



# Support the Transit Infrastructure Vehicle Security Act

**M**etalcasters in the U.S. produce critical components for our nation's transportation and infrastructure, including a wide variety of castings for the rail and bus transit systems such as axle components, rail suspension, rail coupling, hatch covers, rail braking, engine blocks and more.

Our industry is concerned about the Chinese government's continued use of a range of state subsidies and predatory practices to support its market ascension in the rail and bus manufacturing sectors of the United States' economy.

In the past four years, the Chinese state-owned enterprise China Railway Rolling Stock Corporation (CRRC) has aggressively targeted the U.S. market as part of China's "Made in China 2025" initiative, a comprehensive industrial plan that aims to dominate key sectors of the global economy. Using state-backed financing, below-market loan rates, and many other anti-competitive tactics, CRRC has now secured \$2.6 billion in contracts to build metro transit cars for Boston, Chicago, Philadelphia, and Los Angeles. It is also aggressively pursuing transit orders in cities such as Washington D.C., New York, and others.

In addition, metro transit cars rely on a wide range of sophisticated technologies to ensure the safety of passengers, such as GPS, surveillance cameras, temperature sensors, impact detection, and automatic train control—all using technology and components designed, manufactured, and produced by the Chinese government. China has a long history of systematically and repeatedly engaging in cyber-espionage and hacking of similar technologies.

The Federal Transit Administration (FTA) has to date provided hundreds of millions of dollars to transit agencies for the purchase of these railcars. The U.S. government should not continue to allow federal taxpayer dollars to subsidize a Chinese state-owned company and take away business from American manufacturers, including the U.S. metalcasting industry. The American Foundry Society (AFS) supports bipartisan leg-

islation, the Transit Infrastructure Vehicle Security Act, which would:

- Prevent federal transit dollars from being used to award a contract or subcontract for the procurement of passenger rail cars or transit buses to Chinese state-owned, controlled or subsidized enterprises
- Create a certification process for transit agencies to ensure their funds are not being used to purchase rolling stock from a covered manufacturer
- Require any transit operator to develop and execute a plan for identifying and reducing cybersecurity risks to identify any hardware and software components of new rolling stock assets that should undergo third-party testing.

## MESSAGE TO CONGRESS

The American Foundry Society (AFS) urges lawmakers to:

**Support passage of the Transit Infrastructure Vehicle Security Act (S.846/H.R. 2739)** — Bipartisan legislation to prevent federal transit funds from being used by transit agencies to award a contract or subcontract for the procurement of passenger rail cars or transit buses to Chinese companies and ensure transit agencies develop and execute a cybersecurity plan.

- It is essential that we scrutinize these investments and implement appropriate policies to protect against any deceptive or predatory actions that harm our domestic metalcasters, other key U.S. supply chain, American workers, and the national security of our nation.

**For further information, contact:  
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# Message To Congress

**Urge your Senators to co-sponsor and support passage of the Transit Infrastructure Vehicle Security Act (S. 846). Thank the following Senators for co-sponsoring:**

Sen. Tammy Baldwin (D-WI)\*  
Sen. Roy Blunt (R-MO)  
Sen. John Boozman (R-AR)  
Sen. Sherrod Brown (R-OH)  
Sen. Bob Casey (D-PA)  
Sen. Bill Cassidy (R-LA)  
Sen. John Cornyn (R-TX)\*  
Sen. Tom Cotton (R-AR)  
Sen. Kevin Cramer (R-ND)  
Sen. Mike Crapo (R-ID)  
Sen. Joni Ernst (R-IA)

Sen. Deb Fischer (R-NE)  
Sen. Lindsey Graham (R-SC)  
Sen. Chuck Grassley (R-IA)  
Sen. Josh Hawley (R-MO)  
Sen. James Inhofe (R-OK)  
Sen. Doug Jones (R-AL)  
Sen. Tim Kaine (D-VA)  
Sen. Jeff Merkley (D-OR)  
Sen. Jerry Moran (R-KS)  
Sen. Gary Peters (D-MI)  
Sen. Jim Risch (R-ID)

Sen. Pat Roberts (R-KS)  
Sen. Mitt Romney (R-UT)  
Sen. Mike Rounds (R-SD)  
Sen. Marco Rubio (R-FL)  
Sen. Tim Scott (R-SC)  
Sen. Tina Smith (R-MN)  
Sen. Debbie Stabenow (D-MI)  
Sen. Tom Tillis (R-NC)  
Sen. Roger Wicker (R-MS)  
Sen. Ron Wyden (D-OR)

\* Chief Sponsors

**To co-sponsor the Transit Infrastructure Vehicle Security Act, S.846, contact:**

**Madison Smith**, [madison\\_smith@cornyn.senate.gov](mailto:madison_smith@cornyn.senate.gov), Legislative Assistant, Office of **Sen. John Cornyn (R-TX)**, or  
**Brian Conlan**, [brian\\_conlan@baldwin.senate.gov](mailto:brian_conlan@baldwin.senate.gov), Senior Adviser – Economic Policy, Office of **Sen. Tammy Baldwin (D-WI)**.

**Urge your House lawmaker to co-sponsor and support passage of the Transit Infrastructure Vehicle Security Act (H.R. 2739). Thank the following House lawmakers for co-sponsoring:**

Rep. Troy Balderson (R-OH-12)  
Rep. Suzanne Bonamici (D-OR-1)  
Rep. Mike Conaway (R-TX-11)  
Rep. Rick Crawford (R-AR-1)\*  
Rep. Mike Gallagher (R-WI-8)  
Rep. John Garamendi (D-CA-3)

Rep. Kay Granger (R-TX-12)  
Rep. Vicky Hartzler (R-MO-4)  
Rep. Dave Loebsack (D-IA-2)  
Rep. Scott Perry (R-PA-10)  
Rep. Kathleen Rice (D-NY-4)  
Rep. Harley Rouda (D-CA-48)\*

Rep. Tim Ryan (D-OH-13)  
Rep. Randy Weber (R-TX-14)  
Rep. Bruce Westerman (R-AR-4)

\* Chief Sponsor

**To co-sponsor the Transit Infrastructure Vehicle Security Act, H.R. 2739, contact:**

**Andrew Noh**, [noh@mail.house.gov](mailto:noh@mail.house.gov), Legislative Director, **Office of Rep. Harley Rouda (D-CA)**, or  
**Jay Campbell**, [jay.campbell@mail.house.gov](mailto:jay.campbell@mail.house.gov), Legislative Assistant, **Office of Rep. Rick Crawford (R-AR)**.



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