

May 18, 2026

The Honorable Sam Graves, Chairman  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
2165 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Rick Larsen, Ranking Member  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
2163 Rayburn House Office Building  
Washington, D.C. 20515

Dear Chairman Graves and Ranking Member Larsen:

On behalf of Parallel Systems, I write to express our strong support for the BUILD America 250 Act and to commend the Committee on Transportation and Infrastructure for advancing the most consequential surface transportation reauthorization in a generation. This legislation takes a significant and long-overdue step toward modernizing the federal freight rail regulatory framework, and we believe it will accelerate the development of safer, more efficient, and more competitive rail infrastructure for the American economy. Parallel Systems is developing battery-powered, autonomous freight vehicles designed to operate on existing rail infrastructure. Our vehicles carry intermodal containers, operate in coordinated platoons, and integrate with existing train control and railroad operating systems. We are currently conducting pilot operations in partnership with Genesee & Wyoming Railroad in Georgia under FRA oversight. Our mission is to make rail economically viable for short- and medium-distance freight movements.

The BUILD America 250 Act addresses three areas of particular importance to Parallel Systems and to the broader autonomous freight rail industry.

First, the draft bill creates the first federal statutory framework specifically designed for self-contained, autonomous freight railcars. By directing the Federal Railroad Administration to initiate a safety rulemaking for this vehicle category the bill establishes a clear regulatory pathway to commercial operations. Without such a framework, responsible companies like Parallel Systems face an indefinite period of regulatory uncertainty that impedes investment, partnership development, and the deployment of technology that could materially improve rail safety and efficiency.

Second, BUILD America 250 establishes a statutory preference for performance-based, rather than prescriptive, regulations in FRA rulemakings. This provision is critically important for emerging rail technologies. Prescriptive standards written around conventional locomotive and railcar architecture can inadvertently foreclose novel approaches that achieve equivalent or superior safety outcomes through different means. By directing FRA to default to outcome-based standards and to justify in writing any departure from that approach, the Committee has created a durable structural protection for technology-neutral rulemaking. We believe this will benefit not only autonomous freight vehicles but the full range of rail safety innovations for decades to come.

Finally, the bill's rail technology grant provisions — including the Rail Technology and Asset Pilot Program under Section 10408 and the expanded CRISI grant program under Section 10103 — create meaningful

funding pathways for railroad operators and technology providers to invest in the infrastructure and systems that enable next-generation freight operations. We are encouraged that telematics systems and sensor-based monitoring are explicitly eligible uses.

The United States freight rail network is a strategic economic and national security asset. But the industry has faced persistent competitive pressure from trucking, in part because current rail economics make short- and medium-haul movements financially unviable for many shippers. Autonomous freight rail technology offers a path to restore rail's competitiveness in these lanes, recapturing freight from highways and delivering substantial benefits in safety, emissions, infrastructure cost, and supply chain efficiency.

The BUILD America 250 Act creates the regulatory conditions for this future to be realized. We are committed to working constructively with the Committee, the Federal Railroad Administration, and our industry partners to ensure that the rulemaking process established by this legislation produces safety standards that are rigorous, technology-neutral, and grounded in operational evidence. We stand ready to share data from our ongoing pilot program, participate in technical working groups, and support the Committee's oversight of FRA's implementation of these provisions.

We urge the full House to advance the BUILD America 250 Act and look forward to its enactment. Please feel free to reach out to David Kelly, our Head of Government and Regulatory affairs at [dkelly@moveparallel.com](mailto:dkelly@moveparallel.com) if we can be of any assistance.

Sincerely

A handwritten signature in black ink that reads "Matt Soule". The signature is fluid and cursive, with the first name "Matt" and last name "Soule" clearly legible.

Matt Soule, Founder and CEO