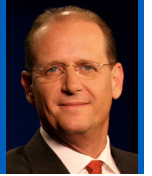


RailNation ANNOUNCEMENT:

Richard Anderson, Amtrak's Co-President/CEO is confirmed to address RailNation Chicago attendees on Thursday, November 2. See Page 5 for more details.



Rail Passenger Advocacy Beats Back Anti-Amtrak Budget Amendments

Passenger advocacy groups were able to successfully beat back two budget amendments that would've ended Amtrak's national network service. Support for intercity passenger rail helped favorably influence a series of surprise, late-night votes in the U.S. House of Representatives.

The Fiscal Year 2018 budget passed the full House with \$1.4 billion for Amtrak, and an additional \$925 million for passenger rail grants that will benefit the Northeast Corridor and state-supported trains.

Amendment #33 proposed by Rep. Mo Brooks (R-AL) replicated a Trump Administration proposal to cut all Long-Distance Trains, calling for the elimination of Amtrak's National Network and \$1.1 billion in grant funding.

Amendment #32 by Rep. Ted Budd (R-NC) called for eliminating \$900

million in funding for the upgrade of an Amtrak rail corridor between Newark and New York City.

A bipartisan coalition of House Transportation leadership, led by THUD Appropriations Chair Mario Diaz Balart (R-FL) and Vice Chair David Price (D-NC), defeated the proposal. The proposal from Rep. Brooks was soundly defeated by a vote of 128 Yeas to 293 Nays, while Amendment #32 by Rep. Ted Budd lost by a vote of 159 Yeas to 260 Nays.

[Go to www.narprail.org/action to say "thank you!" to Representatives who supported Amtrak.]

Following the passage of the FY2018 House appropriations bill earlier this summer, the clear and present danger to Amtrak was diminished, and there's reason to be optimistic that the Senate

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Nominations Now Open For 2018 Elections

NARP is inviting all members in good standing to consider running for seats on the Council of Representatives, the Association's volunteer governing body. The next election for seats on Council will occur in January 2018 for a two-year term starting March 1, 2018. Any NARP member who has paid dues for at least one year, is at least 18-years of age, and is a U.S. resident is eligible to run.

The Council consists of 112 elected state representatives.



NARP Council members attend meeting. (Photo Credit: Ken Briers)

The number of representatives per state is determined by an equally weighted ratio of the NARP members in a given state and the state's number of U.S. Representatives. Every state has at last one Council Representative. The certified number of Council seats to be elected, per state, in January 2018, can be found on the NARP website under, "Join the Council."

The Council of
ELECTIONS, p. 3

Penn Station Service Returns To Normal Schedule; Work to Continue NARP Asked

Amtrak trains, along with NJ Transit and Long Island Rail Road, returned to their normal schedules at New York Penn Station on September 5, following the Memorial Day weekend. The “Summer of Renewal” lasted 44 days and required Amtrak to close up to three tracks at a time to repair tracks and switches for trains entering and leaving the station. Despite the closures and length of work, which required commuters to reroute their daily commutes, there were no serious delays.

“All those involved with the repairs at Penn Station did an amazing job throughout the summer, which by no means was an

easy feat to accomplish,” said NARP President and CEO Jim Mathews. “Now that service has returned to normal, passengers can have greater assurance that their safety comes first at Penn Station.”

The worst was feared by many officials and passengers in New York and New Jersey, but proper planning and communication between Amtrak, LIRR, and NJ Transit allowed for work to be completed on time. Commuters were also able to get in and out of New York City using various forms of public transit, like increased bus service and extended ferry rides, to aid in their commute.

After all was said and done, the

“Summer of Renewal” led to considerable repairs and improvements at Penn Station’s “A interlocking” - the area of the station that route trains entering from New Jersey and Washington.

Thanks to fast and dedicated work to get Penn Station up and running safely, 360 Amtrak employees installed:

- 897 track ties
- 1,100 feet of rails
- 1,000 tons of ballast
- 176 yards of concrete
- 7 turnout switches, and
- 4 diamond crossings.

SERVICE, p. 3

“Now the City Enters The Station”

A favorite adage you should feel free to steal in your next meeting with political stakeholders: passenger trains do, in fact, make money—just not for the operators of the service!

The land adjacent to stations is as fertile as a savvy developer could get their hands on, with guaranteed numbers of people passing by each day. It’s a surprise that more professionals in that industry aren’t clamoring for more passenger rail service because of this effect.

However, “savvy developer” can be an oxymoronic term in this country.

Good transit oriented projects are happening, but recently the best have been outside of our borders.

Surely, many members have at least seen photographs of the impressive glass and steel canopies of China’s new high speed rail system, arching gracefully hundreds of feet above dozens of tracks. Or perhaps renderings of urban planning projects in Morocco and Taiwan



The Gare Saint Lazare Interior.
(Photo Credit: NARP)

surrounding their new rail stations. Or maybe any one of three thousand train stations in France?

What’s impressive is that these are the work of but one French architecture

STATION, p. 3


NARPnews

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ELECTIONS, from p. 1

Representatives represents the overall NARP membership in setting and approving the overall policy and direction for the Association.

The Council elects the Officers and Board of Directors of the Association, in addition to up to 10 “At-Large” members of the Council. Serving on the Council is a great opportunity to collaborate with others who have a common interest in actively improving passenger rail service across the country. Council members are expected to encourage activities at the grassroots level to advance the Association’s goals and represent local needs, issues and activities at the national level

The Council meets in person twice per year; in the spring in Washington, D.C., and in the fall at varied locations across the country. Council members are responsible for their own travel and meeting expenses to attend these gatherings and they may

be able to apply these expenses on their federal tax returns.

Members interested in running for a seat on the Council must complete and submit a Candidate Information Statement to the Candidate Certification Committee for review and qualification by 11:59 p.m. local time on December 1, 2017. The Candidate Information Statement is available on the NARP website or by requesting a printed copy from the NARP office. Complete information on serving on the Council of Representatives; detailed specifications on the election procedures and the Candidate Information Statement can be found on the NARP website under ‘Join the Council’

NARP is only as strong as the leaders who step up and share their time and talents in working towards our collective goals. Please consider becoming one of these leaders and help make a difference in the future. ■

SERVICE, from p. 2

Although the “Summer of Renewal” work is completed, Amtrak leaders said that more work will continue during week-nights and weekends as the year plays out. Additional work will include replacing more rails and ties, and upgrading bridges and tunnels that have more than 100 years of use on them.

“As we mark the conclusion of this intense two-month work period,” said Wick Moorman, Amtrak’s co-CEO, “we must remind everyone that much more work remains and that rebuilding our infrastructure is a continuous process.”

One critical project that Amtrak will tackle before the year’s end, although not directly related to the rail infrastructure, is cleaning and upgrading the bathrooms at Penn Station. Moorman said in September that Amtrak has already hired a contractor to deal with the restrooms, which some commuters say are unacceptable. To complete upgrades to the restrooms, Amtrak will have to bring in temporary bathrooms while work is being conducted. ■



Amtrak employees work on the tracks at Penn Station’s A Interlocking. (Photo Credit: Newsday)

STATION, from p. 2

and planning firm: AREP (Amenagement, Recherche, Pole d’Echanges, “Development, Research, Interchange”).

AREP has done much to re-invent the modern train station as a civic place, and a platform for growth. Growing with the development of France’s high speed TGV system, AREP has honed the art of using transport facilities to catalyze economic development, and forge cities’ identities. To take one example- the Gare Saint Lazare, the oldest and second busiest train station in Paris, which was rationalized by the firm after over a century of haphazard growth. AREP worked to “reveal” the building by highlighting the original architecture, link the station’s three main levels (metro, street, trains) via one sole atrium, take natural light from the historic concourse all the way down to the metro below street level, and unify

the different public areas. Their solution added over 100,000 square feet of retail space, with the twin aims of meeting passengers’ needs and attracting non-travelling passers-by.

The concept applied is “now the city enters the station”. The approach meant that 75% of a hugely public project was funded privately.

This is but one project in an impressively multidisciplinary international portfolio with a highly specific aim: maximize the value, utility, and civic beauty of train stations.

While one could point to Grand Central Terminal in New York as exemplifying these maxims, on the other hand, Seattle’s brilliantly restored King Street Station has yet to have even a concession stand.

STATES NEWS • STATES NEWS • STATES NEWS • STATES NEWS

It's been 20 years since Amtrak's Texas Eagle train service was saved by a coalition of mayors, councils, various officials and interested citizens along the route from San Antonio to Chicago. The coalition also included former U.S. Senator Kay Bailey Hutchison, then Governor George W. Bush and former Texas Transportation Chairman David Laney. The advocates of the Texas Eagle formed the coalition called TEMPO, the Texas Eagle Marketing and Performance Organization. The efforts of TEMPO worked. This year, the Texas Eagle was the #1 performing Amtrak national network train for the first 10 months of the company's fiscal year.

.....

Hawaii Governor David Ige signed legislation into law that will allow for the rail transit project in Honolulu to continue to receive funding. The new bill will increase the state's transient accommodations tax and extend Oahu's 0.5 percent surcharge of the general excise tax. According to state lawmakers, the combination will generate \$2.4 billion for the over-budget rail project. On September 15, rail officials submitted a financial recovery plan to the Federal Transit Administration, which has committed \$1.55 billion to the project. The plan is now under review. ■

STATION, from p. 3

How many other opportunities are there that you, as a passenger, can think of?

We here in the United States are relearning how to how to weave urban fabric out of threads of transportation.

For this reason we're honored to announce that Etienne Tricaud, the CEO and Co-Founder of AREP, is coming to address us with a master class on the subject at RailNation Chicago on Thursday, November 2nd in Chicago. Register today!

You can check out more of AREP's work at www.arep-group.com. ■

ANTI-AMTRAK, from p. 1

will secure a boost in transportation investment now.

However, the proposed cuts to Amtrak won't be put to rest until the Senate goes through the amendment process and a long-term funding solution is reached. For 2017, Congress passed a three-month Continuing Resolution to keep the government funded through December 8, so Senate action will likely happen later this fall. Get all the latest updates online at www.narprail.org. ■



A Honolulu Area Rapid Transit train (Photo Credit: Lookintohawaii.com)

Rail Passengers' Stories on the Importance of Long Distance Trains**Ronald Schauer,
Bend, OR**

From a childhood of being the only rider in an old caboose attached to a short, swaying Soo Line freight train in rural Dakota, to having ridden most of the Amtrak routes in the United States, I have gained an immense respect and appreciation for the comfort, convenience, and quality of rail travel, and the personnel working the trains. There simply is not a more civilized way to get to somewhere else. To reduce availability, to further damage that small and struggling rail network, would shame our nation and lessen our future.

Ronald Schauer

**Thomas R. Copley
St. Petersburg, FL**

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 set in the café car so someone could have a seat. Amtrak serves small communities like Lakeland, Sebring, and Winter Haven, and Amtrak brings a lot of tourists into my state that 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



NARP's RailNation Chicago THE Rail Passenger Advocacy Event

■ Thursday, November 2 to Sunday, November 5, 2017

■ Don't Miss Out...Four days packed with an exciting array of presentations, speakers, panels, exhibits, tours, excursions and events highlighting the future of passenger rail in the United States and celebrating NARP's 50th Anniversary. You'll hear DIRECTLY from leaders shaping the future of passenger rail, here in the U.S. and worldwide!

■ Featuring Amtrak Co-President/CEO Richard Anderson And An Amtrak Culinary Demonstration on Thursday; An Amtrak Passenger-Rail Jobs Fair on Friday; Special Train Excursion on Saturday; Fun Tours & Exhibits, too!

■ Fabulous 50th Anniversary Celebration Dinner on Saturday Evening

Confirmed & Invited Speakers Include:

- ✓ Richard Anderson - Co-President/CEO - Amtrak - Confirmed to speak on Thursday, Nov. 2
- ✓ Étienne Tricaud - CEO & Co-Founder - AREP - Presenting Opening Keynote Address on Thursday Morning, Nov. 2
- ✓ Gov. Michael Dukakis of Massachusetts
- ✓ Joseph Szabo - Executive Director - Chicago Metropolitan Agency for Planning
- ✓ Hon. John Robert Smith - Board Chair Transportation for America
- ✓ Daniel Elliott III - Vice-Chair - Surface Transportation Board
- ✓ Ian Jefferies - Senior VP Government Affairs Association of American Railroads
- ✓ Henry Posner III - Chairman - Railroad Development Corporation
- ✓ Karen Hedlund - Director P3's - WSP Parsons Brinckerhoff
- ✓ Professor Anthony Perl - Simon Fraser University
- ✓ Richard Harnish - Executive Director Mid-West High Speed Rail Association

Continued

Important Membership Reminder

■ There are still openings on the NARP Council of Representatives in several states, including one each in Alabama; Arizona; Hawaii; Idaho; Indiana; Missouri; North Dakota; Ohio; Virginia 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> ■

- ✓ Jim Wrinn - Editor - Trains Magazine
- ✓ Bob Johnston - Columnist - Trains Magazine

■ Host Hotel: Millennium Knickerbocker - E. Walton Place at N. Michigan Ave.

■ Visit the NARP website for complete information, agenda & details; to register and to reserve a room. Or call the NARP Office 202-408-8362 for assistance. Don't Delay...Discounted hotel reservations must be made by October 3rd! ■

WEB EXCLUSIVE! Officials Break Ground On Purple Line

Although the Purple Line's future has been uncertain at times, Maryland Governor Larry Hogan, along with U.S. DOT Secretary Elaine Chao and other officials broke ground on the 16-mile light rail project on August 28.

The event kicked off with a celebratory signing of a \$900 million federal funding agreement before Governor Hogan began tearing down a structure where the Purple Line Operations Center will be located.

Since the groundbreaking, construction for the Purple Line has moved swiftly in an effort to make up time after the project

was delayed for a year due to a lawsuit filed by opponents. The Purple Line is currently the focus of a federal lawsuit that will determine if Purple Line officials will need to conduct a second environmental study on the potential impact of Metro ridership declines and safety issues in recent years on Purple Line ridership.

The Purple Line, which will take five years to complete and cost approximately \$2 billion, will allow commuters to travel through Maryland without having to cut through D.C. on Metro. ■

NARP Traveler's Advisory

As of September 29, the following Hiawatha Service schedule changes are in effect:

- ❖ Train 330 will once again operate on Saturday mornings, in addition to weekday mornings. Train 330 leaves Milwaukee Intermodal Station at 6:15 am CT, with stops at the Milwaukee Airport Station, Sturtevant, Glenview, and arrives in Chicago at 7:57 am CT.
- ❖ Train 343 will operate on Friday evenings, providing a late-night train from Chicago at 11:25 pm CT, with stops in Glenview, Sturtevant, Milwaukee Airport Station and arriving at the Milwaukee Intermodal Station at 12:54 am CT, enabling customers to enjoy more time for business and pleasure, including dining, music, theatre and sports.
- ❖ Late-night trains 343 & 344 will no longer operate on Saturdays. ■