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September 22, 2021

The Honorable Nancy Pelosi
Speaker
United States House of Representatives
Washington, DC 20515

The Honorable Charles Schumer
Majority Leader
United States Senate
Washington, DC 20510

The Honorable Peter DeFazio
Chair
House Committee on Transportation &
Infrastructure
Washington, DC 20515

The Honorable Sherrod Brown
Chair
Senate Committee on Banking, Housing, and
Urban Affairs
Washington, DC 20510

The Honorable Maria Cantwell
Chair
Senate Committee on Commerce, Science, and
Transportation
Washington, DC 20510

RE: Funding for HSR and Mass Transit in the *Build Back Better* Budget Reconciliation

Dear Speaker Pelosi, Majority Leader Schumer, Chairman DeFazio, Chairman Cantwell and Chairman Brown:

As Congress continues to advance the *Build Back Better* reconciliation bill, I write to ask for your support in preserving the bill's current funding levels for high-speed rail and mobility programs. These investments will help create and maintain good domestic jobs, improve transportation equity, and reduce the transportation sector's greenhouse gas emissions while spurring economic growth in both the manufacturing and transportation sectors.

As way of background, the Railway Supply Institute (RSI) is an international trade association representing more than 175 companies involved in the manufacture of goods and services in the locomotive, freight car, maintenance of way, communications and signaling, and passenger rail industries. RSI members provide critical products to Class I and short line freight railroads, shippers, Amtrak, and transit authorities nationwide and work with these customers to create new products or services that drive enhancements in safety and efficiency across their networks. These systems are supported by an extensive, domestic railway supply industry that has been a dynamic and vital part of the U.S. economy for over 200 years, encompassing 125,000 jobs across all 50 states and paying an average wage 40 percent higher than the national average.¹

While RSI continues to support the passage of the bipartisan *Infrastructure Investment and Jobs Act*, we believe that the *Build Back Better Act* provides an opportunity to address the funding gaps in the infrastructure bill so that we can make truly transformative investments in our nation's transportation

¹ Oxford Economics, Tracking the Power of Rail Supply, The Economic Impact of Railway Suppliers in the U.S. September 2018.
<https://www.rsiweb.org/Files/EIS%202018/RSI-Infographic%20FINAL.pdf>

system. As you know, many Americans face significant barriers to affordable public transit, and Section 110001 of this bill would help expand access for residents in disadvantaged communities by investing \$10 billion to connect riders with new job opportunities, education, medical care, and more. Section 110009 of this legislation would also allocate another \$10 billion for high-speed rail corridor development, which would help better connect cities and provide a long-term and environmentally friendly alternative to congested highways.

It is important to emphasize the broader economic impacts that these investments would have on the rail supply chain. Federal investments in rail help contribute directly to 125,000 railway supply jobs across all 50 states contributing more than \$72 billion to the national GDP annually.² Expanded investments in high-speed rail and mass transit would mean new opportunities for suppliers that would amplify those jobs create tangible economic benefits that would last for years to come. In fact, for every \$1 billion invested in passenger railcar production, the United States creates approximately 11,500 jobs paying a total of \$760 million in labor income, and generates \$275 million in federal, state, and local tax impacts.³

RSI shares your desire to create jobs, improve equity, and minimize our nation's greenhouse gas emissions with this legislation, and we believe that providing funding for high-speed rail and mass transit in the *Build Back Better Act* is an essential part of accomplishing those goals.

Thank you for considering our positions. We would be happy to answer any questions or discuss the rail supply industry in greater detail with you.

Sincerely,

A handwritten signature in black ink that reads "Nicole Brewin". The signature is fluid and cursive, with the first name "Nicole" and last name "Brewin" clearly distinguishable.

Nicole Brewin
Senior Vice President, Government and Public Affairs
Railway Supply Institute

² Ibid

³ Oxford Economics, Assessing How Foreign State-Owned Enterprises' U.S.-Based Operations Disrupt U.S. Jobs. June 2019.
<https://www.oxfordeconomics.com/recent-releases/assessing-how-foreign-state-owned-enterprises-us-based-operations-disrupt-us-job>