

SCOTT GARRETT
5TH DISTRICT, NEW JERSEY

FINANCIAL SERVICES COMMITTEE
CHAIRMAN
CAPITAL MARKETS AND
GOVERNMENT SPONSORED ENTERPRISES
SUBCOMMITTEE
BUDGET COMMITTEE
CONSTITUTION CAUCUS
CHAIRMAN

Congress of the United States
House of Representatives
Washington, DC 20515-3005

2232 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4465

266 HARRISTOWN ROAD
GLEN ROCK, NJ 07452
(201) 444-5454

83 SPRING STREET
NEWTON, NJ 07860
(973) 300-2000

www.house.gov/Garrett

October 8, 2015

Acting Administrator Sarah Feinberg
Federal Railroad Administration
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Dear Acting Administrator Feinberg:

I write to request information about the safety conditions of the rail infrastructure located within New Jersey, specifically the condition of the lines utilized to transport crude oil through the Fifth Congressional District.

My constituents and I have been reminded of the risk posed by oil trains after a recent series of derailments and explosions, most notably one in Quebec, which resulted in the deaths of 47 people. Given that trains transporting crude oil travel through my district on the CSX River Line, my constituents and I are understandably concerned about the safety of our communities.

The unease caused by the transport of crude oil by rail through our district is not new. At first, our chief concern was the lack of strengthened safety standards for the aging train cars used to transport oil. In May 2015, the Department of Transportation (DOT) announced a comprehensive final rule which included strengthened safety standards for DOT-111 and CPC-1232 train cars. Though that is certainly a step in the right direction, DOT had been working on the rule since 2011. My constituents waited several years for the federal government to finalize its solution for train cars long considered to be obsolete and unreliable.

Today, our concern focuses on the rail infrastructure itself. It does little good to strengthen the safety of the train cars if the track, bridges, and tunnels the cars ride on are themselves unsafe. We have a right to know if the rail infrastructure in our communities meets or exceeds safety standards and, if it does not, what action is being taken to address any deficiencies. This is information that my constituents should not have to wait long to receive.

I believe a transparent and open line of communication between the people, elected officials, federal regulators, and rail operators must be established. To that end, I write to request information from your agency. For the time period covering January 1, 2013 to the present,

could you please provide the following as it relates to rail infrastructure within the Fifth District of New Jersey:

1. All safety inspection reports currently in the Federal Railroad Administration's (FRA) possession;
2. Any recommendations made to the rail industry to improve the condition of the rail infrastructure;
3. Any findings of structurally deficient rail infrastructure;
4. The schedule of future FRA safety inspections; and
5. Notices from the rail industry on scheduled maintenance and infrastructure upgrades.

I understand that, under current law, inspection reports are not required to be submitted to the FRA unless they are specifically requested. Therefore, I respectfully request that the FRA contact CSX and Norfolk Southern Railway to obtain the most recent inspection reports for all infrastructure within the Fifth District of New Jersey, and alert my office once they are obtained by the FRA.

Finally, I would like to coordinate a day and time for FRA officials to meet with representatives from local government and me so that we may review all pertinent safety inspection reports. Please contact my Washington, DC office at (202)-225-4465 so that we may schedule this meeting.

The FRA plays an important role in ensuring that America's rail network is safe and reliable. I look forward to working with the FRA to accomplish this important task.

Sincerely,



SCOTT GARRETT