



The Honorable Peter DeFazio
Chair - House Transportation and Infrastructure Committee
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Eleanor Holmes Norton
Chair - Highways and Transit Subcommittee
House Transportation and Infrastructure Committee
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Donald Payne, Jr.
Chair - Railroads, Pipelines, and Hazardous Materials Subcommittee
House Transportation and Infrastructure Committee
2165 Rayburn House Office Building
Washington, DC 20515

June 8, 2021

On behalf of the Rail Security Alliance (RSA), thank you.

We applaud House Transportation and Infrastructure Committee Chair Peter DeFazio, Highways and Transit Subcommittee Chair Eleanor Holmes Norton, and Railroads, Pipelines, and Hazardous Materials Subcommittee Chair Donald Payne, Jr. on the introduction of the INVEST in America Act. This important legislation will modernize and revolutionize surface transportation across the United States. This legislation will lead to high-paying jobs, new roads and bridges, and vital funding and new policies for passenger and freight rail in the United States.

RSA is a proud coalition of North American railcar manufacturers, rail component suppliers, unions, and steel interests. We are committed to ensuring the economic and national security of the North American freight rail systems. We represent an industry that creates 65,000 family-wage jobs and contributes \$6.5 billion annually to the U.S. GDP. RSA formed in response to the merging of China's two largest state-owned rail manufacturers into one massive state-owned conglomerate—China Railway Rolling Stock Corporation (CRRC)—in 2015, which is the same year that China announced its military-civil fusion strategy known as Made in China 2025.

Most notably, the INVEST in America Act contains important language to preserve the status quo for the North American freight railcar market. CRRC has been attempting for years to penetrate this market through various freight railcar joint ventures and recently announced the establishment of their Latin American Headquarters in Mexico. As noted, the U.S. freight railcar market supports thousands of jobs and contributes heavily to our GDP. CRRC was able to, in under a decade, decimate the Australian freight railcar market, making that country wholly reliant on CRRC to supply them. Chairs DeFazio,

Norton and Payne recognize this same threat to the U.S. They have offered an important policy change in their bill to ensure that CRRC isn't building freight railcars for the U.S. market ensuring freight railcar builders and their suppliers flourish for decades to come.

RSA looks forward to working alongside the House Transportation and Infrastructure Committee in seeing the INVEST in America Act signed into law.

Sincerely,

A handwritten signature in blue ink that reads "Erik Olson". The signature is fluid and cursive, with the first name "Erik" and last name "Olson" clearly legible.

Erik Olson
Vice President
Rail Security Alliance