



**April 25, 2018**

The Honorable Rodney Frelinghuysen  
Chair, House Appropriations Committee  
H-305, The Capitol  
Washington, DC 20515

The Honorable Richard Shelby  
Chair, Senate Appropriations Committee  
S-128, The Capitol  
Washington, DC 20510

The Honorable Nita Lowey  
Ranking Member, House Appropriations Committee  
1016 Longworth House Office Building  
Washington, DC 20515

The Honorable Patrick Leahy  
Vice Chair, Senate Appropriations Committee  
S-146a, The Capitol  
Washington, DC 20510

Dear Chairman Frelinghuysen, Ranking Member Lowey, Chairman Shelby, and Ranking Member Leahy:

As you consider FY19 302(b) subcommittee appropriations allocations, we write to urge you to invest as robustly as possible in the Transportation, Housing and Urban Development, and Related Agencies (THUD) Subcommittee.

We congratulate you on the two-year budget deal struck in February which provided the necessary funds to make meaningful investments in the American economy, and we applaud the bipartisan focus on transportation and infrastructure in the completed FY18 appropriations bill.

However, even with a funding agreement in place, we recognize that there are no easy choices to be made in the budget and appropriations process. We respectfully submit that the growth of the domestic economy and the creation and support of high-quality, well-paying jobs must be our top priority, and that an extensive and well-functioning domestic transportation infrastructure system is an essential prerequisite to a healthy economy.

In FY18, the historic investments in transportation and infrastructure were welcome and important, and we believe they were prioritized well by the House and Senate THUD Subcommittees, but they are only the beginning of what must become a long and sustained effort to meet America's infrastructure needs. In FY19, crucial transportation infrastructure programs must continue to be funded at similar or increased levels to facilitate the activity expected in our growing economy.

As the Administration's 2018 proposal for Rebuilding Infrastructure in America [states](#), *"Our Nation's infrastructure is in an unacceptable state of disrepair, which damages our country's competitiveness and our citizens' quality of life...The United States has fallen further and further behind other countries. It is time to give Americans the working, modern infrastructure they deserve."*

The OneRail Coalition intends to work with the THUD Subcommittees to urge that the maximum possible funding be allocated to various transportation infrastructure accounts, but as you know their ability to invest in these critical programs will be dependent on the Subcommittee allocations.

The OneRail Coalition believes that rail is a crucial component of an efficient transportation network that allows people and goods to move quickly and safely to their destinations, enhancing productivity, creating

jobs, and allowing America to remain the largest and best functioning economy in the world. A smooth logistics system with intermodal connectivity and without major chokepoints also strengthens our exporters' ability to compete in the global economy.

The nation's privately owned freight railroads are investing billions in their own infrastructure and equipment—averaging about \$25 billion per year and more than \$650 billion total since 1980. While this private-sector investment will continue on the freight network, public investments in rail transportation infrastructure, particularly for passenger rail and rail transit systems, are also critical to spur economic growth and encourage new business development, adding new jobs and expanding employment opportunities nationwide. Intercity, commuter, and transit rail systems move people more than 100 million passenger miles every weekday in urban, suburban, and rural America—public investment is essential to maintain reliability and grow these services.

Investment in rail infrastructure, both private and public, also supports hundreds of thousands of good-paying, private sector rail supply and service jobs throughout the country. The record is clear that rail is safe, productive, efficient, and environmentally sustainable, and that rail promotes energy independence and contributes positively to public health and well-being.

The OneRail Coalition looks forward to working with the bipartisan leadership of the House and Senate to invest effectively in domestic transportation infrastructure to support a growing economy and urges the Appropriations Committees to take a leadership role on this national priority.

Best regards,

Anne Canby, Director  
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**About the OneRail Coalition:**

OneRail is a diverse group of rail stakeholders who have come together to educate America about the benefits of a strong freight and passenger rail system. Our members include the American Association of Private Railroad Car Owners (**AAPRCO**), American Public Transportation Association (**APTA**), American Short Line and Regional Railroad Association (**ASLRRRA**), **Amtrak**, Association of American Railroads (**AAR**), Brotherhood of Locomotive Engineers and Trainmen (**BLET**), Brotherhood of Maintenance of Way Employees (**BMWE**), Brotherhood of Railroad Signalmen (**BRS**), National Railroad Construction and Maintenance Association (**NRC**), Rail Passengers Association (**RPA**), Railway Supply Institute (**RSI**), Railway Engineering-Maintenance Suppliers Association (**REMSA**), **SMART** Transportation Division, States for Passenger Rail Coalition (**S4PRC**), and the Transportation Communications International Union/International Association of Machinists (**TCU/IAM**).

Our Corporate Supporters include **AECOM**, **Alstom**, **Progress Rail/Caterpillar**, **GE Transportation**, **HNTB**, **Siemens**, **Wabtec**, and **WSP**. These global companies represent the engineering and manufacturing sectors that are an essential component of private sector job creation in the transportation industry in the United States.

The OneRail Coalition is a project of the Surface Transportation Policy Project.