



ARC

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Rail Competition*

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Federal News Update July 23, 2009

President Obama Nominates New STB Member

Earlier this month, President Obama nominated transportation union attorney David R. Elliott III to become the Chairman of the Surface Transportation Board.

If confirmed by the Senate, Elliott, 46, will fill an empty seat vacated by W. Douglas Buttrey earlier this spring. He will join Charles D. Nottingham and Acting Chairman Francis P. Mulvey on the three-person board.

Prior to his appointment, Elliott served as associate general counsel of the United Transportation Union for over 15 years. He has represented the union in multiple proceedings before the Board, as well as the National Labor Relations Board, the National Mediation Board, and the Labor Department. He has also handled litigation for the union in federal courts in a variety of cases.

Senate Commerce, Science, and Transportation Committee has scheduled a confirmation hearing on Wednesday, July 29, 2009.

ARC Continues Work with Senate Committee on Shipper Legislation

ARC leadership and Washington representatives continue to actively work with the Senate Commerce, Science and Transportation Committee to ensure that our members' priorities are included in the Senate rail package currently being drafted. As its continued priority, ARC is strongly advocating for inclusion of the Final Offer Arbitration (FOA) as key means of addressing rate issues for captive shippers, among other issues. Currently, the working draft of the bill is not allowed for public distribution, but we will share the main provisions as soon as it becomes available.

Earlier this summer, Chairman Rockefeller reached an agreement with Sen. Herb Kohl, sponsor of the railroad antitrust legislation, to move one comprehensive railroad reform bill through the Senate rather than working on separate antitrust and service improvement packages. That agreement, advocated by ARC and other shipper groups, was a major development for captive shippers as the antitrust legislation alone would not have addressed some of the more immediate concerns such as escalating rates and deteriorating service.