

Railroad Day On The Hill 2011

Rail Advocates Converge On D.C. To Promote Key Legislation

More than 525 railroaders and their industry colleagues representing shippers, suppliers and rail advocacy principals converged on Capitol Hill July 14 for the rail industry's Railroad Day on the Hill event.

The Railway Tie Association (RTA) and several of its members were among the

group that visited a total of 285 congressional offices, meeting directly with senators, representatives or their key staffers.

"We are always honored to have the opportunity to work with our railroad partners to effect change in Washington," said Tom Niederberger of Koppers Inc., chairman of RTA's Legislative & Environmental

Affairs Response Committee. "From the Staggers Act through to the present, working together, tie industry representatives have stood side-by-side with our customers and rail labor to create meaningful change that has improved the railroad industry's future and benefited all RTA members."

As it does each year, Railroad Day began early. At 7 a.m., Adam Nordstrom of Chambers, Conlon & Hartwell was joined by the Association of American Railroads' Obie O'Bannon for the presentation to attendees of the talking points for the visits.

The group was dismissed at 8:30 to begin their appointments on key topics as outlined below.

Preserve Reasonable Regulation

Participants met with representatives to discuss the fact that the success of America's freight rail industry has been made possible by a reasonable regulatory system that supports both railroads and their customers.

Before 1980, excessive government regulation was strangling the industry—leaving railroads bankrupt and the rail network in disrepair. Passage of the Staggers Act of 1980 transformed the industry by improving safety, enhancing productivity, and spurring innovation. The net effect was the generation of \$480 billion in reinvestment, which lowered effective average rates for rail customers by 51 percent. Participants were urged to communicate that the regulatory framework that has made this possible must stay in place through opposition of the Surface Transportation Board Reauthorization Act, S. 158 and the Railroad Antitrust Enforcement Act, S. 49.

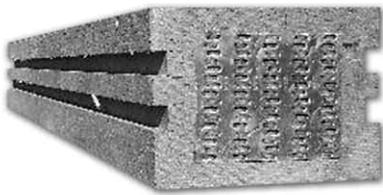
Extend Short Line Tax Credit

Participants urged representatives to support the Short Line Railroad Rehabilitation and Investment Act of 2011, H.R. 721 and S. 672, which extends the tax credit to short line railroads making infrastructure improvements to support the new generation of heavier rail cars needed by their customers.

In 2004, Congress enacted the Section 45G tax credit to reduce the federal tax



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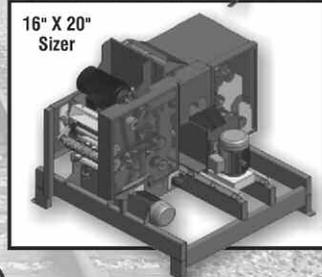
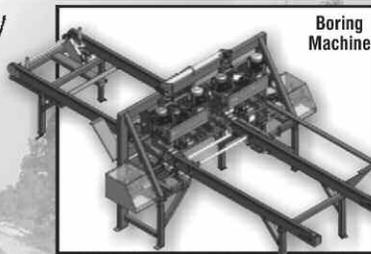
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burden to help these small, local and entrepreneurial businesses create growth in private sector infrastructure improvements that benefit thousands of communities. The credit is set to expire at the end of 2011 and must be extended.

Oppose Bigger, Heavier Trucks

Participants urged representatives to oppose S. 112, which exempts Vermont and Maine from current truck size and weight limits; the Safe and Efficient Transportation Act of 2011, H.R. 763 and S. 747; and the Truck Weight Uniformity Act of 2011, H.R. 801.

Proposals to increase truck size and weight amount to a tax on consumers and higher costs to federal, state and local governments. Subsidies to trucks also divert traffic away from freight rail, a more environmentally friendly and cost-effective form of freight transportation.

Preserve Section 130 Grade Crossing Safety Program

Participants urged support of the Surface Transportation Safety Act of 2011, H.R. 825 and S. 918, which con-

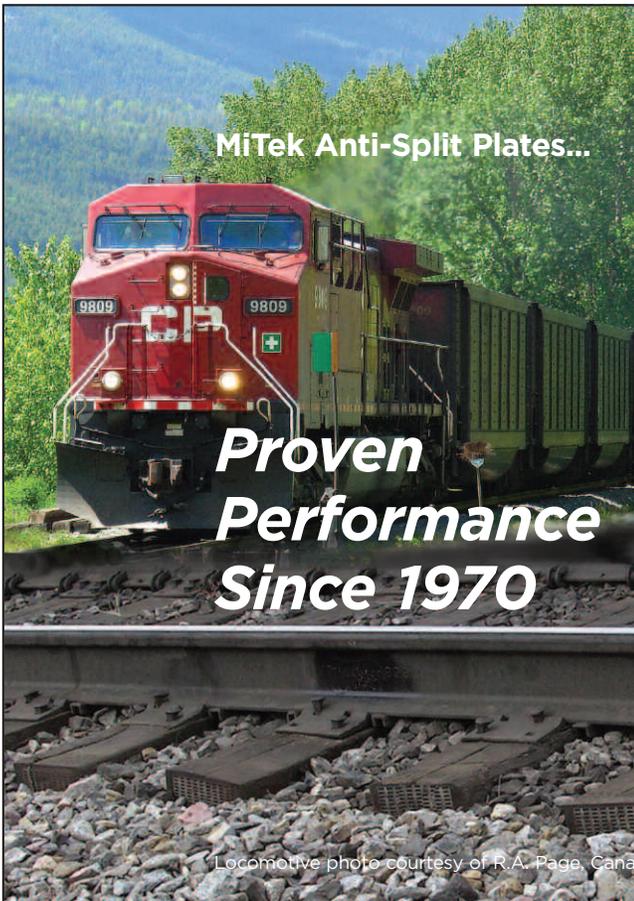
tains the federal Section 130 Grade Crossing Safety Program. The program is designed to provide dedicated federal funds to states for grade crossing safety enhancements and has helped prevent injuries and deaths.

“Work is already beginning for Railroad Day on the Hill 2012,” Niederberger said. “We again urge all RTA member companies to consider sending one representative to Washington to join in this effort. Issues on the table like the Short Line Tax Credit can and will have a direct and meaningful impact on your business volumes. We need your support.” ■



Top: RTA Executive Director Jim Gauntt, center left, with Nick Rahall (D-WV), center, and other RTA members pose for a picture after railroad issues are discussed.

Inset: Tom Niederberger and Gary Ambrose of Koppers Inc. meet with Shirley Capito (D-WV) to discuss short line railroad infrastructure improvements that are a result of the Section 45G tax credit.



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