

*“It is an honor and privilege to take on the role of CEO at Amtrak and I look forward to working with its dedicated employees to find ways to provide even better service to our passengers and the nation.”*

WICK MOORMAN, NEW AMTRAK PRESIDENT AND CEO

## Following Passenger Victory, Freight Railroads Strike Back

**Passenger advocates** scored a huge victory in July when the Surface Transportation Board (STB) issued a decision reaffirming Amtrak’s right to priority dispatch, and including intermediate stations when defining on-time performance (as opposed to only the end station).

The Association of American Railroads (AAR) responded aggressively, filing a petition with the U.S. Court of Appeals for the District of Columbia questioning the STB’s authority to define on-time for passenger rail. The AAR maintains that Congress gave the Federal Railroad Administration and Amtrak the authority to define on-time performance (OTP), not the STB.

It’s an ironic twist, since it was the AAR who originally petitioned the STB in January 2015 to pursue rulemaking proceedings to define OTP. The STB agreed to AAR’s request, and originally issued a preliminary finding that favored freight traffic—an interpretation the AAR publicly supported. However, following a concerted advocacy campaign—led by NARP and Amtrak-served communities—the STB revised the proposal and issued a more passenger-friendly final ruling. Now, the AAR finds itself in the embarrassing position of accusing the STB—which only issued the ruling in response to an AAR request—of not having jurisdiction over OTP.

In addition to the AAR’s petition, CSX, Norfolk Southern and Canadian National Railway each filed their own suits against STB regarding the OTP rule. Each of these railroads are under STB investigation for poor performance on Amtrak routes that use their tracks.

The ruling is important for both freight and passenger rail, as a 2008 law mandates that if on-time performance averages less than 80 percent for any two consecutive

calendar quarters, Amtrak can petition the STB for an investigation into congestion issues and solutions for the delays.

NARP successfully argued against the proposed policy on dispatching by pointing out it would “fundamentally change the rules of the game for how Amtrak can press host railroads to honor their legal obligations, going around the intent of Congress as expressed some 30 years ago and consistently reaffirmed in law and court rulings.” This rule would’ve made it difficult, if not impossible, to fight against Amtrak trains idling on sidings while freight trains rumble by—an all too common experience for rail passengers.

NARP was also able to improve OTP measurements by arguing “the proposal as laid out in the [proposed rule] is inadequate in several ways, most especially in its apparent inapplicability to 90% of the stations served by Amtrak through using only end-point OTP as a triggering metric. STB’s discussion of its proposed OTP standard sidesteps many important concerns for the fare-paying public, such as what truly constitutes an ‘end point,’ the effect on connections, and the reality of the 30-minute standard when set against existing schedule padding.”

NARP also played an active role in last year’s AAR case before the Supreme Court, filing an amicus curiae brief with the Environmental Law & Policy Center in a case that was ultimately decided in Amtrak’s favor. Rest assured, NARP will continue to fight for your rights in the courts, in Congress, and in the sphere of public opinion. ■

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Amtrak train holds at station

## New Amtrak CEO Brings Experience, Passion To America's Railroad

**The National Association of Railroad Passengers** is pleased to welcome Charles "Wick" Moorman as Amtrak's next President and CEO. Amtrak announced today that Mr. Moorman will take over from current President Joseph Boardman on September 1.

"Wick's 40 years of railroad experience at Norfolk Southern, along with his obvious commitment to a strong and thriving national rail network, positions him perfectly to execute a vision for a 21st Century Amtrak," said NARP President & CEO Jim Mathews. "It was my understanding that Wick was looking forward to enjoying well-earned time off with his family. The fact that he came out of retirement to help Amtrak meet the opportunities and challenges that come with 15 years

of explosive growth demonstrates a true passion for America's rail system.

"With more 300-plus trains connecting over 500 destinations across America each and every day, it's a big job," continued Mathews. "Moorman's experience with building teams focused on service and safety will serve America's passengers well."

"And of course we'd be remiss to not to take the opportunity to thank Joe Boardman for his service," added Mathews. "NARP has greatly valued working with Joe as president of Amtrak. He understands that for the railroad to thrive, it needs to be a national service, and that long distance trains are—as Joe said himself—the 'backbone' of America's national network." ■



Photo Credit: Amtrak

Wick Moorman

## NARP Hires Three Full-Time Staff

**NARP is excited to share** that the association has made three significant full-time hires within the past month to help the association and its members reach its goals. These hires include Bruce Becker as the Vice President of Operations, Carolyn Stagger Cokley as the Customer Advisory Committee Director, and Betsy Nelson as the Director of Resource Development.

"We are extremely excited to welcome Bruce, Carolyn and Betsy to the NARP team as we expand our goals, efforts and reach towards 'A Connected America,'" said Jim Mathews, NARP President and CEO.

"I know each of them will bring great professional experience and knowledge to their new roles, and they will help NARP, and its members, for the betterment of the association."

Becker was appointed to the full-time position after working for NARP on a consulting basis. In the new role, Becker manages NARP's administrative and membership services, as well as all efforts regarding resource development and planning for national events and meetings.

Becker worked in the hospitality industry prior to working for NARP, serving in a variety of management and operation roles with restaurants, national hotel chains and numerous private country clubs. As a member of NARP, Becker most recently served as a Board Vice-Chairperson before he started to consult with NARP in May 2015. He also has volunteered as President of the Empire State Passengers Association for the past 14 years.

In her new role, Cokley oversees the operations of the Amtrak Customer Advisory Committee (ACAC), which was created in 1997 as a group of volunteers to help Amtrak understand and meet the needs of its riders throughout the country. For the past two

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505 Capitol Court, N.E., Suite 300  
Washington, D.C. 20002-7706  
202-408-8362 / 202-408-8287 (fax)  
[www.narprail.org](http://www.narprail.org) [narp@narprail.org](mailto:narp@narprail.org)

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**James Abram Zumwalt** (Ext. 3123) Ofc. & Projects Coord.  
**Betsy Nelson** (Ext. 3204) Dir., Resource Development  
**Carolyn Cokley** (Ext. 3203) Dir., Customer Advisory Programs  
**Donna Thomas** Production Editor

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## NARP Hosts Annual Fall Conference In October

**Interested in how freight rail and passenger rail can share the road? Or what the future of rail might look like in the U.S.? Mark your calendar for October 14-16 to come to Denver and take part in NARP's annual Fall Conference! We think the program is our strongest yet, but we need YOU to make it even stronger!**

Panel discussions will include:

- **“How Can We All Get Along?”** — an examination of options for shared use of rail infrastructure by passenger operations and freight railroads;
- **“Is Transit-Oriented Development the answer?”** — bringing together academic voices and appointed officials to talk over how innovative TOD might help spur

passenger-service growth;

- **“Sneak Peek At The Future: U.S. Passenger Rail In 2025 And Beyond”** — featuring a review of what we might see in rolling stock, on-board services and more;

- **“Solving The Infrastructure Conundrum: The \$300 Billion Elephant In The Room”** — devoted to wrestling with how we can look for innovative answers to paying for the network we all know we, and our economy, need. We'll also bring together speakers on young riders' issues, Colorado-specific projects such as new Front Range service or the Ski Train and even more.

Come join in the conversation, and tell your friends to come too. Together we can help realize A Connected America! ■

## Amtrak Looks to Preserve, Improve and Expand Southwest Chief Route

**In one of his final tasks** as Amtrak President and CEO, Joe Boardman spent several days this summer on an inspection tour through three states on the Southwest Chief, which runs from Chicago to Los Angeles. Boardman visited Amtrak stations in Kansas, Colorado and New Mexico and thanked several local, state and federal officials for their support for Amtrak and BNSF Railway in the revitalization of the route.

In 2012, there was growing concern about the quality and maintenance of the rails that were utilized by both Amtrak and BNSF. If conditions continued to deteriorate, freight traffic would be slowed, while passenger trains would be forced to detour or be discontinued.

As neither organization wanted to see delays or cuts in critical services, Amtrak, BNSF and other transportation and government officials moved forward with grant applications, which earned \$27.6 million in Federal TIGER funding over the past two years. Funding allowed for the preservation and repair of the railroads throughout the route.

“Since my service has Amtrak CEO began in 2008, Amtrak and BNSF have worked together to match federal grants with investments from both of our railroads, states and towns. On the Amtrak Empire Builder route in North Dakota and here on the Amtrak Southwest Chief route in Kansas, Colorado and New Mexico, we seen leadership that brings everyone to the table and finds solutions,” said Boardman. “Together, we have improved the railroad for Amtrak and BNSF customers, strengthening critical links across states and connecting communities with little or no other intercity public transportation options.”

As Boardman traveled through different stations, he discussed



Southwest Chief rolls west through Colorado

Photo Credit: Amtrak

the opportunities that lie ahead for the Southwest Chief route and the cities it connects. Notably, Boardman discussed the possibility of running service through Pueblo, CO, where officials are hopeful that a new feasibility study will highlight that service to the city will allow for significant annual ridership of 14,000.

Amtrak currently estimates that service through Pueblo would generate an annual revenue of \$1.4 million, and service could begin as early as 2017. ■

**• • • STATES NEWS • • •****The California State Transportation Agency**

(CalSTA) announced \$390 million in competitive grants for the 2016 Transit and Intercity Capital Program (TIRCP) grants on August 16. The projects are focused on reducing harmful greenhouse gas emissions while advancing the state’s public transportation system. The grants, distributed across 14 recipients, are made possible through the state’s Cap and Trade auction proceeds. The funding will allow for a five-year lease of two Talgo trainsets originally built for the state of Wisconsin, but never operated in the midwest.

**Amtrak reached** a new deal with locomotive manufacturer, Alstom, to produce new high-speed trains for the transit agency. The deal is estimated to create 750 jobs in New York state, including 400 at Alstom’s rail-car plant in Hornell. Alstom is planning to build high-speed trains for Amtrak’s Acela Express service that runs along the East Coast, a \$2.5 billion program.

**With the goal of** bringing high-speed rail between Dallas and Houston, Dallas officials approved a deal with Texas Central Railway. The deal authorizes the Dallas City Council to receive \$1.5 million from the company to pay the city’s project permitting costs. Construction for the project won’t begin until the end of 2017 or the beginning of 2018, but when the rail line is complete, it will see passengers traveling between the two cities in 90 minutes.

**Pennsylvania’s State Transportation Commission** is looking to spend a significant amount of money on improving the state’s transportation infrastructure, including railroads. The Commission approved a new plan that will put nearly \$62 billion towards improvements in roads, bridges, transit systems, airports and railroads. The initiative will begin October 1 and expects \$8.6 billion being available for transit programs, \$305 million for multimodal and \$229 million for freight-rail projects.

**Officials in Oregon** are looking into how its program to reduce carbon emissions from cars, trucks and buses could



Photo Credit: Greater City Providence

Max Light Rail, Bus and Streetcar operate in Portland

offer a financial boost to light rail, streetcars and electric bus services. Overall, Department of Environmental Quality plans to consider new rules this fall that could award carbon reduction credits to new — and perhaps existing — light rail, streetcar and electric bus programs. The Portland metro area and Eugene are the only communities with existing transit systems that could qualify for the potential perk.

**State, city and transportation officials** gathered in Biloxi, MS to discuss the return of Amtrak service to South Mississippi. Based on the positivity of the meeting, officials are very optimistic that service will return. The Working Group behind studying the feasibility of re-introducing service in the Gulf Coast has until September 4th to issue a report that will examine some of the biggest challenges that Amtrak service may face, such as capital costs and operation costs for the trains. The committee also is awaiting Federal Railroad Administration approval on grants to make improvements at train stations. Officials also noted that South Mississippi has a lot of work to do, but the concept of “One Coast” will go a long way to getting Amtrak service running again. ■

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decades, members of ACAC have been providing new and innovative ideas for how Amtrak can assist seniors and people with mobility issues, how to improve food options, and even proposed the idea of the Quiet Car, which has been a dramatic success.

As Cokley works with the ACAC, she will also work with other rail transit agencies, on behalf of NARP, to establish similar advisory committees in an effort to increase customer service across the U.S.

With a passion for rail and intermodal transportation,

economic vitality, and creating a sustainable and balanced transportation system, Nelson will lead resource development and communicate on behalf of NARP how memberships, donations, and sponsorships are making a difference. Nelson’s role will also involve communicating between NARP and its members and partners with other rail organizations, including suppliers, service agencies, government officials and more, to promote and raise awareness for passenger rail as the best option for a sustainable and connected America. ■

## NARP Member Benefits

■ Please do NOT use any old envelopes, membership renewal forms or donation requests you may have saved from previous NARP mailings prior to March 2016. These forms and the PO Box address on the old envelopes are no longer in use and your checks or credit card payment submissions will NOT reach NARP. Please only use the new envelopes and renewal/donation forms you receive with our current mailings, which are addressed to: NARP, PO Box 17082, Baltimore, MD 21298-9485. If in any doubt, you may always send checks and other payments directly to our office at: NARP, 505 Capitol Ct, NE, Suite 300, Washington, DC , 20002-7706.

■ There are still openings for state representatives on the NARP Council of Representatives in several states, including one each in Alabama; Arizona; California; Delaware; Hawaii; Idaho; Louisiana; Massachusetts; Missouri; Nevada; New Jersey; North Carolina; Ohio (2 Seats); Texas (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](http://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.

■ Save the dates of Friday, October 14 - Sunday, October 16 and make plans to attend the NARP Fall Membership

## Important Membership Reminder

■ If you haven't done so already: claim your Travelers United Advocate Membership, and further broaden the 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/for-members/membership-benefits/obtaining-discounts/>

& Council Meeting being held in beautiful Denver, CO. Meeting highlights will include a tour of the newly-expanded Denver Regional Transit District rail lines on Friday; a welcome reception at Denver Union Station on Friday evening; a full day of exciting and motivating speakers and panels on Saturday and a keynote presentation on Sunday. The Embassy Suites Downtown at the Convention Center is our host location. Information on available hotel rooms and a link to the event registration is now available on the Fall Meeting event page on the NARP website.

■ NARP members can obtain discounted registration to attend the SmartTransit 2016 Conference, being held at the Renaissance Newark (NJ) Airport Hotel October 25 - 26, 2016. Past NARP Chairman Robert Stewart will moderate several of the panels. Visit the NARP Events page for more details and discounted registration information. ■



Alstom rendering of Acela Express replacement train. Photo credit: Alstom

## WEB EXCLUSIVE! Making Money The Old Fashioned Way: Amtrak Industry Day At Baltimore Penn Station

**Abe Zumwalt** visited Baltimore Penn Station for Amtrak’s “Industry Day” on August 10th.

The event, the first of its kind, was hosted by Amtrak for prospective bidders and development industry representatives interested in the revitalization of Penn Station and surrounding properties in Baltimore.

In a new blog post about the event, Zumwalt discusses how Amtrak is approaching the process for redevelopment of Baltimore Penn Station, by seeking \$70 million from the private sector in order to renovate the station. The reward?

A once-in-a-generation chance to develop the so-called “over-building” to bridge the Corridor for three blocks on the North side of the station in center city Baltimore. Amtrak is specifying a phased project that will be able to fund its own expansions, leveraging Penn’s 3 million passengers in a classical example of value capture.

For more details about the event and the Baltimore Penn Station initiative, visit NARP online at <https://www.narprail.org/news/blog/making-money-the-old-fashioned-way-amtrak-industry-day-at-baltimore-penn/> ■

### NARP Traveler’s Advisory

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- ❖ Due to track improvements being performed along the Northeast Corridor, a number of changes are being made to Acela Express and Northeast Regional schedules through October 31: **1.** Schedules of both Acela Express and Northeast Regional trains will change by up to 10 minutes in both directions between Boston, New York and Washington. **2.** All Acela Express trains will depart Washington at five minutes before the hour, rather than on the hour. Some Acela Express trains will depart Boston a few minutes earlier than the times shown in the Amtrak Winter-Spring 2016 System Timetable. **3.** Most northbound Northeast Regional trains will depart Washington three minutes earlier than the times shown in the Amtrak Winter-Spring 2016 System Timetable.
- ❖ Amtrak’s Great Dome Car is operating on select Downeaster Service trains between Boston and points in Maine through September 18. The full length dome will then move to its traditional fall assignment on the Adirondack between Albany, NY and Montreal, QU, three times a week in both directions.
- ❖ Amtrak’s popular On-Board Pets Program has been expanded to include all services in New York State and on the Ethan Allen Express to Vermont points. Pet reservations are now being accepted for travel. There is a \$25.00 fee per pet, a limit of 5 pets per train and other restrictions apply.
- ❖ Effective August 22, 2016, Acela Express Train 2173 will no longer stop at BWI Marshall Airport. Passengers who wish to travel southbound during weekday evenings to the BWI station will continue to have Northeast Regional and Acela Express train options. ■