



Consumer Federation of America



American Forest & Paper Association



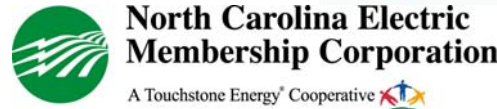
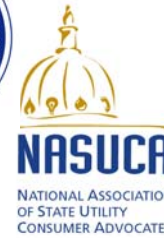
EDISON ELECTRIC INSTITUTE



National Rural Electric Cooperative Association
A Touchstone Energy® Cooperative



THE NATIONAL INDUSTRIAL TRANSPORTATION LEAGUE



June 6, 2011

Dear Mr. Chairman and Ranking Member Hutchison:

We are writing you in support of S.158, the Surface Transportation Board Reauthorization Act of 2011, which we understand may be considered by the Committee on June 8th. We appreciate your leadership in developing this legislation in the last Congress and moving it forward again in this Congress.

As you know, S.158 is identical in all relevant respects to S.2889, the Surface Transportation Board Reauthorization Act of 2009. That legislation was developed by the Democratic and Republican leadership of your Committee through a process involving the rail customer community and the nation's freight railroads. S.2889 was

ordered reported by the Committee by a voice vote, without objection, on December 17, 2009. While the freight rail community did not oppose the legislation during Committee consideration of the legislation, we understand that railroad opposition to S.2889 surfaced shortly after December 17, 2009.

S.158 expands the membership of the Surface Transportation Board from three to five; authorizes expanded financial resources for the Board; clarifies that the Board has the authority to act on its own motion when the Board finds unreasonable rail practices that need to be addressed; and removes some of the current regulatory barriers to rail-to-rail competition in the national freight rail system. We support S.158 as introduced and oppose any weakening amendments that may be offered either during Committee consideration or in negotiations after the bill is reported by the Committee.

S.158 does not re-regulate the major freight railroads; S.158 does not require prior approval by the Board of any action that does not require prior approval today; and S.158 does not expand the universe of rail rates that are subject to regulatory challenge. Rather, S.158 is deregulatory and pro-competitive. S.158 ensures that our national freight rail system will include rail-to-rail competition, where possible.

Sincerely,

Alliance for Rail Competition
American Chemistry Council
American Coalition for Ethanol
American Forest & Paper Association
American Public Power Association
Basin Electric Power Cooperative
Central Iowa Power Cooperative
CoBank
Consumer Federation of America
Consumers United for Rail Equity
East River Electric Power Cooperative
Edison Electric Institute
Electric Cooperatives of Arkansas
Grand Canyon State Electric
Cooperative Association
Heartland Consumers Power District
Institute of Scrap Recycling Industries
Iowa Association of Electric
Cooperatives
Manufacture Alabama

Missouri River Energy Service
Minnesota Grain and Feed Association
Minnesota Rural Electric Association
National Association of Regulatory
Utility Commissioners
National Association of State Utility
Advocates
National Association of Wheat Growers
National Farmers Union
National Grain and Feed Association
National Industrial Transportation
League
National Rural Electric Cooperative
Association
North Carolina Electric Membership
Corporation
Nucor Corporation
Portland Cement Association
Texas Municipal Power Agency
Washington State Potato Commission

Members, Senate Commerce, Science and Transportation Committee