

Dear Representative:

While the OneRail Coalition recognizes the need to exercise fiscal responsibility and reduce our nation's deficit, we respectfully oppose the following two amendments to the H.R. 1 Continuing Resolution (CR) which would reduce funding for Amtrak significantly beyond the level already proposed in the underlying CR:

- 1) Amendment #43 – Representative Pete Sessions (R-TX-32)
 - a. Would further cut Amtrak's capital and debt service by \$446.9 million for an overall funding level of \$966m.
 - b. After paying mandatory debt service, and taking into consideration what Amtrak has already spent in the first 5 months of this fiscal year, only \$5 million would be available for their capital program for the rest of the fiscal year, leaving no room for a recovery from a major event such as severe weather that could cause a bridge outage or an electric traction system failure. There would be no further capital improvements to Amtrak's infrastructure or equipment.

- 2) Amendment #453 – Representative Connie Mack (R-FL-14)
 - a. Would completely eliminate Amtrak funding by stating "*None of the funds made available by this Act may be used for the National Railroad Passenger Corporation.*"
 - b. This amendment amounts to a complete "shut down" for Amtrak which would shortly result in the elimination of almost all intercity passenger rail service in the United States.

The enactment of either of these amendments would result in a dramatic deterioration or elimination of passenger rail service, causing significant job loss, damage to the environment, and harm to passengers and hundreds of Amtrak's private sector business partners, as well as states and commuter rail operators.

Intercity passenger rail helps reduce highway and aviation congestion, particularly in the Northeast Corridor, and lessens our country's dependence on imported petroleum. A sharp reduction in Amtrak's capital funds would result in the curtailing of ongoing maintenance investments, which affects all of the users of the Amtrak network.

The reduced funding for Amtrak in the underlying CR will result in the furlough of 400 mechanical employees and the termination of up to 1,200 additional employees and contractors. Further cuts such as Amendment #43 would dramatically increase the jobs lost, including at least 900 Amtrak engineering employees and thousands more at private sector suppliers.

The OneRail Coalition appreciates your support for Amtrak, the millions of passengers who benefit from its transportation services and those who are working hard to provide a safe, efficient transportation option every day.

Sincerely,
Anne P. Canby
Director, OneRail Coalition

OneRail is a diverse group of rail stakeholders who have come together to educate America about the benefits of a strong freight and passenger rail system. Our members include the American Public Transportation Association (APTA), American Short Line and Regional Railroad Association (ASLRRA), Amtrak, Association of American Railroads (AAR), Brotherhood of Railroad Signalmen (BRS), National Association of Railroad Passengers (NARP), Natural Resources Defense Council (NRDC), National Railroad Construction and Maintenance Association (NRC), Railway Supply Institute (RSI), States for Passenger Rail Coalition (S4PRC), Surface Transportation Policy Partnership (STPP), Sheet Metal Workers International Association (SMWIA), Transportation Communications International Union/IAM (TCU/IAM) and the United Transportation Union (UTU).

Our growing list of Associate Supporters includes AECOM, Alstom, General Electric, HNTB, Parsons, Parsons Brinckerhoff and SYSTRA. These global companies represent the engineering and manufacturing sectors that are an essential component of private sector job creation in the transportation industry in the U.S.