

A Resolution for a Strong Federal Funding Commitment to the National Intercity Passenger Rail System

Whereas, the national Amtrak passenger rail system serves over 500 cities and communities across the country and provides safe, efficient and affordable mobility for millions of Americans each year;

Whereas, ridership on Amtrak trains has increased 19% since 1996 and reached a total of 23.5 million riders in 2001 and demand for rail services continues to be strong on both corridor and long-distance trains;

Whereas, the terrorist attacks of September 11th highlighted the value of the nation's intercity passenger rail system to national security and, whereas, rail ridership in the five months since the attacks has remained strong despite a weak economy, significant reductions in travel and tourism and sharp declines in domestic air travel;

Whereas, rail provides clean, energy-efficient mobility which can help reduce the heavy U.S. dependence on imported oil. Travel by Amtrak uses 38% less energy (btu) per passenger mile than does travel by commercial airline. Travel by high-speed rail offers the potential for significantly greater energy efficiencies;

Whereas, congestion costs the U.S. economy \$100 billion annually and rail provides a crucial means to help alleviate growing highway and airport congestion;

Whereas, state and local governments see intercity passenger rail as an essential way to assure future mobility for their regions but need the federal government to partner with them in making the rail investments (as the federal government does for highway, air and transit investments);

Whereas, the U.S. government has significantly undercapitalized the national Amtrak system for decades, failed to provide passenger rail with a dedicated secure source of funding like other modes enjoy and required Amtrak alone to achieve operating self-sufficiency;

Whereas, Amtrak has reached a critical juncture and will be forced to implement extensive service cuts nationwide unless federal funding is substantially increased above current levels. The Department of Transportation Inspector General says Amtrak needs \$1 billion annually for capital alone. Amtrak has requested \$1.2 billion for FY 2003.

NOW THEREFORE, BE IT RESOLVED, that the undersigned organizations (representing rail industry, passenger and labor associations, state and local government associations, environmental organizations and Chambers of Commerce) call on the U.S. government

1. To provide at least \$1.2 billion for Amtrak in FY 2003 to sustain our national intercity passenger rail system over the next year;
2. To make a commitment to provide stable and adequate funding for the national Amtrak passenger rail network and infrastructure and development of designated high-speed rail corridors.

American Association of Private Railroad Car Owners
American Passenger Rail Coalition
Association of Oregon Rail and Transit Advocates
Association of Rail Travel in the U.S.
Biloxi Bay Chamber of Commerce (Mississippi)
City of Plano, Illinois
City of Rugby, North Dakota
Clipper Navigation, Inc.
Colorado Rail Passenger Association (Colorado)
Community Transportation Assoc. of America
Council of State Governments
Council of State Governments-Eastern Regional Conference
Delmarva Rail Passenger Association (Delaware)
Environmental Defense
Florida Coalition of Rail Passengers, Inc. (Florida)
Friends of the Earth
Georgia Association of Railroad Passengers
Hastings College (Nebraska)
High Speed Ground Transportation Association
Lynchburg Chamber of Commerce (Virginia)
MetroJackson Chamber of Commerce (Mississippi)
Michigan Association of Railroad Passengers
Midwest High Speed Rail Coalition
Midwest Interstate Passenger Rail Commission
National Association of Counties
National Association of Railroad Passengers
National Association of Regional Councils
National Conference of State Legislatures
Natural Resources Defense Council
Ohio Association of Railroad Passengers
Rail Labor Division of the Transportation Trades Department, AFL-CIO
Rail Passenger Association of California (RAILPAC)
Rail Users' Network
Railway Progress Institute
Richmond (VA) Friends of Rail
Southern Rapid Rail Transit Commission
Sierra Club
Surface Transportation Policy Project

Tennessee Association of Railroad Passengers
Texas Association of Rail Passengers
Texas Eagle Marketing and Performance Organization (TEMPO)
Texas Rail Advocates
The Senior Network, Inc.
Train Riders Association of California
TrainRiders/Northeast (Portland, ME)
Transportation Riders United (Detroit, MI)
U.S. Conference of Mayors
United Transportation Union
Veterans Advantage
Virginia Association of Railway Patrons
Virginia High Speed Rail Development Committee
WA Association of Railroad Passengers
WI Association of Railroad Passengers

Endorsed Similar resolutions:

Adams County (Nebraska)
City of Fayetteville (North Carolina)
City of Hastings (Nebraska)
Cumberland County (North Carolina)
Ohio state Senate
Toledo (Ohio) Metropolitan Area Council of Governments
Lubbock Chamber of Commerce (TX)