

ADD TO UPCOMING HIGHWAY BILL

Mandate the Surface Transportation Board To Investigate The Capability of the Railroad Industry To Convert Over-the-Road Truck Freight to Rail and/or Rail Intermodal Senator Baldwin Roundtable, Sun Prairie, Wisconsin, September 4, 2015

Wisconsin freight, in particular, and the Nation's freight, in general, need a return of rail service which effectively competes for non-captive, truck-competitive freight.

This request provides pathways to solutions that do not require intrusive regulation.

In the upcoming "Highway Bill" –

Mandate the Surface Transportation Board ("STB") to investigate and report to Congress on:

- The state of, and ways and means to advance, Railroad industry competitiveness for non-captive, truck-competitive freight;¹ and
- Impact on rail-truck competitiveness of the railroads' reliance on fuel surcharges and potential impacts (relative competitiveness, energy consumption, emissions and use of alternative fuels) of unbundling the cost of fuel from other rail freight charges through market-based (non-regulatory) alternatives to fuel surcharges.²

1 For example, continue and, if necessary, expand scope of the investigations in STB Docket EP 705, *Competition in the Railroad Industry* and in STB Docket EP 704, *Review of Commodity, Boxcar and TOFC/COFC Exemptions*. Testimony and illustrations available.

2 For example, continue and, if necessary, expand scope of the investigation in STB Docket EP 661 (Sub-No. 2), *Rail Fuel Surcharges (Safe Harbor)*. Testimony and illustrations available.