## Congress of the United States

Washington, DC 20515

June 8, 2005

The Honorable Joseph Knollenberg Chairman Subcommittee on Transportation, Treasury and Housing and Urban Development, the Judiciary, District of Columbia Committee on Appropriations 2357 Rayburn House Office Building Washington, DC 20515

The Honorable John W. Olver
Ranking Member
Subcommittee on Transportation, Treasury
and Housing and Urban Development,
the Judiciary, District of Columbia
Committee on Appropriations
2357 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Knollenberg and Ranking Member Olver:

We are writing to express our strong support for \$2.0 billion in federal funding for Amtrak in the Fiscal Year 2006 Transportation, Treasury and Housing and Urban Development, the Judiciary, District of Columbia Appropriations Bill.

In his Fiscal Year 2006 Budget, the President proposed to bankrupt Amtrak by providing no federal support for capital or operating expenses. We believe this plan is shortsighted, and is unfair to the 25 million people who ride Amtrak each year. Bankrupting Amtrak would effectively end intercity passenger rail service in this country, with no guarantee it could be resumed in the future.

Amtrak provides a vital service throughout the United States, easing congestion on our roads and at our airports, adding to our transportation options in times of national emergency, providing much-needed mobility for those who can't drive and prefer not to fly, and serving as the link to the rest of the country for many small and rural communities. In addition, Amtrak's operations are integral to nearly 850,000 daily riders of commuter rail. An Amtrak bankruptcy would strand these riders and force them onto roads, where the additional congestion would worsen commutes for everyone, resulting in less productive time at work and less quality time for families at home.

While some take a look at Amtrak's recent financial and operating problems and argue that it needs to be weaned off federal support, we see a system that has been starved of funding for far too long. By giving Amtrak only enough money to limp by from year to year, we merely invite additional equipment malfunctions and service disruptions. The Department of Transportation Inspector General reports that there is a \$5 billion backlog in deferred maintenance on the Northeast Corridor alone. Unless serious funds are committed to address this backlog, serious problems will continue to occur.

In the past 35 years combined, Amtrak has received less federal money than we will spend on highways in just this fiscal year. The federal government has established robust funding mechanisms for highways, aviation, and mass transit, and Congress has always properly supported investment in these modes. However, Amtrak has been forced to beg for money year after year, and rarely gets what it needs because of expectations that it should be profitable. The fact is that almost no intercity passenger rail services in the world turn an operating profit, and *all* are dependent on government support for capital expenses. Holding Amtrak to an unrealistic standard simply delays making real progress in improving intercity rail in this country.

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Amtrak has demonstrated that with adequate support, it can be very successful. In California, for example, enhanced investment in rail corridors has resulted in ridership increases of up to 150% in the past six years. Even in the absence of increased support, Amtrak has seen record levels of ridership in each of the past two years.

We believe very strongly in the future of Amtrak, but know that a positive future requires a serious commitment from Congress in the present. The DOT Inspector General has reported that a funding level of \$1.5 billion would only be enough to maintain the status quo, and therefore we respectfully request that you provide \$2.0 billion for Amtrak in FY06, which would be a good first step to putting American intercity passenger rail back on track for success.

Thank you for consideration of this request.

Sincerely,

Robert Menendez

Member of Congress

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ember of Congress

rrold Nadler

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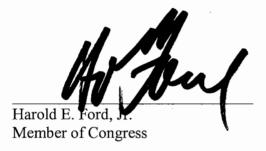
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