Congress of the United States
Washington, DC 20515

April 26, 2012

The Honorable John Mica
Chairman
House Committee Transportation
and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

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

The Honorable Bill Shuster
Chairman
House Subcommittee on Railroads,
Pipelines, and Hazardous Materials
B-376 Rayburn House Building
Washington, DC 20515

The Honorable Corrine Brown
Ranking Member
House Subcommittee on Railroads,
Pipelines, and Hazardous Materials
592 Ford House Office Building
Washington, DC 20515

Dear Chairmen and Ranking Members:

As we move into a conference committee on a long term surface transportation reauthorization bill, we urge you to maintain the 125 mph standard for diesel-electric passenger rail locomotives, and view this as the most technologically feasible and economically efficient speed for modern passenger rail locomotives.

Unfortunately, included in the Senate bill was language that would overturn the congressionally created Next Generation Equipment Committee's (NGEC) requirement that new diesel-electric passenger locomotives be capable of operating at a sustained speed of 125 mph. Specifically, Section 35203(d) in the Senate bill would replace the Committee's 125 mph specification with a slower speed of 110 mph.

Maintaining the speed of 125 mph ensures that America's passenger railroad system will be more modern, efficient, and attractive to riders. Faster passenger trains mean less travel time, and less travel time increases both ridership and revenue. Moreover, diesel-electric locomotives designed for 125 mph use less fuel, and impose less wear-and-tear on train tracks, train-wheels, and switches. The most utilized and profitable passenger railroad lines in the U.S. can already support trains traveling at 125 mph, and there is an ongoing effort in the U.S. to upgrade more tracks to support 125 mph. As we strive to build a world-class rail system, we need to increase performance and efficiency, while reducing emissions and addressing other environmental factors. Locomotives last in service for at least 25 years, so procuring 110 mph locomotives now would lock America's passenger railroad network out of faster, more popular, and more efficient service for a generation.

Congress established the NGEC to enable the key stakeholders and experts to set the technical parameters of new passenger railroad equipment through a thorough and open airing of the relevant facts. NGEC has carried out its work in the inclusive, thorough, and fact-based

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manner that Congress intended and concluded that diesel-electric passenger rail locomotives be able to sustain speeds of 125 mph. Given the merits of the NGEC's work, Congress should not disregard its considered judgment.

For the reasons stated above, we oppose Section 35203(d) in the Senate bill and respectfully ask that you work to maintain the 125 mph standard for diesel-electric passenger rail locomotives in any final transportation reauthorization bill.

We appreciate your consideration and please do not hesitate to contact us if you have any questions or concerns.

Sincerely,

DORIS. O MATSUI
Member of Congress

RANDY HULTGREN
Member of Congress

DANIEL LIPINSKI
Member of Congress

DAN LUNGREN
Member of Congress

GRACE NAPOLITANO
Member of Congress

STEVEN LATOURETTE
Member of Congress

BOB FILNER
Member of Congress

TIMOTHY JOHNSON
Member of Congress

MELVIN L.WATT
Member of Congress

TIMOTHY WALZ
Member of Congress

JOHN GARAMENDI
Member of Congress

LARRY KISSELL
Member of Congress

THADDEUS MCCOTTER
Member of Congress

ADAM KINZINGER
Member of Congress

JUDY BIGGERT
Member of Congress

DAVID PRICE
Member of Congress

CC: Sen. Max Baucus
Rep. Jaime Herrera-Beutler
Rep. Rob Bishop
Rep. Tim Bishop
Rep. Earl Blumenauer
Rep. Leonard Boswell
Sen. Barbara Boxer
Rep. Larry Bucshon
Rep. Dave Camp
Rep. Shelley Moore Capito
Rep. Jerry Costello
Rep. Chip Cravaack
Rep. Rick Crawford
Rep. Elijah Cummings
Rep. Peter DeFazio
Rep. John Duncan
Sen. Dick Durbin
Rep. Ralph Hall
Rep. Richard Hanna
Rep. Doc Hastings
Sen. Orrin Hatch
Sen. John Hoeven
Sen. Kay Bailey Hutchison
Sen. Jim Inhofe
Rep. Eddie Bernice Johnson
Rep. Tim Johnson
Rep. James Lankford
Rep. Ed Markey
Sen. Robert Menendez
Rep. Jerry Nadler
Sen. Ben Nelson
Rep. Eleanor Holmes Norton
Rep. Reid Ribble
Sen. Jay Rockfeller
Sen. Charles Schumer
Sen. Richard Shelby
Rep. Steve Southerland
Rep. Patrick Tiberi
Rep. Fred Upton
Sen. David Vitter
Rep. Ed Whitfield
Rep. Henry Waxman
Rep. Don Young