



November 25, 2019

The Honorable Richard Shelby  
 Chairman  
 Committee on Appropriations  
 U.S. Senate  
 Washington, DC 20510

The Honorable Patrick Leahy  
 Vice Chairman  
 Committee on Appropriations  
 U.S. Senate  
 Washington, DC 20510

The Honorable Nita Lowey  
 Chairman  
 Committee on Appropriations  
 U.S. House of Representatives  
 Washington, DC 20510

The Honorable Kay Granger  
 Ranking Member  
 Committee on Appropriations  
 U.S. House of Representatives  
 Washington, DC 20510

Dear Chairman Shelby, Vice Chairman Leahy, Chairman Lowey, and Ranking Member Granger:

I write to you on behalf of the OneRail Coalition, a diverse group of rail stakeholders, including freight rail, commuter rail, intercity passenger rail, rail labor, and rail suppliers, who have come together to educate America about the benefits of strong freight and passenger rail systems. Investing in rail creates and supports good American jobs, spurs economic growth, relieves road and air congestion, protects the environment, and facilitates growth in one of the safest modes of transportation.

As the Committees finalize the fiscal year (FY) 2020 appropriations bill, OneRail urges you to support significant funding for investments in transportation, particularly rail infrastructure and operations with a strong public benefit. We applaud your bipartisan support of transportation, including rail and multimodal programs, and urge you to continue robust investments in a strong and resilient infrastructure by funding the programs below at least at the following levels:

<p><b>Amtrak: \$2 billion.</b> Amtrak funding supports nearly 32 million trips on the Northeast Corridor and National Network and should be funded at \$700 million and \$1.32 billion respectively.</p>	<p><b>CRISI: \$350 million.</b> The Consolidated Rail Infrastructure and Safety Improvements (CRISI) program provides competitive grants for important safety and capital projects.</p>
<p><b>CIG: \$2.3 billion.</b> The Capital Investment Grant (CIG) program provides funding for commuter, heavy, and light rail projects that relieve congestion and provide access to new mobility options.</p>	<p><b>Federal-State Partnership for State of Good Repair: \$350 million.</b> The program provides funding for capital projects to improve or replace faltering rail infrastructure assets.</p>
<p><b>Restoration and Enhancement: \$2 million.</b> The Restoration and Enhancement program funds the restoration and improvement of intercity passenger rail routes for underserved communities.</p>	<p><b>TIGER/BUILD: \$1 billion.</b> This program provides competitive, merit-based grants that enable innovative, multi-modal projects. The program should include eligibility for Credit Risk Premium (CRP) subsidies.</p>

**Additional Infrastructure Programs.** OneRail urges the Committees to utilize any additional appropriations for multimodal programs, including the programs mentioned in the chart above, as well as the Section 130 railway-highway grade crossings program and the INFRA/Nationally Significant Freight and Highway Projects grant program without a cap on multimodal funding. Further, OneRail urges the Committees to retain the \$50 million in general funds in the House bill for competitive grants for the construction of projects for the elimination of hazards at highway-railway crossings. Finally, OneRail supports both the House and Senate provisions to block an impending 12 percent across-the-board cut to public transit and applauds your past work to include language in the Continuing Appropriations Act that temporarily prevented this cut.

**Truck Length and Weight.** In addition to the programs listed above, OneRail recommends that no changes be made to the current federal limitations on truck length and weight. Additionally, OneRail urges the Committees to retain both the House and Senate report language regarding additional research on the impact of changes to federal truck size and weight limitations.

In conclusion, freight and passenger rail are a crucial component of an efficient transportation network allowing people and goods to move quickly and safely to their destinations, while enhancing productivity and economic competitiveness, reducing transportation related fatalities, creating good domestic jobs, both direct and indirect, reducing dangerous emissions, and relieving highway and air congestion. And while the Class I railroads invest an average of \$25 billion per year in their rail systems, the nation's commuter and intercity rail systems are in dire need of significant public investment to rehabilitate or replace 100+ year old infrastructure to meet growing demand for safer, more environmentally friendly ways to travel.

The OneRail Coalition thanks you for your consideration and important work on the Appropriations Committee. We would welcome the opportunity to discuss the benefits of rail investments in greater detail with you at your convenience.

Sincerely,



Anne Canby  
Director, OneRail Coalition

**About the OneRail Coalition:**

OneRail is a diverse group of rail stakeholders who have come together to educate America about the benefits of strong freight and passenger rail systems. Our members include the American Association of Private Railroad Car Owners (**AAPRCO**), Association of American Railroads (**AAR**), **Amtrak**, American Public Transportation Association (**APTA**), American Short Line and Regional Railroad Association (**ASLRRRA**), Teamsters Rail Conference (**BLET and BMWE**), Brotherhood of Railroad Signalmen (**BRS**), National Railroad Construction and Maintenance Association (**NRC**), Rail Passengers Association (**RPA**), Railway Engineering-Maintenance Suppliers Association (**REMSA**), Railway Supply Institute (**RSI**), International Association of Sheet Metal, Air, Rail, and Transportation Workers (**SMART Transportation Division**), and the Transportation Communications International Union/International Association of Machinists (**TCU/IAM**). Member companies representative of the engineering and manufacturing sectors that are an essential component of private sector job creation in the transportation industry, include **AECOM**, **Alstom**, **Caterpillar/EMD/Progress Rail**, **HNTB**, **WSP**, and **Wabtec**.