



Stimulus: How Much Will Trains Get?

The Senate Appropriations Committee's version of the American Recovery and Reinvestment Plan (S. 336) approved on Jan. 27 has \$3.1 billion for intercity passenger rail (ICPR) capital investment. This must survive floor consideration, likely the week of Feb. 2, and a House-Senate conference. Economic recovery (stimulus) funds are "100% dollars"—no state/local match is needed.

The House Jan. 28 approved a companion bill with \$1.1 billion for ICPR.

The House Appropriations Committee drew criticism from transit advocates for slashing the Transportation and Infrastructure Committee's rail and transit recommendations. A Nadler (D-NY) floor amendment boosted transit from \$9 billion to T&I's recommended level.

For ICPR (all categories), T&I had recommended a total of \$5 billion.

Significantly, the Senate Committee:

- proposes that 40% of the funds for highways go directly to local governments,

Transportation Stimulus

\$ (Millions)	House Passed	Senate Comm.
Roads	30,000	27,000
Transit	12,000	8,400
Big proj.	0	5,500
HSR	0	2,000
Aviation	3,500	1,300
Amtrak	800	850
State ICPR	300	250

which often have more progressive transportation views than state DOTs,

- would allow state and local governments to "flex" any stimulus highway funds to rail—passenger or freight.

"Big projects" refers to "competitive grants for transportation...projects [that] must have a significant impact on the nation, a region, or a metropolitan area."

The Senate's High Speed Rail (HSR)

provision funds Section 501 of the new authorization. States and Amtrak are eligible for the High Speed Rail grants; service must be "reasonably expected to reach speeds of at least 110 mph."

The Senate would bar Amtrak from investing more than half of its \$850 million in the Northeast Corridor.

Stimulus dollars extend over more than one year and in theory are *in addition* to regular appropriations, but the latter could be subject to offsetting reductions. ■

Newsletters Go Electronic To Amtrak and Feds

Attention Capitol Hill, federal agency and Amtrak employees: This is the last, free, "hard copy" newsletter we will mail to you unless you request continuation or are a NARP member. If you now rely only on the hard copy, please give us your e-mail address. Thanks!

New Hudson River Tunnels Advance, Still Lacking Crucial Link

It is disappointing to see no sense of alarm that \$9 billion is about to be spent on tunnels that would leave New York's Penn Station—including half of New Jersey Transit's Manhattan commuter train capacity and all Amtrak service—cut off from New Jersey if the existing Hudson River tunnels are ever closed.

—NARP President Ross B. Capon, letter to *Asbury Park Press*, published Jan. 28

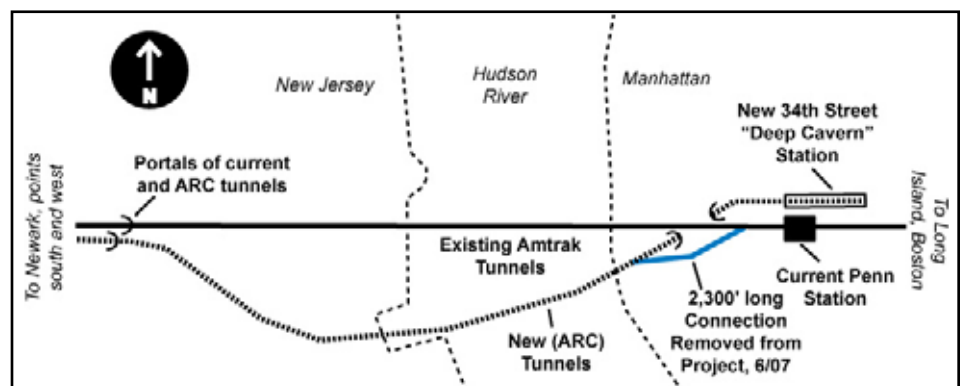
The Federal Transit Administration on January 14 gave environmental approval ("Record of Decision") to New Jersey Transit's (NJT) ARC ("Access to the Region's Core") Project.

ARC still needs final design approval and a full funding grant agreement. The latter normally comes a year after the former, but the Senate committee's stimulus bill (lead story) has a provision to insure that ARC can progress without delay and NJT said FTA's decision "will allow construction to begin this year."

NARP continues to work at getting the public to understand the huge lost opportunity that would result from failure to modify this \$9 billion project which anticipates \$3 billion in federal funds.

The planned tunnels would lead only to a dead-end "deep cavern" terminal under 34th Street (map). NARP advocates

eliminating the new terminal and adding tracks and platforms to Penn Station's south side, and establish Long Island RR-NJT run-through services. Alternatively, we support restoring the 2,300 foot-long connection to New York Penn Station (thus reverting to the pre-June 2007 design closer to street level). ■



The ARC project as it looked until the vital, 2,300 foot-long track connection (in blue) to Penn Station was dropped. Each line represents two tracks. —map by David Johnson

NARP Organizes for Results

NARP's Board in October approved a new organizational structure designed to bring NARP's membership and leadership closer together and to forge the entire Association into a truly effective team of activists, supplementing and supporting the work of our professional staff.

What was formerly a large Board became an even larger Council of Representatives, while the new Board is much smaller (Dec. News). Chairman George Chilson said the Council's expansion "gives every state a voice in NARP, lets us increase the talent, energy and resources available to us and provides an important opportunity to recruit new members, making us more representative of the broad cross-section of Americans who use and want trains.

"As the Council grows to nearly 140 people, however, we will need organization and leadership to take advantage of their energy and talent. With leadership and structure, however, we can unite individuals into a powerful army that can accomplish amazing things."

The new structure establishes four, volunteer Vice Chairs to work closely with the Chairman to lead volunteer activities aimed at making NARP a well-oiled, highly motivated "machine" that will relentlessly pursue our mission of pressing for a system of modern passenger trains that will give Americans an attractive travel choice to take them almost anywhere – quickly, safely, comfortably and on time.

The **Vice Chair - Marketing and Resource Development** is the principle officer responsible for marketing NARP to the public, recruiting new members and raising the funds needed to accomplish NARP's purpose and mission. For this position, the board chose **John DeLora**, longtime passenger train advocate, former stockbroker and retired police officer with the Detroit Public Schools. He will work closely with NARP staff and with our membership and resource development consultants.

The **Vice Chair – Legislative Policy and Strategy** is the principle officer responsible for legislative activities, including development of NARP's legislative agenda, the educational, advocacy programs and position papers required to implement that agenda, and alliances with cause-related organizations which support our agenda. **Albert L. Papp**, a retired security analyst and a high-energy train activist, will fill this position. He has

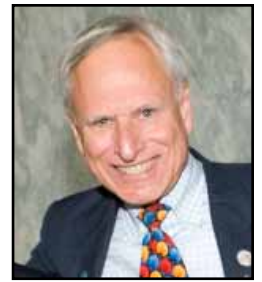
worked tirelessly for over a year to ensure that the new Hudson River tunnels will serve the needs of inter-city and regional travelers – not just the needs of New Jersey Transit.

The **Vice Chair – Service Delivery** is the principle officer responsible for leading efforts to make trains and rail transit more available, more relevant and more attractive travel choices for all Americans. **W. David Randall**, a retired Smurfit Stone Container transportation manager, will do this work. A dedicated passenger train advocate for decades, he has experience in equipment design and consultation. He has been a driving force in urging Amtrak and other passenger train operators to provide good service and to design equipment that meets passengers' needs. Dave was an early critic of Amtrak's design for Cross Country Café, identifying fatal flaws that actual experience validated.

Vice Chair – Mission Accomplishment is the officer who is the eyes, ears and voice of the Association to ensure effective two-way communication between members and the public at the local (grass roots) level and the national Council and Board of Directors. The Board elected **Robert J. Stewart** to assume this important responsibility. Bob has served on the NARP Board for nearly 10 years, been a NARP member since 1970, and played a key role in organizing the celebration of National Train Day in Tampa.

Bob said, "NARP has a tremendous foundation of members that are not being utilized....With over 30 years of experience in sales, marketing positions, and state and local rail organizations in leadership positions I believe I can move our organization forward towards our rail passenger advocacy goals."

Assisting Bob in his new role will be six **Division Leaders**, who will coordinate the work of NARP State Representatives. Division Leaders will depend on Coordinators to maintain close communication with State Representatives, NARP members and our programs designed to reach average, hard working Americans and inform them about how modern trains give transportation choices that will lead to a better life for them and their children. Bob has recruited and the Board has appointed six Division Leaders who are identifying and recruiting qualified and motivated Representative Coordinators.



NARP Vice Chairs (clockwise from top left): John DeLora of St. Claire Shores, MI; Albert L. Papp, Millington, NJ; Robert J. Stewart, Fort Myers, FL; W. David Randall, Alton, IL

Northeast: CT, ME, MA, NH, NY, RI, VT. Leader- *Bruce Becker* of Buffalo

Mid Atlantic: DE, DC, MD, NJ, PA, VA, WV. Leader- *Jim Churchill*, Alexandria, VA

South: AL, AR, FL, GA, LA, MS, NC, OK, SC, TN, TX. Leader- *Jackson McQuigg*, Atlanta

Midwest: IL, IN, IA, KY, MI, MN, MO, OH, WI. Leader- *Dwight Phillips*, Grosse Pointe, MI

Northwest: AK, CO, ID, KS, MT, NE, ND, SD, OR, UT, WA, WY. Leader- *Art Poole*, Coos Bay, OR

Southwest: AZ, CA, HI, NV, NM. Leader- *to be named*

Member Participation Invited

NARP members are welcome at any membership meeting. For example, a New York member might get involved with activities or attend functions in Florida he or she is interested in. Division Leaders will work together on projects that cross Division boundaries (for example, the Midwest and South divisions should work together to restore Chicago-Florida train service when we take up this project).

Council of Representatives

Pending elections by the general membership in 2012, we are looking for a few good women and men the Board could elect forthwith to fill the 32 new Council positions. If your state currently has

(Continued on Page 3, bottom right)

NARP Membership Meetings 2009—Please Join Us!

We encourage all of our members to attend the 2009 NARP Membership meetings being held across the country. Although the regional membership structure no longer exists (p. 2), meetings will continue to be held. **Any member is welcome to attend any meeting!** NARP members outside of the United States are also welcome and any event.

Below is a list of meetings that have been given to the NARP office as of press date of this newsletter. Where applicable, major speakers are also listed, including NARP staff. Updates to this list, including new meetings and speakers and agendas, are available at www.narprail.org/membermeet

March 7, Schenectady, NY (Amtrak President and CEO Joe Boardman)

March 14, St. Louis, MO (NARP VP David Johnson).

March 21, Baltimore, MD (Johnson)

March 21, Chicago, IL (joint meeting with Midwest High Speed Rail Association and the Environmental Law and Policy Center)

March 21, Detroit, MI (NARP Chairman George Chilson)

March 21, New London, CT (NARP President Ross Capon)

March 28, Izaak Walton Inn, Essex, MT (Capon by speakerphone)

April 4, Bordentown, NJ (Johnson)

April 4, Cheyenne, WY (Amtrak VP-Gov't Affairs and Corporate Communications Joe McHugh. Charter bus to operate to/from *California Zephyr* at Denver)■

In Memoriam: Brukenhoefer, Pell, Weyrich

Three, strong pro-passenger train advocates died recently—United Transportation Union National Legislative Director James “Brokenrail” Brunkenhoefer on Dec. 19, former Sen. Clayborn Pell Jan. 1, and Paul Weyrich, the leading conservative activist for passenger trains and rail transit, Dec. 18.

Brunkenhoefer, 61, died soon after a massive stroke. He was considered one of the most effective lobbyists on Capitol Hill, partly because of his untiring efforts to reach across the aisle to win Republican support for his issues. Attendees at his crowded Dec. 22 funeral in suburban Washington, DC included BNSF Railway CEO Matt Rose, Amtrak CEO Joe Boardman, and House Transportation and Infrastructure Chairman Jim Oberstar (D-MN). Brokenrail was praised for unswerving honesty, commitment to his family and the union, a desire to benefit and change lives, and an impressive intellect. See the write-up on our blog.

The UTU's James Stem said, “He



James M. “Brokenrail” Brunkenhoefer

was a credit to every organization he accepted as his own...He cared about the viability of our railroads. He was a man of unswerving energy and always on the move. He was our grand master.”

At a packed Jan. 28 celebration of his life in the House T&I hearing room, Rep. John Mica (R-FL) said, “If it wasn't for Jim, we would not have passed” the big rail bill last year.

Pell, 90, represented Rhode Island for 36 years (1961-1997). Best known for known for the need-based college grants bearing his name, his 1966 book, *Megalopolis Unbound: Supercity and the Transportation of Tomorrow*, laid the foundation for Northeast Corridor high speed rail. He reliably supported increased passenger train funding, and received our George Falcon Golden Spike award in a 1998 ceremony at the then-newly restored Kingston train station.

Rhode Island Association of Railroad Passengers Chairman Everett Stuart called Pell “an aristocratic, soft spoken, self-effacing, and somewhat eccentric politician beloved by the Rhode Island voters. In addition to rail issues he had strong interests in education, the arts, and international diplomacy. He will long be remembered for his many accomplishments during 36 years in the Senate and for his unique character.”

Weyrich, 66, was on the Amtrak Board (1987-93), the Amtrak Reform Council and the National Surface Transportation Policy and Revenue Study Commission (Feb., 2008, *News*). He wrote extensively in support of public investment in rail

Johnson Is NARP VP; Jeans-Gail Promoted

David Johnson was named Vice-President of the Association by President Ross Capon, who said the new title was well deserved because of “David's reliability, his technical abilities including for newsletter layout, his skill at working with people in government offices and the industry, and his commitment to our cause.”

Johnson joined NARP full time in October, 2003, after having served as an intern in 1997 and 2000. Johnson was the first student member of Amtrak's Customer Advisory Committee.

Sean Jeans-Gail is now Communications Director. Capon said, “Sean has been a solid addition to the staff since joining us from Rep. Barney Frank's (D-MA) office in June.”

He succeeds Matthew Melzer, who left Dec. 31 to become Executive Director of Silver Rails Resort in La Plata, MO, a position that lets him work primarily from his native California. Melzer helped establish our blog and other forward-looking initiatives.

transit and passenger trains, often giving the conservative rationale. In a release, NARP Pres. Ross Capon said, “Advocates of rail passenger service have lost a very powerful voice in the passing of Paul Weyrich. He demonstrated that passenger train service is a critical part of a balanced transportation system and is consistent with conservative values.”

A long-time NARP member, he addressed our Board in May 1991 (June, 1991, *News*) and Oct., 2000. ■

NARP Restructuring from page 2

one or more vacant positions and you are interested in serving, please contact us. If your state is at quota, you might still be an At-Large member; the Council will elect up to 10 at its Annual Meeting in Washington, DC, in April 2010. ■

Go to www.narprail.org/council for chart showing states with vacancies, a Position Description for NARP State Representatives, and the Candidate Statement form that prospective Council members must complete.



George Chilson, Chairman; James Churchill, John DeLora, Albert L. Papp, Jr., Arthur Poole, David Randall, Robert J. Stewart, Vice Chairs; Nicholas Noe, Secretary; Kenneth T. Clifford, Treasurer

Ross B. Capon, President; David R. Johnson, Vice President; Sean Jeans-Gail, Communications Director; Douglas Kidd, Director of Finance and Administration; Tiffanie H. Childs, Coordinator of Resource Development

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our mission: a modern, customer-focused national passenger train network that provides a travel choice americans want.

Shorts

• In a Dec. 31 letter to then-President-elect Obama, NARP Chairman George Chilson and Pres. Ross Capon introduced NARP and our vision, praised Obama for his positive statements and voting record on our issues, and said: "...It is important that the stimulus package you are preparing begin to move our nation closer to this vision. We urge you to allocate at least \$20 billion of total stimulus spending to projects that will improve and expand passenger train service throughout the country..."

• At the Senate Commerce, Science and Transportation Committee's Jan. 21 confirmation hearing for former Rep. Ray LaHood (R-IL) to be U.S. Department of Transportation secretary, he told Frank Lautenberg (D-NJ) "I will do all I can to find the funding" for the new rail authorization law. LaHood said that concern for climate change and sustainability "must pervade all that we do."

• NARP is one of 10 charter members of the OneRail Coalition which for the first time brings together freight and passenger rail interests working to advance passenger—intercity and commuter—and freight rail "as a critical element of our national transportation system." More Coalition information, including its Principles, are at www.transact.org

National Train Day Helps Tampa Rediscover Union Station

On May 10, rail advocates in Florida and Amtrak made Tampa Union Station a key center of activity on National Train Day, attracting visitors to a variety of activities. The efforts paid off with a renewed focus on the 1912 station's future.

The city owned Union Station ever since its 1998 restoration, but it was under utilized and suffering from benign neglect. The enthusiastic public response to National Train Day helped change that.

NARP Representative and Florida Coalition of Rail Passengers Secretary Jackson McQuigg announced the good

news at the October NARP Board Meeting: National Train Day "has resulted in wonderful dialogue with the City. They are... now advocates for the station and are excited about its potential."

Significantly, a permanent endowment fund for the station, including a challenge grant, has been set up at the Community Foundation of Tampa Bay as another direct result of National Train Day. They are at www.cftampabay.org — a link to Union Station should be posted soon.

The next challenge is to get Tampa more than two trains a day! ■

TRAVELERS' ADVISORY

Westbound Sunset Limited runs on a modified schedule for many Jan./Feb. departures due to trackwork: San Antonio-9:40am, El Paso-8:20pm, Tucson-2:10am, Maricopa-3:35am, Palm Springs-7:25am, and arrive in Los Angeles at 10:10am. Contact Amtrak for dates and times at other stations.

Atlantic City Express Service begins Feb. 6, using new NJT bi-level cars, a joint venture between casinos and New Jersey Transit. Amtrak will sell and ticket the all-reserved trains. Stops only at New York Penn, Newark and Atlantic City. Introductory fares as low as \$50 coach, \$75 first class.

Denver boarding procedures—Effective Feb. 23, ticket office will stop selling tickets ten minutes prior to departure and gates will close five

minutes before departure.

California Zephyr schedules tightened effective Jan. 26. Westbound: Chicago-Salt Lake City no change, Elko 20 minutes earlier, Winnemucca and West 29 or 30 minutes. Eastbound: 15 minutes later Emeryville-Winnemucca, five minutes earlier Salt Lake City-Denver, no change east of Denver.

Amtrak Guest Rewards is adding more trains/routes where a one-way Rewards ticket can be redeemed for 1,000 points: *Lincoln Service, Illini and Saluki, St. Louis-Kansas City, Chicago-Quincy, Hoosier State, Chicago-Grand Rapids, Piedmont, and Heartland Flyer*. These routes were already at 1,000 points: *Cascades*, the three California corridors, Chicago-Milwaukee, Boston-Portland ME.