

“This shovel-ready project will help expand service on an already congested corridor, improve air quality and put thousands of people to work... This is not only good for California, it’s good for America.”

CALIFORNIA GOVERNOR JERRY BROWN ON CALTRAIN

White House Budget Targets Amtrak, Transit, and Small Town America

The Trump Administration released a detailed budget proposal in May that guts funding to Amtrak’s long-distance trains and slashes funding to key transit and transportation funding programs, threatening to accelerate the deterioration of physical infrastructure constricting economic growth in the U.S.

NARP has come out swinging against the budget, launching a grassroots campaign targeted at Congress, and organizing a series of rallies around the country to highlight the importance of a national rail network.

Help NARP push back against this horrible White House proposal! There are two ways to fight back:

Go to www.narprail.org/action and contact your members of congress in support of trains!

Go to www.TownsWithoutTrains.com and find a rally near you to push back against this destructive, short-sighted budget!

“Unfortunately, it appears that President

Trump has abandoned his campaign promise to invest in our infrastructure and get Americans working again,” said NARP President & CEO Jim Mathews. “This is a budget that treats small towns and rural communities as ‘flyover country.’ Instead of seeing citizens, it sees ‘a poor business case for investment.’ But we know that every American town deserves the tools to succeed, and the small business owner waiting at a station in Mississippi is no less important than a banker boarding an Acela in New York.”

✓ **Eliminated \$630 million to Amtrak’s long-distance trains:** the White House budget provides \$525 million for the National Network, but calls for an end to all of Amtrak’s long-distance routes. The money is likely intended to help cover labor protection agreements in place for long-distance crews. The proposal would likely lead to the shutdown of the entire National

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#SummerbyRail Sends Two Interns On Cross-Country Trip

Two college students, Victoria Principato and Caitlin Boyle, are the lucky winners of the summer’s best internship, a 27-day road trip by train to 22 cities. The second-annual journey, known as “Summer By Rail,” hosted by NARP, will see the duo travel via public transit to various cities in the U.S. and Canada. They will venture out on their bicycles and transit systems to learn about communities that rely on public forms of transportation.

“This internship will give us a unique opportunity to learn how



people in different cities use public transit to get around,” said Boyle, who graduated this year from the Catholic University of America with a degree in civil engineering.”

Boyle and Principato will kick-off their “Summer By Rail” on July 31 in New York City, before heading out on Amtrak to 21 other cities in the U.S. and Canada. During their trip, the interns will travel coast to coast, using Amtrak as their primary mode of transportation. They will also

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NARP Launches ‘Rally For Trains’ Campaign

At stations across the country, passenger rail supporters are gathering on June 23 to #Rally4Trains. The rallies are a keynote event in a campaign to support federal funding for passenger rail. The campaign is a direct response to the White House’s proposed FY 2018 federal budget which would cut funding for almost all Amtrak long-distance trains. Approval of the budget by Congress would result in more than 220 cities and towns losing train service, and leave 140 million people without rail as an alternative mode of transit.

“If Congress enacts this budget, our national passenger rail network will largely cease to exist,” said Jim Mathews, NARP President and CEO. “These cuts will have profound, detrimental effects on jobs and the economy – both nationally, regionally and locally – but it doesn’t have to happen if people

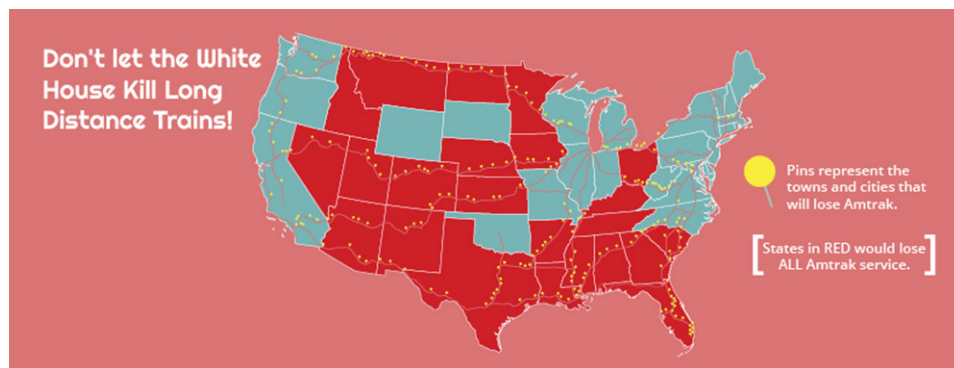
unite and encourage Congress to support passenger rail.”

To combat the threat of losing Amtrak service, as well as the loss of funding for other critical transit projects, NARP is calling on rail supporters - passengers, transit employees, local

and state officials, business owners and other who would be affected - to participate in the “Rally For Trains” events on June 23.

The monumental #Rally4Trains day involves dozens of local rallies at train stations

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A map of Amtrak service that could be lost under the White House budget (Photo Credit: NARP)

Advocacy Work Pays Off For HSR in Texas

Thanks to continued support by rail advocates and NARP members voicing their opposition against high-speed rail killing proposals in Texas, Texas Central Partners reached a significant milestone after the state legislature adjourned without passing any new laws against HSR. As it stands now, the private company can continue to move forward with developing its plans for connecting the state’s two major metropolitan areas, Dallas and Houston, by rail.

“This is an important step for high-speed rail in Texas, and it couldn’t have happened without the continued support rail advocates sharing their support for HSR with state officials,” said Jim Mathews, NARP President and CEO. “Allowing the project to move forward allows for the creation of 40,000 direct jobs in construction and engineering, an additional 1,000 permanent jobs in operating and maintenance, a transportation alternative to overcrowded highways and spurring economic growth in communities along the rail line.

The Texas Legislature had been reviewing

several bills that would have significantly hurt the development of the project and would have resulted in the loss of thousands of jobs. After the bills were proposed, NARP advocated and encouraged its members to voice their opposition to Texas officials.

Though no project-ending bills moved forward, the state passed two bills that are specific for HSR development in Texas. Senate Bill 977, signed into law by Governor Greg Abbott, prohibits the use of state money on high-speed rail. However, Texas Central Partners does not intend to use any state funds on the project. In addition, at the time of publication, Senate Bill 975 was set to be signed by Gov. Abbott and focuses on safety protocols for HSR trains in Texas.

As the \$16 billion project moves forward, Texas has become home to one of the most exciting passenger rail projects in the country, using cutting edge technology to connect Dallas and Houston. These trains will be capable of traveling 205 mph, and Texas Central officials expect to begin carrying passengers by 2023 or 2024. ■

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BUDGET, from p. 1

Network, state-supported trains and all. After years of stagnant funding, aging equipment and stations, and increased ridership demands, Amtrak is already running the national rail system on a threadbare budget. Less riders, fewer connections, and fixed costs spread among fewer routes will likely result in a slow-motion collapse of the entire network.

✓ Cuts funding for Amtrak’s Northeast Corridor by \$93 million:

the Administration pays lip service to the importance of the NEC, but reduces the corridor’s grant to \$235 million—a cut from \$328 million in FY2017, and \$280 million below FAST Act authorized levels. With tens of billions in critical capital investment needed urgently on the Northeast Corridor, this budget will stall work desperately needed to restore reliable service.

✓ Funds FAST Act rail grant programs at \$51 million, \$375 million below the levels authorized for FY2018 in the FAST Act: the budget focuses token funds on the programs targeted at large metropolitan areas, ignoring restoration programs pushed by Senators representing rural areas.

✓ Slashes \$499 million from the TIGER grant program: zeroes out the highly successful program that invests in

Program	FY2017 Appropriated Levels	White House FY2018 Budget Proposal	FAST Act FY2018 Authorized Levels
Amtrak - National Network	\$1,167.0	\$525.0	\$1,085.0
Amtrak - NEC	\$328.0	\$235.0	\$515.0
Consolidated Rail Infrastructure & Safety Grants	\$68.0	\$25.0	\$230.0
Federal State Partnership For State Of Good Repair	\$25.0	\$26.0	\$175.0
Restoration & Enhancement Grants	\$5.0	\$0.0	\$21.0
Total	\$1,593.0	\$811.0	\$2,026.0

passenger rail and transit projects of national significance.

✓ Cuts \$928 million from the Federal Transit Administration’s “New Starts” Capital Investment Program:

this transit program is crucial to launching new transit, commuter rail, and light-rail projects.

“Having just seen members of Congress thoroughly reject these cuts in the FY2017 budget in April, we’re disappointed to have to fight this same battle so soon,” said NARP Chair Peter LeCody. “But we also know it’s a fight we can win. We need every single American who relies on transit and passenger rail to get off the sideline today, and let their elected officials know our country needs a modern, safe and efficient transportation network for the 21st Century. If we lend our support to stiffen their spines, Congress will invest in a better future.” ■

#SUMMERBYRAIL, from p. 1

use their own bikes, as well as various public transit systems such as buses, streetcars, ferries, and ride-sharing services—to name a few—in order to explore the sites of each city.

Cities the two interns will visit include, but are not limited to Burlington, VT; Chicago, IL; Montreal, QU; Toronto, ON; Los Angeles, CA; Denver, CO; Kansas City, MO; New Orleans, LA. The last leg of the trip, starting in Hattiesburg, MS, concludes in Washington, DC, on August 26.

“This is a really unique opportunity that we hope will provide us real-life experiences that we can apply to our future careers,” said Principato, who also attends The Catholic University of America as a finance major, with an interest in politics.

Leading up to, during and after the trip, Boyle and Principato will share their travels on the “[Summer By Rail](#)” blog, as well as on [Instagram](#) and [Twitter](#). To follow their journey on social media, audiences can use the hashtag: [#SummerbyRail](#). People can also follow the adventure at [Facebook.com/narprail](#) and [YouTube.com/narprail](#). ■

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across the country, culminating into a national event that demonstrates the importance of trains for millions of people. NARP will also be hosting a [#Rally4Trains](#) event in the nation’s Capitol at Union Station, a vital hub for Amtrak, commuter rail lines, and dozens of businesses that rely on the connectivity of trains. “Rally For Trains” symbolizes the broad support Americans have for trains and passenger rail, as well as the opportunities that transit hubs provide for businesses, jobs and economic growth,” Mathews continued. “We will push back against the budget cuts until our collective voice is heard, and receive the funding passenger rail deserves -- and Americans need.”

The services under threat from the White House are often called long-distance trains, but they are also local and regional transportation services for the areas they serve. In Montana and North Dakota, for example, Amtrak goes across both states and connects nineteen towns

and cities. In Florida, 28 communities are bound together by Amtrak trains that offer a necessary option for family and business travelers.

Although the White House budget is often rejected by Congress, it is a starting point for federal budget negotiations and parts of the proposal could make its way into a final budget. The current proposed budget, provided by the White House in May, slashes infrastructure investment and completely eliminates funding for long-distance rail across the United States—the opposite of President Trump’s campaign promises to invest in U.S. infrastructure.

Cuts to Amtrak and other public transit programs in rural towns will cost thousands of construction and manufacturing jobs. Budget cuts will also place a disproportionate amount of burden on rural and working class communities who rely on public transit services for everyday purposes.

STATES NEWS • STATES NEWS • STATES NEWS • STATES NEWS

All Aboard Florida’s Brightline showcased its West Palm Beach station in May to great reviews. Although the station is still receiving final minor touches on the cafe, waiting lounges and security area, the private company unveiled ticketing turnstiles and the station’s train platform. Brightline officials expect to start “pre-season” service between West Palm Beach and Fort Lauderdale in late July and service between West Palm Beach and Miami may start a little later than expected. A grand opening will be held in the Fall.

Colorado Gov. John Hickenlooper signed into law a new bill in May that will allow the state to study rail service along the Front Range. Specifically, the study will explore the expansion of Amtrak’s Southwest Chief route through the state’s southeast corner. In addition, the bill will allow for the appointment of 11 members to the Southwest Chief and Front Range Passenger Rail Commission. ■

Caltrain Electrification Approved For Federal Grant

Caltrain’s Peninsula Corridor Electrification Project (PCEP) secured a huge win in May after the Federal Transit Administration (FTA) approved a Full Funding Grant Agreement (FFGA) to provide \$647 million to the transit agency. The funding will support the modernization and electrification of the 154-year-old California rail system, which links San Francisco and San Jose.

Funding for the project, which will also benefit California’s forthcoming high-speed trains as it would utilize Caltrain’s electrified rails, was sitting idle after the U.S. Department of Transportation Secretary Elaine Chao put a hold on fulfilling the grant approval. The decision to review the funding came following requests from state Republicans, including House Majority Leader Kevin McCarthy of Bakersfield, to withhold funding.

The lobbying efforts by Republicans was seen as an attempt to prevent advancement of the high-speed rail line in the state, and it was expected that a decision would not come until the new White House budget was approved.

NARP praised the administration’s decision and sent an appreciative statement to Secretary Chao, who had previously said she “cannot (sign the funding agreement) if the funding is not there” to support the project.

After the grant was approved, President and CEO Jim Mathews released the following statement:

“On behalf of the 65,000 train commuters who depend on the Peninsula Corridor every day, we applaud Secretary Chao’s decision to move forward with this critical project. This service provides a much-needed alternative to the heavily congested U.S. 101 freeway, and modernizing the current diesel-based service is a cost-effective way to deliver more efficient, faster, and more frequent rail service to the region. This is an example of good policy winning out over politics, and it wouldn’t have happened without the hard work of California’s congressional delegation—particularly Senator Dianne Feinstein and Congresswoman Jackie Speier—and Governor Jerry Brown’s leadership.”

The electrification project is estimated to cost \$1.98 billion, funded primarily through state, regional and local money that has been collected since 1996. It also includes voter-approved high-speed rail

bond money. In addition, the project is estimated to create more than 9,600 total direct and indirect jobs. The program has been the driving force for the construction of a new railcar assembly plant in Salt Lake City, UT, which will generate sustainable, family-wage jobs for 550 employees. ■



Caltrain passing by a pedestrian.
(Photo Credit: Caltrain)

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“Millions of people will be left isolated, and those who will suffer the most are those who rely on passenger rail to get to their job, for an ADA-compliant mode of travel, and for people in so-called “flyover country,” where other transportation options are limited,” said NARP Chairman Peter LeCody. “The voice of these people, and others, must be heard by members of Congress, and we plan to make that possible during ‘Rally For Trains.’”

NARP is encouraging its members, as well your friends and family to participate in #Rally4Trains. For those interested in knowing if your rail service is under threat or if you want to participate in #Rally4Trains, NARP has created a website with additional information and supporting materials at www.TownsWithoutTrains.com.

Through the website, community members can also contact their Congressional representative to protest the proposed budget and share why passenger rail service is so important to you. ■

Rail Passenger's Story No. 1

I am a retired senior living in Tampa Bay, FL and I don't like to drive long distances anymore; and I am not a fan of flying with the narrow seats, crowded cabins and overbooked flights.

About a year ago I had to attend a memorial service in Raleigh, NC for a close friend. It was a very convenient overnight trip on Amtrak that helped me get to this service. Recently I wanted to visit a friend on the East Coast of Florida; thus instead of a long car drive on congested highways, I took Amtrak to Deerfield Beach, FL. The trip worked perfectly and by the way, the train was full. I even gave up my coach seat and sat in the café car so someone could have a seat.

Amtrak serves small communities like Lakeland, Sebring, and Winter Haven which would be left out if Amtrak folds. Amtrak brings a lot of tourists into my state, which relies on tourism as a backbone of the economy. The solution is not more expressways, but more frequent and improved rail travel. Amtrak needs to be supported and expanded, not cut.

*Thomas R. Copley
St. Petersburg, FL*

Rail Passenger's Story No. 2

As a 23 year old looking to start a new life, and as a millennial, I see transportation as a major factor to where I want to live. Ease of access is a great improvement to my quality of life.

I currently live in the Philadelphia metro area and the multitude of transit options makes life so much better! Since Philly is on the Northeast Corridor (NEC) I can go to New York, D.C., or any major city in no time on Amtrak! I go to D.C. all the time, sometimes just for fun, because it is such a pleasure traveling to and from.

In the words of Amtrak itself, "if you travel near or far don't hassle with the plane or car, Amtrak's got a better way!" A better way indeed.

*Justin Kratz
Philadelphia, PA*

Important Membership Reminder

■ There are still openings for state representatives on the NARP Council of Representatives in several states, including one each in Alabama; Arizona; Hawaii; Idaho; Indiana; Missouri; North Carolina; North Dakota; Ohio; Virginia (2 seats) and Wyoming. If you are interested in becoming more involved with NARP and advancing our goal of 'A Connected America,' please visit our website, www.narprail.org under 'About' to 'Leadership' to 'Council of Representatives' to 'Open Seats' for more information on applying and for a complete, up-to-date list of the positions available. ■

NARP Member Benefits

■ If you haven't done so already, claim your Travelers United Advocate Membership, and broaden support for consumer focus, at: <https://travelersunited.org/welcome-narp/>

■ Review the full and growing list of NARP benefits by logging into: <https://www.narprail.org/MyBenefits> ■

... Save These Dates ...

NARP's RailNation Chicago!! THE Rail Passenger Advocacy Event

- ✓ Thursday, November 2 to Sunday, November 5, 2017
- ✓ Four days packed with an exciting array of presentations, speakers, exhibits, tours, and events
- ✓ Highlighting the future of passenger rail in the United States and celebrating NARP's 50th Anniversary!
- ✓ Host Hotel: Millennium Knickerbocker - E. Walton Place at N. Michigan Ave.
- ✓ Event registration and discounted hotel reservations are now open! Visit the NARP website for more information. ■

WEB EXCLUSIVE! Inspection Train Marks Milestone For TX, OK and MO

On June 9, Amtrak, along with BNSF Railway, conducted a successful next step in a major initiative to restore passenger rail service between Texas and Missouri. This involved an inspection train making a one-way trip from Oklahoma City, OK to Kansas City, MO to explore and evaluate the possibility of extending its Heartland Flyer north to Newton, KS with hopes to connect it with the existing Southwest Chief line. Service was terminated in 1979 after Amtrak's budget was cut.

During the trip, the train made several stops in cities along the route and was welcomed by numerous rail supporters, city

and state officials, and transit representatives. The inspection train stopped at stations in Guthrie, Perry and Ponca City in Oklahoma, and Arkansas City, Wichita, Newton, Emporia and Topeka in Kansas.

“This was a major milestone for revitalizing passenger rail service between Texas and Missouri, and the train’s many warm welcomes showed there is demand for this service,” said NARP President and CEO Jim Mathews. “Connecting these states once again by Amtrak, will also help strengthen our national rail network.” ■

NARP Traveler’s Advisory

Infrastructure Renewal at New York Penn Station: Amtrak has announced preliminary schedules for its trains as part of the Infrastructure Renewal at New York Penn Station. Amtrak schedule changes have been made to the Amtrak weekday schedule for July 10 to September 1, 2017. Schedule adjustments include:

- ❖ **Acela Express:** No changes
- ❖ **Northeast Regional Service:** Three round trip trains (six total trains) between New York City and Washington, DC, canceled. Service between New York City and Boston will operate at currently scheduled level
- ❖ **Keystone Service:** Three round trip trains (six total trains) will start and end in Philadelphia, and one round trip train (two total trains) will start and end at Newark, New Jersey. Service between Philadelphia and Harrisburg will operate at currently scheduled levels.
- ❖ **Empire Service:** To be announced shortly.
- ❖ **Long-Distance Service:** The Crescent, operating between New York City and New Orleans, will originate and terminate in Washington, DC, daily during the work period. Connections will be provided on other Northeast Corridor trains. ■