July 10, 2018

Honorable Rodney P. Frelinghuysen
Member of Congress
New Jersey's 11th Congressional District
2 Schuyler Place
Morristown, NJ 07060

Re: **Amtrak House Appropriation Bill**

Dear Congressman Frelinghuysen:

We write you as Amtrak is at the precipice of being dismantled by current Amtrak President Richard Anderson.

Despite Amtrak being granted the largest appropriation ever by Congress, an appropriation directed at both the Northeast Corridor (NEC) and the National network, President Anderson's six months of comments and actions have displayed negativity and contempt for its long distance train product. He is doing this by recommending the dismantling of routes, the closing of stations or eliminating the staffing of stations, the elimination of student discount fares and slashing senior discounts, and either abolishing or downgrading food service.

Coming out of the airline industry, Mr. Anderson has evidenced a complete lack of familiarity with the passenger railroad business. He also abuses the concepts of incremental accounting, use of valid operating metrics, and upholding previously made state partnerships and expenditures. His behavior has antagonized mayors and Congressional delegations in West Virginia, Ohio, Montana, Kansas, Colorado, and New Mexico for a variety of reasons with his dismissive and brash attitude. He apparently does not realize that we are one country and decimating the long-distance rail system jeopardizes National support for the Northeast Corridor.

The New Jersey Association of Railroad Passengers recommends language be added to the House Appropriation bill that would effectively erect guardrails to prevent such reckless behavior on the part of Amtrak's top management and a thus far rubber-stamping Amtrak Board of Directors. Specifically, we ask for:

1. Matching Senate appropriation language, inserted by Senator Joe Manchin (D-WV), **requiring some station agency restorations**, particularly not leaving any state without such an agent, as is now the case with both Kansas and West Virginia.

2. **Specific language added to prohibit dismantling of the national rail network as opposed to the bus bridges proposed by Mr. Anderson.** This language is needed because imminent dismantling of the "Southwest Chief" route between Chicago and Los Angeles with bus bridges across much

of Kansas, Colorado, and New Mexico is unworkable, unacceptable, and will be the "death knell" for the entire service. The "Southwest Chief" issue is a manufactured crisis by Mr. Anderson demanding a full funding agreement for the next 5 years of $30 Million for BNSF track repairs of a line Amtrak is the sole user of, though exempt from PTC, or the route will be dismantled by 12/31/18. Various expenditures have already been made from several entities, and Amtrak is totally reneging on the deal made by prior President Joe Boardman. Amtrak is proving it cannot be trusted in engaging in any state partnerships.

3. **Abolish the Food and Beverage deficit language from the PRIAA and FAST acts.** Reducing both East Coast - Chicago services to a NEC-corridor snack car only, with cold sandwiches for sleeper car passengers, with NO discount on sleeper car premium fares, will drive off far more ticketed revenue, now $50 Million per year than the $3 Million in alleged savings, while 25 brand new dining cars costing $3 Million each largely go to waste. The deficit language was inserted by Representative Mica, who is no longer in Congress. Amtrak's focus needs to be on the entire train, not the micro-management of individual cars or components in isolation without regard to the overall bottom line.

You have been a strong and stalwart supporter of Amtrak and we hope you can, once again, come to the rescue. Urging Amtrak to dismiss President Anderson would be icing on the cake.

With warm regards,

Leonard Resto
President
New Jersey Association of Railroad Passengers

Council President
Chatham Borough, NJ