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June 30, 2020

Honorable Nancy Pelosi
Speaker of the United States House of Representatives

Honorable Steny Hoyer
Majority Leader
U.S. House of Representatives

Honorable Kevin McCarthy
Minority Leader
U.S. House of Representatives

Honorable Peter DeFazio
Chairman
U.S. House Committee on Transportation
and Infrastructure

Honorable Sam Graves
Ranking Member
U.S. House Committee on Transportation
and Infrastructure

Dear Madam Speaker, Leader Hoyer, Leader McCarthy, Chairman DeFazio and Ranking Member Graves:

During this unprecedented time in our nation, we need smart infrastructure policies to support recovery and long-term economic growth.

While we applaud the House for moving forward on a multi-year reauthorization of surface transportation programs, we have strong reservations about the rail title of the Moving Forward Act (H.R. 2), which includes a laundry list of controversial policies, regulations and new requirements that, taken together, could make railroads less adaptable and undermine investment in the freight rail network.

U.S. freight railroads pay their own way and do not depend on government subsidies for their infrastructure. Under a balanced system of federal regulation, railroads have churned \$710 billion of their own money back into the rail network since 1980 – an average of approximately \$25 billion annually over the past five years alone.

Every ton of freight moved by rail saves taxpayers money while also reducing fuel use and lessening greenhouse gas emissions. One train can move one ton of freight 479 miles on a single gallon of diesel, on average, and trains are four times as fuel-efficient as trucks, which means moving freight by rail lowers greenhouse gas emissions by 75%.

To ensure companies and communities nationwide are able to access markets across the country and globe via the safest and most sustainable way of moving freight over land, we believe that Congress should avoid overloading freight railroads with onerous and prescriptive new burdens.

Please work together on modifications to the rail title of H.R. 2 that reflect the nation's bipartisan interest in preserving a healthy freight rail network.

Sincerely,

California

California Business Roundtable
FuturePorts
Inland Empire Economic Partnership
Los Angeles Area Chamber of Commerce
Orange County Business Council

Colorado

Colorado Chamber of Commerce

Florida

Florida Chamber of Commerce

Georgia

Georgia Transportation Alliance

Kentucky

Kentucky Chamber of Commerce

Massachusetts

Western Massachusetts Economic Development Council
Worcester Regional Chamber of Commerce

Mississippi

Greater Jackson Alliance

Missouri

Kansas City SmartPort
Missouri House Administration and Accounts Committee Chair Rep. Glen Kolkmeyer
Missouri Lieutenant Governor Mike Kehoe

Montana

Montana Chamber of Commerce

Nebraska

Greater Omaha Chamber of Commerce

Nevada

Northern Nevada Development Authority
Reno + Sparks Chamber of Commerce

New Jersey

New Jersey Chamber of Commerce
New Jersey Senate Transportation Chair Sen. Patrick J. Diegnan, Jr.
Newark Regional Business Partnership

Ohio

Ohio Chamber of Commerce

Oklahoma

Greater Oklahoma City Chamber of Commerce

Oregon

Oregon Rail Users' League
Oregon Shipping Group

Pennsylvania

Pennsylvania State Association of Boroughs

South Dakota

South Dakota Chamber of Commerce and Industry

Texas

Bay Area Houston Economic Partnership
Fort Worth Chamber of Commerce
Greater Houston Partnership
North Texas Commission

Virginia

Virginia Chamber of Commerce

Wisconsin

Wisconsin Counties Association