



December 3, 2025

The Honorable Brett Guthrie
Chairman
Committee on Energy and Commerce
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Frank Pallone, Jr.
Ranking Member
Committee on Energy and Commerce
U.S. House of Representatives
Washington, D.C. 20515

Dear Chairman Guthrie and Ranking Member Pallone:

On behalf of the undersigned organizations representing the nation's competitive communications, broadband, and technology providers, we write to express our strong support for the Broadband and Telecommunications RAIL Act and to urge the Committee to advance this important bipartisan legislation.

For years, broadband deployment across the United States has been constrained by unpredictable, inconsistent, and unregulated processes for securing access to railroad rights-of-way. Despite billions of dollars in federal, state, and private investment to expand high-speed broadband—particularly for unserved and underserved communities—projects frequently stall when they intersect with railroad corridors.

Under the current system, providers encounter long delays, excessive fees, and a lack of any enforceable permitting timelines or cost standards. These challenges are not tied to safety concerns; rather, they stem from a regulatory vacuum in which neither the Federal Communications Commission nor the Federal Railroad Administration has clear authority to establish or enforce a fair, uniform process. As a result, critical broadband builds, public-interest infrastructure projects, and community development initiatives are all too often slowed or derailed by administrative barriers that serve no operational or safety purpose.

The RAIL Act offers the balanced, thoughtful solution that has been missing. By establishing reasonable timelines, transparent, cost-based compensation standards, and a clear dispute resolution process, the legislation ensures that broadband providers can deploy necessary infrastructure efficiently while maintaining the highest standards of railroad safety and operational integrity. The bill strikes the right balance between enabling broadband deployment

and ensuring that rail carriers retain appropriate oversight of work conducted near their infrastructure.

Importantly, the Act enhances—not diminishes—safety. Providers must still submit engineering plans, follow established industry standards, and coordinate closely with railroads. The legislation simply creates a predictable framework that prevents unnecessary delay and eliminates arbitrary or inflated cost structures that hinder deployment and undermine national broadband goals.

As Congress works to connect every American to high-quality, affordable broadband—and as communities pursue infrastructure upgrades essential to economic growth, education, health care, and public safety—the need for a consistent national framework for railroad crossings has never been more urgent.

We commend your leadership on this issue and stand ready to assist the Committee as it advances this measure. Passage of the Broadband and Telecommunications RAIL Act will remove a long-standing barrier to deployment and accelerate the nation’s efforts to close the digital divide.

Thank you for your continued commitment to connecting every community.

Respectfully submitted,

Fiber Broadband Association

INCOMPAS – The Competitive Communications and AI Infrastructure Association

NCTA – The Internet & Television Association

NTCA – The Rural Broadband Association

USTelecom – The Broadband Association

WTA – Advocates for Rural Broadband