

229331

GARY G. MILLER
42ND DISTRICT, CALIFORNIA

ASSISTANT WHIP AT LARGE

COMMITTEE ON FINANCIAL SERVICES

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

BUILDING A BETTER AMERICA CAUCUS,
CHAIRMAN



UNITED STATES
HOUSE OF REPRESENTATIVES

2349 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TEL: (202) 225-3201
FAX: (202) 226-6962

1800 EAST LAMBERT ROAD, SUITE 150
BREA, CA 92821
TEL: (714) 257-1142
FAX: (714) 257-9242

200 CIVIC CENTER
MISSION VIEJO, CA 92691
TEL: (949) 470-8484

April 7, 2011

The Honorable Daniel Elliot, III
Chairman
Surface Transportation Board
395 E Street, SW
Suite 1220
Washington, DC 20423

ENTERED
Office of Proceedings

APR 19 2011

Part of
Public Record

Dear Chairman Elliot:

As you prepare for the Surface Transportation Board's review of the regulatory structure of the rail industry, I write to share my perspective on this vital part of the economy. I wish to express my strong support for a healthy and vibrant freight railroad network, not only in California but across the entire nation.

As a Senior Member on the House Subcommittee on Railroads, Pipelines, and Hazardous Materials, and a member of the Southern California Congressional delegation, I am fully aware of the need for a robust freight railroad network. Southern California is the largest gateway for trade in the country, with 25 percent of the nation's exports and imports flowing through our seaports and airports. The combined ports of Los Angeles and Long Beach are ranked as the nation's largest and the world's third largest deep-sea ports. The Alameda Corridor East Trade Corridor, which includes the BNSF and Union Pacific lines that run through Los Angeles, Orange, San Bernardino, and Riverside counties, is valuable to our nation's mobility, economy, and overall livelihood.

The U.S. freight rail network is extraordinary not only in the world, but also when it comes to other means of transportation in the U.S. In fact, the United States Department of Transportation estimates that the demand for rail freight transportation, measured in tonnage, will increase 88 percent by 2035. I would hope that the railroad industry's commitment to directly invest a quarter of their revenue back into their networks, and the projected need for rail freight, illustrates that the existing regulatory environment is working.

Thank you for your time to consider my comments, and I ask that you carefully consider the impact our railroads have on our national economy as you analyze these issues.

Sincerely,

GARY G. MILLER
Member of Congress