

ROGER WICKER, MISSISSIPPI, CHAIRMAN

JOHN THUNE, SOUTH DAKOTA
 ROY BLUNT, MISSOURI
 TED CRUZ, TEXAS
 DEB FISCHER, NEBRASKA
 JERRY MORAN, KANSAS
 DAN SULLIVAN, ALASKA
 CORY GARDNER, COLORADO
 MARSHA BLACKBURN, TENNESSEE
 SHELLEY MOORE CAPITO, WEST VIRGINIA
 MIKE LEE, UTAH
 RON JOHNSON, WISCONSIN
 TODD YOUNG, INDIANA
 RICK SCOTT, FLORIDA

MARIA CANTWELL, WASHINGTON
 AMY KLOBUCHAR, MINNESOTA
 RICHARD BLUMENTHAL, CONNECTICUT
 BRIAN SCHATZ, HAWAII
 EDWARD MARKEY, MASSACHUSETTS
 TOM UDALL, NEW MEXICO
 GARY PETERS, MICHIGAN
 TAMMY BALDWIN, WISCONSIN
 TAMMY DUCKWORTH, ILLINOIS
 JON TESTER, MONTANA
 KYRSTEN SINEMA, ARIZONA
 JACKY ROSEN, NEVADA

JOHN KEAST, STAFF DIRECTOR
 DAVO STRICKLAND, DEMOCRATIC STAFF DIRECTOR

United States Senate

COMMITTEE ON COMMERCE, SCIENCE,
 AND TRANSPORTATION

WASHINGTON, DC 20510-6125

WEBSITE: <http://commerce.senate.gov>

ENTERED
 Office of Proceedings
 December 3, 2019
 Part of
 Public Record

December 2, 2019

The Honorable Ann D. Begeman
 Chairman
 Surface Transportation Board
 395 E Street Southwest
 Washington, DC 20423

The Honorable Martin J. Oberman
 Board Member
 Surface Transportation Board
 395 E Street Southwest
 Washington, DC 20423

The Honorable Patrick J. Fuchs
 Vice Chairman
 Surface Transportation Board
 395 E Street Southwest
 Washington, DC 20423

Dear Chairman Begeman, Vice Chairman Fuchs, and Commissioner Oberman:

I am writing regarding the Surface Transportation Board's hearing in *Railroad Revenue Adequacy*, Docket No. EP 722 to consider issues related to long-term revenue adequacy. Thank you for soliciting feedback on this important matter. I appreciate your efforts to continue making the agency's processes transparent and efficient for shippers and railroads.

As you consider staff recommendations related to long-term revenue adequacy, I ask you to keep in mind the impacts on the rail network and the shippers they serve. As you know, many of the issues related to long-term revenue adequacy could have far-reaching effects. Specifically, staff recommendations related to rate caps and revenue reductions based solely on a railroad earning returns on investment above its cost of capital appear to have the potential to affect railroads' incentives to invest in new infrastructure and enhance rail service. I, therefore, ask the Board to consider the potential implications of staff recommendations, if adopted, related to long-term revenue adequacy, including their potential effects on freight railroads' investment in our nation's network and the quality of service that can be provided to shippers.

Thank you for your focus on this important issue and consideration of this request. Your continued partnership in promoting a competitive, efficient, and reliable national rail system is truly appreciated.

Sincerely,


 Roger F. Wicker
 Chairman