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## Congress of the United States House of Representatives

MIKE DOYLE  
14TH DISTRICT, PENNSYLVANIA

September 14, 2009

COMMITTEE ON  
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RESEARCH AND EDUCATION

The Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave., SW  
Washington, D.C. 20590

Dear Secretary LaHood:

I am writing to express my strong support for \$258 million in funding for the National Gateway through the Transportation Investment Generating Economic Recovery (TIGER) program. This unique initiative is supported by a large coalition of public and private sector leaders, including six governors, two metropolitan planning organization, three port authorities, and a large group of global shippers, ocean carriers, business organizations and environmental groups.

The National Gateway is a public-private partnership that consists of more than \$800 million in rail infrastructure and intermodal terminal projects along three major corridors: I-95/I-81 in North Carolina, Virginia, and Maryland; I-70/I-76 between Washington, DC, and Northwest Ohio; and the I-40/Carolina corridor between Charlotte and Wilmington. When complete, the National Gateway will create a highly efficient freight transportation link between three Mid-Atlantic ports and the Midwest, improving the flow of goods between these two regions and across the nation.

The National Gateway will also improve the flow of intermodal container traffic between ports on the West Coast and major consumption markets in the East by taking advantage of a large new terminal that CSX and its affiliates are developing in Northwest Ohio. This state-of-the-art facility will enable rail traffic to flow more efficiently through Chicago and complement other terminals being constructed or expanded as part of this initiative in Pennsylvania, Maryland, Virginia and North Carolina. In short, I believe the National gateway clearly meets the core objective of the TIGER program- - to fund transportation projects that deliver benefits of both nation and regional significance.

At this critical juncture in our nation's history, federal, state and private sector leaders must work together to stimulate our economy and create jobs while making sound investments that help build for the future. The National Gateway is a true public-private partnership, with CSX and its affiliates funding 47 percent of the \$842 million required to complete the project and the state partners providing another 23 percent of required funding. The \$258 million request for TIGER funds would provide the remaining 31 percent of project funding. Unlike improvements to public highway systems, the rail system is privately owned and maintained; therefore, no additional

public funding will be required for the operations and maintenance of improvements made using TIGER grant funds.

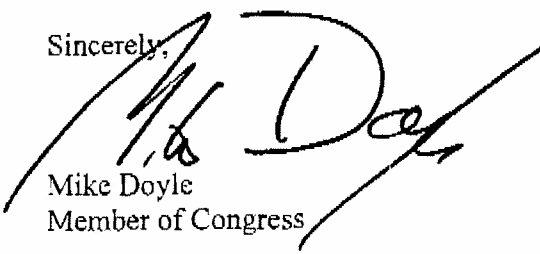
The National Gateway will create more than 50,000 jobs (delivering more than 4,000 by the end of 2012), with 25,000 of those jobs located in 14 economically distressed counties. Sixty of the 61 projects included in the National Gateway would be complete by February 2012, with the expectation the entire route would be fully cleared for double-stack rail service by the end of 2012. The National Gateway project would also help ensure that our nation is prepared for the increased volume of freight traffic coming to the East Coast as a result of the widening of the Panama Canal.

The National Gateway will add capacity to our transportation system and contribute to environmental sustainability by providing a cost-effective solution to long-haul trucking. As a result, it is estimated that truck travel on the nation's highway system will be reduced by 14.3 billion miles. By reducing truck traffic and shifting freight from the highway to the railway, the National Gateway will save nearly 1 billion gallons of fuel, eliminate 12 million tons of carbon dioxide (CO<sub>2</sub>), and reduce particulate matter emissions by approximately 1,000 tons.

As our population continues to grow and we recover from this economic crisis, we will face increasing demand for freight transportation and the National Gateway will put in place the infrastructure needed to meet this demand. We are already wrestling with the challenges posed by highway congestion and greenhouse emissions, highlighting the need for expanded freight transportation choices if we are to remain competitive in the global economy. Now, more than ever, it is critical that we plan for the future and invest in our nation's ability to move goods in a safe, efficient and environmentally friendly way.

I greatly appreciate your consideration of the National Gateway for this vital funding. If I may be of additional assistance, please contact my District Director, Paul D'Alesandro, in my Pittsburgh office at (412) 261-5091.

Sincerely,



Mike Doyle  
Member of Congress

MD:jph