

Lindsey Prather  
Representative  
North Carolina General Assembly

Mike Schietzelt  
Representative  
North Carolina General Assembly

Shelly Willingham  
Representative  
North Carolina General Assembly

April 13, 2026

*The Honorable Members of the New Jersey Congressional Delegation*

United States Senate and House of Representatives

Washington, D.C.

Dear Members of the New Jersey Congressional Delegation,

As local leaders from across New Jersey, we urge you to include policies in the upcoming surface transportation reauthorization that recognize the essential role freight rail plays in keeping New Jersey goods moving, costs down, and communities connected.

New Jersey may be small in size, but when it comes to rail, we punch above our weight. We are the most densely rail-connected state in the country, served by 19 different freight railroads. Like our famous diners, railroads are woven into the fabric of our state—moving goods from docks to distribution centers and linking our economy to national and global markets.

In New Jersey alone, trains move enough freight each year to eliminate 3 million truck trips from our highways. That's less congestion for drivers, less wear on taxpayer-funded roads, and fewer emissions in our communities.

Freight rail is critical to the Port of New York and New Jersey, the East Coast's busiest port. Its on-dock rail system handles 1.5 million container lifts a year, allowing freight to move efficiently inland without jamming up our roads. Terminals in Elizabeth, Newark, Staten Island, and Port Jersey rely on rail to connect to the Midwest and Canada—and to keep port operations running smoothly as ship sizes and cargo volumes grow.

Research shows that freight rail also plays a powerful role in fighting inflation. When goods can move efficiently by train, transportation costs stay in check—and so do prices for food, fuel, cars, and housing materials. That's especially important now, as New Jersey families and businesses continue to feel cost pressures.

As Congress considers freight-related legislation, we respectfully urge you to:

- 1. Sustain Proven Rail Grant Programs:** Programs like the Railroad Crossing Elimination (RCE) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants help communities address urgent safety and mobility needs. In the most recent RCE funding round, NJ Transit received \$800,000 to study 29 rail-highway crossings between Long Branch and Bradley Beach. This corridor-wide planning effort will improve safety for drivers, pedestrians, and rail workers,

while reducing delays. We urge continued support for these programs, which deliver cost-effective, bipartisan results.

**2. Protect Rail's Role in Containing Supply Chain Costs:** Freight rail helps keep logistics costs down, but rigid mandates—like limiting train length or crew size—would drive up prices without improving safety. Railroads already follow strict federal rules and invest heavily in infrastructure and technology, which has helped bring accident and injury rates to historic lows per Federal Railroad Administration data. Congress should support performance-based policies that advance both safety and affordability.

**3. Support Rail Innovation:** Railroads are deploying tools like automated track inspection technologies, which detect track issues earlier and more accurately than manual checks. Technologies like this will improve safety and system performance. But outdated rules risk limiting their use. Congress should support a modern regulatory framework that allows railroads to innovate, no different than other modes of transportation, ensuring freight rail remains safe, efficient, and resilient.

New Jersey's economy depends on reliable, affordable freight movement—and freight rail is one of the smartest tools we have. We thank you for your leadership and urge your continued support for policies that keep rail delivering for our state.

Sincerely,

Katie Brennan  
Assemblywoman  
New Jersey General Assembly

Angela V. McKnight  
State Senator  
New Jersey Senate

Joseph Daloisio  
Councilman  
Borough of Allendale

New Jersey State Chamber of Commerce  
New Jersey Business & Industry Association

Patrick J. Diegman, Jr.  
State Senator  
New Jersey Senate

Rich O'Brien  
Mayor  
Spotswood Borough

Gordon M. Johnson  
State Senator  
New Jersey Senate

Erik Peterson  
Assemblyman  
New Jersey General Assembly

William B. Sampson IV  
Assemblyman  
New Jersey General Assembly

Harry Shortway  
Mayor  
Borough of Midland Park

Troy Singleton  
State Senator  
New Jersey Senate

Bob Smith  
State Senator  
New Jersey Senate

April 13, 2026

*The Honorable Members of the New York Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the New York Congressional Delegation,

As local leaders from across New York, we urge you to prioritize policies in the upcoming surface transportation reauthorization that protect and strengthen freight rail—a system essential to our economy, infrastructure, and communities. New York is home to 37 freight railroads operating on more than 3,300 miles of track. These privately funded railroads move enough freight across the state annually to displace over 3.2 million tractor trailer trips, easing strain on roads saving taxpayer dollars, and cutting transportation emissions across the state.

Today, many New Yorkers are feeling the pressure of rising costs and affordability. At the same time, our state is working to expand advanced manufacturing, grow clean energy, and modernize infrastructure. Freight rail plays a quiet but critical role in supporting all of these efforts—linking Long Island to Buffalo, the North Country to the Hudson Valley, and delivering goods that power our economy and daily lives.

Freight railroads also play a key role in keeping supply chain costs down, helping limit inflationary pressures that directly affect families and businesses. By moving goods efficiently and at scale, while supporting their own infrastructure costs, railroads support more stable pricing for essentials like food, construction materials, and manufactured products—especially important for New York’s economic growth goals.

As Congress considers rail-related provisions in surface transportation legislation, we respectfully urge you to:

**1. Sustain Proven Rail Grant Programs:** Federal investments through the Railroad Crossing Elimination (RCE) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) programs are delivering real benefits in New York. In the most recent RCE funding round, New York secured four competitive awards, supporting safety upgrades and planning work in Port Jervis, Long Island, Westchester County, and along the Hudson Line. These projects reduce delays, enhance safety, and cut emissions—delivering cost-effective, bipartisan results that merit continued federal support.

**2. Reject Operational Mandates That Raise Costs Without Enhancing Safety:** Freight rail plays a key role in containing shipping costs, but inflexible regulations—such as caps on train length or mandated crew size—threaten to increase prices without delivering safety gains. Railroads already follow strict federal rules and invest heavily in infrastructure and technology, which has helped bring accident and injury rates to historic lows according to Federal Railroad Administration data. Congress should support performance-based policies that advance both safety and affordability.

**3. Embrace Rail Innovation:** Freight railroads are investing in tools like automated track inspection to detect issues earlier and more accurately than legacy methods. These innovations improve safety and reliability. Congress should ensure that federal oversight keeps pace with technology and supports smart, data-driven improvements to rail safety.

Freight rail has long been a critical part of New York’s economy—supporting jobs, exports, affordability, and sustainability. We thank you for your leadership and urge continued support for policies that keep rail delivering for our state.

Sincerely,

Timothy Ahlfeld  
Mayor  
Village of Massena

Christopher Boulio  
Legislator  
Jefferson County

Dave Ball  
Supervisor  
Town of Waterford

The Business Council of New York State, Inc.

Clayton Barber  
Supervisor  
Essex County

Robert Cantwell  
Legislator  
Jefferson County

Tina Bartlett-Bearup  
Legislator  
Jefferson County

Ray Donley  
Legislator, Majority Leader  
Herkimer County

Anil AJ Beephan  
Assemblyman  
New York State Assembly

Beau Harbin  
Legislator  
Cortland County

George Borrello  
State Senator  
New York State Senate

Patricia Hayles  
Supervisor  
Town of Sweden

Linda Jones  
Legislator  
Cortland County

Dwight Knapp  
Supervisor  
Town of Ossian

Lee Kyriacou  
Mayor  
City of Beacon

Ram Lalukota  
Supervisor  
Saratoga County

Lawana Morse  
Legislator  
Chemung County

New York State Economic Development  
Council (NYSEDC)

Peter Oberacker  
Senator  
New York State Senate

Genesis Ramos  
Legislator  
Orange County

James Rice  
Mayor  
City of Fulton

Mary Frances Sabo  
Legislator  
Rensselaer County

Frank Schmitter  
Supervisor  
Seneca County

Rebecca Seawright  
Assemblywoman  
New York State Assembly

Mercedes Vazquez Simmons  
Legislator  
Monroe County

Matthew Simpson  
Representative  
New York State Assembly

Kathy Stegenga  
Legislator  
Orange County

Richard T. Walls  
Legislator  
Ulster County

Kenneth White  
Legislator  
Oneida County

Christian Yunker  
Legislature Chairman  
Genesee County

April 13, 2026

*The Honorable Members of the Ohio Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Ohio Congressional Delegation,

As local leaders from across the Buckeye State, we urge you to support policies in the upcoming surface transportation reauthorization that recognize freight rail's vital role in powering Ohio's economy, holding down costs for consumers, and keeping goods moving safely and efficiently.

Our 44 freight railroads operate over 5,100 miles of track and employ nearly 5,000 people in Ohio. The state is home to the fourth-largest rail network in the U.S. and the second-most intermodal terminals, connecting Ohio industry to markets across the country and globe. In 2023 alone, railroads moved over 258 million tons of freight through Ohio—goods that would have otherwise required 14.3 million trucks.

Ohioans continue to face cost pressures, and freight rail plays a key role in keeping goods moving efficiently and affordably. From food and fuel to building materials and consumer products, rail helps ensure steady supply chains and predictable shipping costs. That reliability is especially important now, as working families and small businesses navigate economic uncertainty.

Rail also supports Ohio's reshoring resurgence. As manufacturers embrace the "Made in Ohio" promise, they'll depend on reliable, scalable, and cost-effective logistics—making freight rail a critical partner in our state's continued growth.

As Congress considers freight-related legislation, we respectfully urge you to:

**1. Sustain and Expand Federal Rail Grant Programs:** Ohio communities have made smart use of federal rail grant programs like the Railroad Crossing Elimination (RCE) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) programs. In the most recent RCE funding round, Ohio secured four major awards, totaling over \$80 million to improve safety and traffic flow in Delaware County, Hudson, North Ridgeville, and Circleville. These projects will eliminate dangerous crossings, reduce emergency response delays, and support mobility for commuters and freight alike. We urge continued, robust funding for these competitive, cost-effective programs.

**2. Protect Freight Rail's Role in Reducing Costs:** Freight rail offers a vital check against rising transportation costs and helps keep Ohio goods competitive. Proposals to impose rigid federal mandates—such as fixed crew sizes or limits on train length—would reduce rail's flexibility, increase costs, and shift freight to trucks. This would put more pressure on taxpayer-funded highways and worsen congestion, all while raising prices on consumers. Congress should reject one-size-fits-all rules and instead support performance-based standards that maintain both safety and affordability.

**3. Advance Rail Safety Through Innovation:** Freight rail is already the safest way to move goods over land—and getting safer. Since 2005, the derailment rate for Class I railroads has dropped 46%, train accident rates have dropped 40%, and employee injuries are down 54%, outperforming most other industries, including trucking and construction. Technologies like automated track inspection and positive train control help identify risks earlier and prevent incidents altogether. Congress should support the use of these emerging technologies and ensure that federal regulations encourage—not hinder—continued safety innovation.

Ohio has long been a freight rail powerhouse. We are proud of our railroads and the public benefits they deliver: efficient commerce, good-paying jobs, less traffic and emissions, and lower costs for Ohioans.

We thank you for your leadership and urge you to ensure freight rail continues to be a foundation of our state's economy and transportation system.

Sincerely,

Sean Beck  
Councilor  
Village of Ida

David Haber  
Commissioner  
Preble County

Jack Bradley  
Mayor  
City of Lorain

Rebecca Hermann  
Council President Pro-Tem  
City of Worthington

Adam Craft  
Commissioner  
Preble County

Mark Jeffreys  
Council Member  
City of Cincinnati

Amber Keener  
Council Member  
City of Mount Vernon

Donald Mennel  
Mayor  
City of Fostoria

Charles Roub  
Council Member  
City of Shelby

Troy Scott  
Council Member  
City of Ironton

Matthew Starr  
Mayor  
City of Mount Vernon

Jillian Taylor  
Council Member  
City of Coshocton

Shenise Turner-Sloss  
Mayor  
City of Dayton

Rachel Vonderhaar  
Commissioner  
Preble County

Jeff Whitaker  
Mayor  
City of Greenville

April 13, 2026

*The Honorable Members of the Pennsylvania Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Pennsylvania Congressional Delegation,

As local leaders and stakeholders from across the Commonwealth, we write to urge your support for freight rail as Congress works to reauthorize surface transportation legislation.

Pennsylvania's communities and economy rely on a strong rail system—one that is safe, efficient, and built to adapt.

Freight rail plays a vital role in keeping our shelves stocked, our exports moving, and our supply chains steady. With more than 100 million tons of freight moving through Pennsylvania each year, rail supports manufacturers, energy producers, farmers, ports, and distribution centers. It also helps hold down inflationary pressures by keeping transportation costs in check—making everyday goods more affordable for Pennsylvania families.

This work happens largely on privately funded infrastructure. Railroads reinvest billions annually—over \$23 billion in recent years—into safety, modernization, and capacity upgrades across the U.S. In Pennsylvania, 58 freight railroads support over 4,000 jobs, while also connecting our industries to global markets and linking communities across the state. These private investments reduce taxpayer burden by cutting road congestion and wear, and by limiting the need for costly highway expansion.

But this successful model could be undermined by proposals now under consideration in the reauthorization debate. One-size-fits-all federal mandates—like staffing minimums or caps on train length—would disrupt operations without improving safety. They risk raising logistics costs, stalling innovation, and shifting more freight to already stressed highways.

Instead of rigid rules, we urge Congress to pursue a performance-based approach that supports continued improvement without stifling progress:

- **Avoid Operational Mandates That Drive Up Costs:** Mandates on train length or crew size would reduce flexibility and increase costs for shippers and consumers. Rail already follows strict federal safety regulations and continues to improve—mainline accident rates have dropped 43% since 2005, and hazmat arrives safely 99.99% of the time.
- **Support Innovation in Rail Safety:** Modern tools like automated track inspection, sensors, and artificial intelligence can detect issues earlier and more accurately than

manual checks. These innovations help keep our communities safe and goods moving—but outdated rules could block their use. Railroads need the freedom to adopt proven new technologies.

- **Maintain Federal Rail Grant Programs:** Programs like the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program and the Railroad Crossing Elimination (RCE) program help local communities make rail infrastructure safer and more efficient. These grants leverage private and local investment to fund crossing upgrades, safety improvements, and other projects that matter to Pennsylvanians.

Freight rail helps power Pennsylvania’s economy—and it helps working families by keeping prices lower and goods moving smoothly. Let’s not trade that resilience for unnecessary red tape. We urge you to support policies that preserve flexibility, promote safety, and encourage continued private investment in the nation’s rail network.

Sincerely,

---

Kendy Alvarez  
Mayor  
Borough of Lewisburg

Randy Atiyeh  
Commissioner  
Whitehall Township

Marc Anderson  
State Representative 92nd District  
Pennsylvania House of Representatives

Dave Bachman  
Chairman  
Moon Township Board of Supervisors

Jay Anderson  
Supervisor  
Hempfield Township Board of Supervisors

Chris Belles  
County Councilor  
Luzerne County

Mike Armanini  
State Representative 75th District  
Pennsylvania House of Representatives

Aaron Bernstine  
State Representative 8th District  
Pennsylvania House of Representatives

Yaniv Aronson  
Mayor  
Borough of Conshohocken

William Bretz  
Vice Chairman  
Hempfield Township Board of Supervisors

Kevin Boozel  
Commissioner  
Butler County Commissioners

William Felder  
Borough Councilor  
Borough of Sharon Hill

Klementina Budnik  
Borough Councilor  
Borough of Phoenixville

Tom Fink  
Council Vice President  
Borough of Camp Hill

Lee Christman  
Commissioner  
Whitehall Township

Ann Flood  
State Representative 138th District  
Pennsylvania House of Representatives

Kim Clear  
Supervisor  
Millcreek Township

Brian Fochtman  
Chairman  
Somerset County Commissioners

Rock Copeland  
County Councilor  
Erie County Council

Adam Forgie  
Mayor  
Borough of Turtle Creek

Karen Cosner  
City Councilor  
City of Monessen

Eric Foy  
Sheriff  
Venango County

Dr. Ellen Currie  
Mayor  
Borough of Stroudsburg

Sue Grady  
Borough Councilor  
Borough of Clarks Summit

Patricia DeMarco, Ph.D.  
Mayor  
Borough of Forest Hills

Keith Greiner  
State Representative 43rd District  
Pennsylvania House of Representatives

Gene DiGirolamo  
Commissioner  
Bucks County

Nancy Guent  
State Representative 152nd District  
Pennsylvania House of Representatives

Becky Durbin  
Supervisor  
Hempfield Township Board of Supervisors

Tony Guy  
Sheriff  
Beaver County

Stephanie Henrick  
Mayor  
Borough of Pottstown

Carol Hill-Evans  
State Representative 95th District  
Pennsylvania House of Representatives

Mark Hondru  
Commissioner  
South Fayette Township Commissioners

Denae House  
Chair Pro Tem  
Borough of Steelton

Derek Huges  
Supervisor  
Forks Township

Liz Iovine  
Council President  
Borough of Ambler

Vanessa Jenkins  
Borough Councilor  
Borough of Steelton

Justin Johnson  
Commissioner  
Harrison Township Commissioners

Dawn Keefer  
State Senator 92nd District  
Pennsylvania State Senate

Carole Kenney  
Supervisor  
Upper Merion Township

Irvin Kimmel  
Vice Chair  
Somerset County Commissioners

Kate Klunk  
State Representative 169th District  
Pennsylvania House of Representatives

Kevin Kodish  
Commissioner  
Mifflin County Commissioners

Thomas Kutz  
State Representative 87th District  
Pennsylvania House of Representatives

Chuck Lazzini  
President  
South Fayette Township Commissioners

Mike Lettieri  
Council Vice President  
Borough of Old Forge

Fred Levering  
Mayor  
Borough of Wyomissing

Leo Lutz  
Mayor  
Borough of Columbia

Scott Martin  
State Senator 13th District  
Pennsylvania State Senate

Betsy McClure  
Vice Chair  
Greene County Commissioners

Timothy McGonigle  
Commissioner  
Mercer County Commissioners

Tina Sokolowski  
Council President  
Borough of Conshohocken

Robert Pasquantonio  
Borough Councilor  
Borough of Brentwood

Steve Thomas  
Council President  
Borough of Brentwood

Tracy Pennycuik  
State Senator 24th District  
Pennsylvania State Senate

Pamela Tokar-Ickes  
Secretary  
Somerset County Commissioners

Jeff Pisarcik  
Commissioner  
Jefferson County Commissioners

Michael Wacey  
Member  
Easttown Township Board of Supervisors

Fred Quinn III  
Borough Councilor  
Borough of Swissvale

Dwan Walker  
Mayor  
City of Aliquippa

Donna Reed  
City Council President 5th District  
City of Reading

R. Douglas Weimer  
Chairman  
Hempfield Township Board of Supervisors

George Reese  
Supervisor  
Hempfield Township Board of Supervisors

Parke Wentling  
State Representative 7th District  
Pennsylvania House of Representatives

Tim Schultz  
Mayor  
Borough of Hatboro

Gene Yaw  
State Senator 23rd District  
Pennsylvania State Senate

Paul Shemansky  
Borough Councilor  
Borough of East Stroudsburg

Mike Yetter  
Borough Councilor  
Borough of Lansdale

Brian Smith  
State Representative 66th District  
Pennsylvania House of Representatives

Jayne Young  
Borough Councilor  
Borough of Lansdowne



April 13, 2026

*The Honorable Members of the Tennessee Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Tennessee Congressional Delegation,

As local leaders from across Tennessee, we urge you to support freight rail in the upcoming surface transportation reauthorization, recognizing it as a vital pillar of our state's economy, infrastructure, and supply chain.

Tennessee is a logistics powerhouse. From global cargo moving through Memphis—the world's largest air cargo hub—to automotive manufacturing in Middle Tennessee, advanced manufacturing across the I-65 and I-75 corridors, and agricultural production in West Tennessee, freight rail is a backbone of the state's economy. With 2,600 miles of freight rail track and access to multiple Class I and short line railroads, rail connects Tennessee businesses to ports, population centers, and international markets. It also helps relieve pressure on heavily traveled interstate corridors, reducing congestion, improving safety, and limiting wear and tear on taxpayer-funded highways.

Unlike most infrastructure systems, freight rail is privately funded. Railroads invest billions of private dollars each year to maintain, modernize, and expand their networks. That investment model delivers public benefits without shifting costs onto Tennessee taxpayers, while preserving limited federal and state transportation dollars for other critical infrastructure priorities.

As you consider reauthorization legislation, we respectfully ask that you:

**Oppose unnecessary operational mandates.**

Tennessee's economy relies on efficient freight rail. Mandates on crew size or train length would raise costs for businesses and consumers without proven safety gains. Freight rail is already the safest surface freight mode, with train accident rates down 43% since 2005. Tennessee needs policies that support performance—not rigid rules that slow commerce.

**Sustain and expand federal rail grant programs.**

Federal programs like Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination (RCE) grants are delivering real benefits to Tennessee communities. In West Tennessee, TennKen Railroad received \$7.37 million to upgrade 43 miles of track, improving service for manufacturers and ag shippers. TDOT also secured \$23.7 million

to repair 40 aging rail bridges across multiple counties. Continued funding is vital to modernizing rail infrastructure and supporting economic growth.

**Support safety innovation.**

Tennessee communities benefit when federal policy supports the use of modern rail technologies. Tools like automated track inspection, predictive maintenance, and advanced monitoring improve early defect detection, protect workers, and enhance reliability. Policy should accelerate—not hinder—the adoption of proven innovations.

Freight rail supports jobs, strengthens supply chains, reduces highway congestion, and improves long-term competitiveness. We urge you to advance policies that allow Tennessee’s rail network to continue delivering results for local communities, businesses, and the national economy.

Sincerely,

Aftyn Behn  
Representative  
Tennessee General Assembly

Terri Holmes  
Commissioner  
City of Red Bank

Joe Brooks  
County Mayor  
Clairborne County

Dennis Hunt  
County Mayor  
Coffee County

Josh Brown  
President & CEO  
Tennessee Chamber of Commerce &  
Industry

Randall Hutto  
Mayor  
Wilson County

Gary Davis  
County Mayor  
Bradley County

Becky Massey  
Senator  
Tennessee General Assembly

Ron French  
Commissioner  
Blount County

Ken Moore  
Mayor  
City of Franklinn

Brian Peery  
Commissioner  
Lewis County

Jessie Seal  
Senator  
Tennessee General Assembly

Danny Waggoner  
Commissioner  
Humphreys County

April 13, 2026

*The Honorable Members of the Texas Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the Texas Congressional Delegation,

As local leaders, economic developers, and business stakeholders from across Texas, we urge you to support freight rail as a key pillar in the upcoming surface transportation reauthorization. Rail is essential to the strength of our local economies and communities—and we need policies that preserve its flexibility, safety, and long-term reliability.

Texas plays an outsized role in national and international commerce, and freight rail is at the center of it. Our state moves around 350 million tons of freight annually by rail, connecting manufacturers, farmers, energy producers, ports, and distribution centers to markets across the country and around the world. By investing in and maintaining their own infrastructure, railroads help lower transportation costs, ease pressure on our roads, and reduce the burden on taxpayers who would otherwise be responsible for highway expansion and maintenance.

This system works. But proposed federal mandates—such as fixed crew sizes or limits on train length—would make it harder to move freight efficiently, raising costs for Texas businesses and families without delivering safety benefits. A one-size-fits-all approach could slow innovation, reduce investment, and shift more freight to the highways, adding traffic, emissions, and costs that local governments must manage.

Instead, we encourage Congress to take a performance-based approach that keeps railroads investing in safety and innovation:

- **Preserve Flexibility, Avoid Prescriptive Mandates:** Policies that restrict train length or require specific staffing levels would increase transportation costs and reduce system efficiency—without making communities safer. Rail is already among the safest modes of freight movement, and strict federal oversight ensures safety standards are upheld.
- **Support Innovation in Rail Safety:** Tools like automated track inspection, drones, and advanced sensors can catch issues earlier and more accurately than manual checks. These technologies improve safety and reduce risks for workers and communities. Congress should promote innovation, not freeze progress by locking in outdated rules.
- **Maintain Federal Rail Grant Programs:** Programs like CRISI and RCE are helping Texas communities upgrade crossings, improve rail infrastructure, and make local networks safer and more efficient. These competitive grants stretch federal dollars by leveraging local and private investment—and they make a real impact on the ground.

The freight rail system depends on smart regulation and continued private investment. In recent years, Class I railroads have reinvested nearly \$27 billion into safety and infrastructure. Thanks to those investments, rail safety has steadily improved over the past two decades. According to federal data, Class I mainline accident rates have dropped 43% since 2005, and more than 99.99% of hazardous materials shipments arrive safely.

Texas has always been a leader in logistics and trade. To keep it that way, Congress must support a rail network that is flexible, forward-looking, and built to meet the needs of our growing economy and communities.

Sincerely,

Riakos Adams  
Mayor  
City of Killeen

Kristi Aday  
Executive Director  
Plainview-Hale County Economic  
Development Corporation

Gary Alexander  
Commissioner, Precinct 1  
Hutchinson County

Rick Bacon  
Commissioner  
Tom Green County

Adam Bazaldua  
Councilmember, District 7  
City of Dallas

Henry Bell  
President  
Tyler Area Chamber of Commerce

Aaron Bowman  
President & CEO  
Corpus Christi Regional Economic  
Development Corporation

Trey Duhon  
County Judge  
Waller County

Michael Evans, Sr.  
Mayor  
City of Mansfield

Richard Fleming  
Councilmember, Place 3  
City of Carrollton

Josey Garcia  
State Representative, District 124  
Texas House of Representatives

Hoppy Haden  
County Judge  
Caldwell County

Rhonda Harrison  
Mayor  
City of Krum

Tyson Moeller  
President  
Port of Texas City

Charles Johnson  
Mayor  
City of Baytown

Ricardo Mora  
President & CEO  
El Paso Chamber

Scott Jones  
Director  
City of Manor Economic Development

Robert Newsom  
County Judge  
Hopkins County

Tony Kaai  
President  
Denison Development Alliance

Joshua Owens  
Executive Director  
Galveston Economic Development  
Partnership

Diego Leibman  
Government Affairs Manager  
Texas Association of Business

Lewis Owens Jr.  
County Judge  
Val Verde County

Josh Marr  
Commissioner Precinct 1  
Grayson County

John Packer  
Mayor  
City of Marble Falls

Arna McCorkle  
Executive Director  
Fort Stockton Chamber of Commerce

Ken Padilla  
Mayor  
City of Campbell

Mark Meuth  
Commissioner Precinct 3  
Bastrop County

Sean Patty  
Executive Director  
Hondo Economic Development Corporation

John Meza  
Senior Vice President of Communications &  
Government Affairs  
Borderplex Alliance

Stephen Ramos  
City Administrator  
City of Woodville

Terry Meza  
State Representative District  
Texas House of Representatives

Lonn Reisman  
Mayor  
City of Stephenville

Stephen Reynolds  
Director of Public Policy  
Greater Houston Partnership

Aaron Styron  
Councilmember, District H  
City of Pasadena

Mitch Thames  
President & CEO  
Bay City Chamber of Commerce &  
Agriculture

Angie Thomason  
President & CEO  
Katy Area Economic Development Council

Kelly Violette  
Executive Director  
Tomball Economic Development  
Corporation

Tara Watson-Watkins  
President & CEO  
Lufkin-Angelina County Chamber of  
Commerce

CJ Watts  
Mayor  
City of Luling

Ty Wolosin  
Mayor Pro Tem  
City of Boerne

Faron Young  
Mayor  
City of White Settlement

April 30, 2026

*The Honorable Members of the Utah Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of Utah's U.S. House Delegation,

As state and local leaders from communities across Utah, we write to urge your strong support in the upcoming Surface Transportation Reauthorization for freight rail, a long-standing pillar of our economy, infrastructure, and mobility. With consumer costs defined by inflation, supply chain reliability matters more than ever and will continue to do so. Freight rail delivers efficient, cost-saving connections for Utah families and businesses alike helping to move goods efficiently and drive down costs.

Unlike other freight modes, railroads build and maintain their own infrastructure, investing more than \$23 billion annually nationwide without relying on taxpayer dollars. In Utah, these private investments support a high-performing rail network that moves goods across the Mountain West and anchors key industries from energy and agriculture to mining and manufacturing.

Utah's geography makes rail even more essential. With our central location and growing role as a mid-continent logistics hub, the ability to move freight efficiently is key to sustaining long-term growth. Our seven freight railroads operate over 1,375 miles of track, helping avoid nearly 3 million additional truck trips a year and cutting 1.46 million tons of greenhouse gas emissions—equal to taking 286,000 cars off the road. When it comes to easing traffic and protecting our clean air, rail helps us stay ahead rather than sluffing the hard stuff down the road.

It is crucial that policies in the Reauthorization reflect these realities and allow railroads to continue serving Utah as they have since 1869 when the first transcontinental lines connected north of Salt Lake City.

1. Sustain and Strengthen Rail Grant Programs: Federal grant programs like the Railroad Crossing Elimination (RCE) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) deliver tangible results in Utah. Recent awards include a CRISI grant to advance grade separation in Ogden and a major RCE grant to consolidate rail corridors in Utah County removing 19 crossings and upgrading 10 more. These projects will reduce delays,

improve safety, and support future growth in our state. Continued, robust funding for federal rail grants is critical to expanding these community benefits.

2. Oppose One-Size-Fits-All Operational Mandates: Mandates on crew size would raise shipping costs without enhancing safety. Utah shippers and consumers would bear the brunt of these higher logistics costs. Meanwhile, freight railroads already operate under rigorous federal oversight and invest billions annually in infrastructure and technology. These investments have driven down accident and injury rates to record lows. Congress should support performance-based policies that promote both safety and affordability.

3. Enable Innovation Through Modern Regulation: Tools like automated track inspection, drones, and advanced sensors offer earlier, more accurate safety detection than legacy methods. But outdated regulations may limit their use. Congress should support a forward-looking regulatory framework that enables railroads to innovate and continue delivering safe, efficient service.

From the historically important rails at Promontory Summit to the intermodal trains moving tons of freight across the Wasatch Front today, railroads have helped build and grow Utah. As the nation prepares to mark 250 years of independence, it's a fitting time to recognize how freight rail, born alongside America's earliest infrastructure projects, continues to drive progress.

We thank you for your leadership and urge continued support for policies that ensure freight rail remains a cornerstone of our state's future.

Sincerely,

Carl Albrecht  
Representative  
Utah State Legislature

Bridger Bolinder  
Representative  
Utah State Legislature

Sheri Bingham  
Mayor  
Hooper City

Emily Buss  
Senator  
Utah State Legislature

Larry Jensen  
Commissioner,  
Carbon County

Val Peterson  
Representative  
Utah State Legislature

Mike Schultz  
Representative  
Utah State Legislature

Rex P. Shipp  
Representative  
Utah State Legislature

Evan Vickers  
Senator  
Utah State Legislature

Raymond Ward  
Representative  
Utah State Legislature

Ron Winterton  
Senator  
Utah State Legislature

April 13, 2026

*The Honorable Members of the Washington Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of Washington's U.S. House Delegation,

As state and local leaders from across Washington, we urge you to support policies in the upcoming surface transportation reauthorization that preserve and strengthen freight rail—a system vital to our economy, infrastructure, and communities.

Washington relies on goods movement more than most states. With 75 ports and nearly 20% of our economy tied to international trade, our state depends on freight systems that are efficient, reliable, and affordable. Freight railroads connect our ports, farms, and manufacturers to markets nationwide and around the world, playing a central role in supporting exports, jobs, and economic resilience.

Our 28 freight railroads operate nearly 2,900 miles of track, moving enough freight annually to displace more than 6 million heavy trucks. This cuts down on roadway congestion, emissions, and infrastructure costs while saving taxpayer dollars. Freight rail also supports Washington's environmental and transportation goals, preventing nearly 6 million tons of greenhouse gas emissions in Washington in a single year.

As families face affordability pressures and parts of our state navigate economic uncertainty, freight rail helps keep supply chain costs in check. Recent data shows its efficiency and scale help contain transportation costs that would otherwise raise prices on groceries, building materials, and consumer goods which is a key advantage for a trade-dependent state like Washington.

We encourage Congress to protect this vital infrastructure as part of a balanced and future-focused reauthorization.

**1. Sustain Proven Rail Grant Programs:** Federal programs like the Railroad Crossing Elimination (RCE) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants deliver real results for Washington communities. Washington received five awards supporting safety and mobility improvements statewide in the latest RCE round—from grade crossing upgrades in Chelan County, to corridor-wide safety studies in Aberdeen, Kent, Monroe, and a major grade

separation project in Everett. These projects reduce risks and ease congestion. We urge continued support for the grant programs that enable them.

**2. Avoid Unfounded Operational Mandates That Undermine Affordability:** Freight rail helps keep shipping costs in check, but arbitrary operational mandates such as crew size rules would raise costs without improving safety. The data is clear: rail accident and injury rates remain at historic lows; with Class I mainline accident rates down more than 43 percent since 2005 and hazardous materials accident rates per carload at their lowest level ever. Congress should reject one-size-fits-all mandates and instead support performance-based policies that protect both safety and affordability.

**3. Support Innovation in Rail:** Railroads continue to invest in safety technologies such as automated track inspection, which can identify potential issues earlier and more accurately than traditional methods. These tools improve reliability across heavily used corridors that are vital to Washington's economy. Outdated regulations should not stand in the way of proven innovation. Congress should support modernized regulations that allow railroads to deploy new technologies while maintaining strong safety outcomes.

Washington's economy depends on efficient, affordable goods movement. Freight rail delivers for our ports, our exporters, and our communities while helping manage costs, reduce congestion, and strengthen our position in global trade. We thank you for your leadership and urge your continued support for policies that keep freight rail working for Washington.

Sincerely,

Andrew Barkis  
Representative  
Washington State Legislature

John Hodkinson  
Mayor  
City of Union Gap

Greg Brotherton  
Commissioner and Chair  
Jefferson County

Tony Ketchum  
Mayor  
Chehalis

Megan Dunn  
Council Chair  
Snohomish County

Mari Leavitt  
Representative  
Washington State Legislature

LaDon Linde  
Commissioner  
Yakima County

Mary Miller  
Mayor  
North Bend

Teresa Mosqueda  
Councilmember  
King County

Shelly Short  
Senator  
Washington State Legislature

David Stuebe  
Representative  
Washington State Legislature

Nikki Torres  
Senator  
Washington State Legislature

April 30, 2026

The Honorable Tony Wied  
United States House of Representatives  
Washington, DC 20515

Dear Representative Wied:

As local elected officials and community stakeholders from Wisconsin's 8th Congressional District, we urge you to support freight rail infrastructure in the upcoming Surface Transportation Reauthorization.

Wisconsin's economy and transportation system rely on a strong freight rail network. Our state is served by nine railroads moving nearly 70 million tons of freight annually -- equivalent to removing 8.4 million heavy trucks from our highways each year. This makes rail a vital pressure-release valve for both our roads and our taxpayers while also supporting jobs and businesses across our economy.

As municipalities around Wisconsin have struggled with funding for road maintenance, privately owned freight rail plays a unique role in absorbing freight volume without adding wear and tear to public infrastructure. Nationally, railroads move 40% of intercity freight while investing billions of dollars annually into their networks.

Additionally, freight rail helps moderate inflationary pressures. Recent analysis shows that railroads act as built-in shock absorbers—limiting price volatility for the goods that fill Wisconsin store shelves and keeping supply chains resilient.

As you consider reauthorization, we respectfully ask that you:

**1. Oppose Unnecessary Operational Mandates**

Wisconsin's industrial economy—spanning agriculture, forestry, paper, chemicals, and manufacturing—depends on flexible, long-haul freight rail. Proposals to impose prescriptive federal mandates on rail operations, such as crew size or train length requirements, risk disrupting the network and driving up logistics costs. Rail is already the safest way to move goods over land, with hazmat arriving safely 99.99% of the time. FRA data shows consistent improvement in the rail safety record, for example a 15% decline in the train accident rate just since 2023.

**2. Sustain and Expand Federal Rail Grant Programs**

Programs like the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant and Railroad Crossing Elimination (RCE) grant have helped Wisconsin communities make safety and efficiency upgrades that would be otherwise out of reach. Projects like the \$72.8 million Muskego Yard Bypass or crossing improvements in Superior, Fond du Lac, and La Crosse counties are making a real difference. These competitive grants stretch federal dollars

by leveraging local and private investment. Please continue supporting and growing these programs.

### **3. Embrace Data-Driven Rail Safety Innovation**

Wisconsin needs smarter, not slower, oversight of freight rail. Railroads have made major safety gains by investing in technologies like Automated Track Inspection, which detects defects earlier and more accurately than manual checks alone. These tools, which enhance safety and support workers, should be encouraged—not sidelined by outdated regulations. Congress should promote policies that empower safety through innovation.

Freight rail is a uniquely American success story: a privately funded, highly efficient system that reduces inflationary pressure, protects public infrastructure, and keeps Wisconsin's economy moving. We urge you to support policies that ensure rail continues to deliver for our state and for the country.

Sincerely,

Rich Heidel  
Village President  
Village of Hobart

John Moore  
Alder  
City of Kaukauna

Mark Herter  
Mayor  
City of New London

Dave Murphy  
State Representative  
Wisconsin State Assembly

Mary Kardoskee  
Village President  
Village of Ashwaubenon

Jeff Mursau  
State Representative  
Wisconsin State Assembly

Jimmy Landru  
Supervisor  
Forest County

John Pavelski  
County Executive  
Portage County

Tom Lund  
Supervisor  
Brown County

John K. Potters  
Supervisor  
Forest County

Al Marvin  
2nd Vice Chair  
Forest County

Jim Ridderbush  
Alderman  
City of Green Bay

Howard Miller  
Supervisor  
Winnebago County

Wisconsin Towns Association

**CC: Senator Ron Johnson, Senator Tammy Baldwin**

April 13, 2026

*The Honorable Members of the West Virginia Congressional Delegation*  
United States Senate and House of Representatives  
Washington, D.C.

Dear Members of the West Virginia Congressional Delegation,

As state and local leaders, business organizations, and community stakeholders from across West Virginia, we write to urge your strong support for freight rail priorities in the upcoming Surface Transportation Reauthorization. Freight rail has long been a cornerstone of West Virginia's economy, sustaining industrial growth, supporting family-wage jobs, and connecting the state's producers to national and global markets.

West Virginia is one of the most rail-reliant states in the country. Ten different rail operators across our state own, build, maintain, and largely finance their own infrastructure, enabling the extensive rail network that connects coal fields, manufacturing centers, timber operations, energy producers, and chemical facilities to major domestic markets and export terminals along the East Coast and Gulf Coast. For many communities—particularly in rural and mountainous regions—rail remains the most efficient and cost-effective means of transporting bulk commodities and industrial materials that underpin the state's economic foundation.

Beyond its direct economic contributions, freight rail strengthens transportation efficiency across the state by reducing heavy truck traffic on mountain roadways, lowering infrastructure wear on rural highways, and improving supply chain reliability. These benefits help control shipping costs for businesses and ultimately help keep consumer prices more stable for West Virginia families.

As Congress develops the next Surface Transportation Reauthorization, we urge your support for policies that:

**1. Sustain and Strengthen Rail Infrastructure Investment Programs:** Federal programs such as the Consolidated Rail Infrastructure and Safety Improvements (CRISI) and Railroad Crossing Elimination (RCE) grants help communities modernize rail corridors and improve safety. In the latest RCE round, the West Virginia Department of Transportation secured three planning grants addressing crossings in Keyser, along the WV-2 corridor in Cabell and Mason Counties, and in Martinsburg. These projects will reduce blocked crossings, improve mobility, and advance long-term safety upgrades in rural communities. Continued strong funding for CRISI and RCE will propel critical safety and efficiency improvements statewide.

**2. Support Performance-Based Rail Policy:** Rail safety and workforce stability are shared priorities across West Virginia's industries and labor communities. Freight railroads

operate under comprehensive federal oversight while investing billions annually in infrastructure, equipment, and advanced safety technologies. This sustained private investment has made rail the safest way to move freight over land, with safety performance steadily improving over time. Federal policy should emphasize data-driven, performance-based standards that protect rail workers while ensuring the freight network remains efficient and competitive for the industries that depend on it.

**3. Encourage Innovation and Continued Private Investment:** Freight railroads invest billions annually in track maintenance, equipment modernization, and advanced safety technologies. Regulations that support innovation—including automated inspection systems, advanced monitoring technologies, and predictive maintenance tools—will help strengthen safety performance while ensuring long-term reliability across the rail network.

From the historic rail lines that helped build West Virginia’s industrial economy to the modern freight corridors that continue to power today’s energy, manufacturing, and resource sectors, rail transportation remains central to the state’s economic future.

We thank you for your leadership and respectfully urge your continued support for policies that strengthen freight rail infrastructure, promote balanced regulatory approaches, and ensure that West Virginia’s rail network continues to support the state’s workers, businesses, and families.

Sincerely,

Michael Adams  
City Manager  
City of Weirton

R. Stephen Catlett  
Vice President  
Berkeley County Commission

Bill Archer  
President  
Mercer County Commission

Geno Chiarelli  
Delegate, District 78  
West Virginia House of Delegates

Bill Bell  
Delegate, District 8  
West Virginia House of Delegates

Micheal George  
Mayor  
City of Charles Town

James Boggs  
County Administrator  
Wayne County Commission

Dean Harris  
Mayor  
City of Weirton

Dave Casebolt  
Mayor  
City of Nitro

Nate Hartman  
City Councilor  
City of Charles Town

Scot Heckert  
Delegate, District 13  
West Virginia House of Delegates

Rick Hillenbrand  
Delegate, District 88  
West Virginia House of Delegates

Josh Holstein  
Delegate, District 32  
West Virginia House of Delegates

Gary Howell  
Delegate, District 87  
West Virginia House of Delegates

Tresa Howell  
Delegate, District 52  
West Virginia House of Delegates

Scott James  
Mayor  
City of St. Albans

Kevin Knowles  
Mayor  
City of Martinsburg

Chuck Mankins  
Sheriff  
Pleasants County

Ronnie Martin  
Mayor  
City of Bluefield

Jordan Maynor  
Delegate, District 41  
West Virginia House of Delegates

Robbie Morris  
Senator, District 11

West Virginia Senate  
Greg Puckett  
Commissioner  
Mercer County Commission

Agnes Queen  
Commissioner  
Lewis County Commission

Matthew Rohrbach  
Delegate, District 17  
West Virginia House of Delegates

Tia Rumbaugh  
City Councilor  
City of Huntington

Andy Shamblin  
Delegate, District 59  
West Virginia House of Delegates

Charles Sheedy  
Delegate, District 7  
West Virginia House of Delegates

Joe Statler  
Delegate, District 97  
West Virginia House of Delegates

Bobby Stewart  
Commissioner  
Lewis County Commission

Tom Willis  
Senator, District 15  
West Virginia Senate

Rod Wyman  
President  
Lewis County Commission