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## United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, D.C. 20510

September 18, 1981

The Honorable Mark Andrews  
Chairman  
Senate Committee on Appropriations  
Subcommittee on Transportation  
417 Russell

Dear Mr. Chairman:

We are writing to you to request bill and report language in the fiscal year 1982 Transportation Appropriations Bill requiring Amtrak to retain train service along the Washington--Chicago Cardinal route.

Elimination of the Cardinal would deny the region that it serves access to rail passenger service. For some persons, particularly those who live in rural towns along the Cardinal's route, this train service is their most accessible means of transportation.

The Cardinal's ridership has grown consistently and significantly over the last several years. In fiscal year 1978, the train's ridership was 58.9 PM/TM. In fiscal year 1980, the Cardinal's ridership climbed to 87.5 PM/TM. Growth has continued in fiscal year 1981. Ridership figures recently provided by Amtrak clearly indicate steadily improving ridership on the Cardinal. For the year from May, 1980 to May, 1981, ridership increased by 32.8 percent. More significantly, the Cardinal met the congressionally mandated criteria of 150 PM/TM in June and July. In June, the PM/TM was 150.7, and in July, it was 164.7 PM/TM.

In addition to these impressive PM/TM figures, the Cardinal currently meets the financial criteria established by Congress. The congressional criteria is 10.1¢ avoidable loss per passenger mile; the Cardinal's avoidable loss per passenger mile is 9¢.



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Page 2

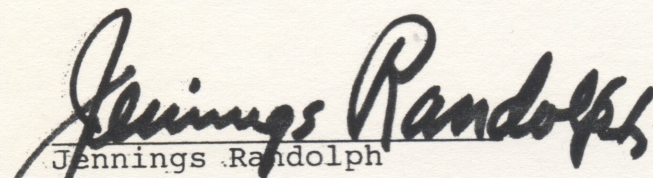
We recently held a meeting with Amtrak President Alan Boyd to discuss the matter of the Cardinal, and he assured us that Amtrak could operate this train within the \$735 million authorization included in H.R. 3982, the Omnibus Reconciliation Act of 1981. Secretary of Transportation Drew Lewis, who was also at the meeting, assured us that he would support Mr. Boyd's view regarding the Cardinal.

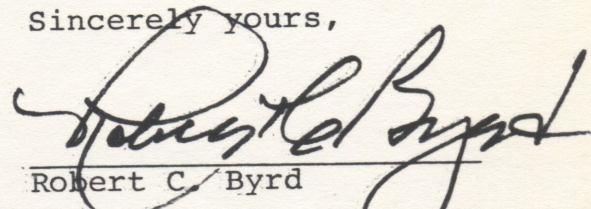
Therefore, we strongly urge you to include the attached bill language and report language in the Subcommittee's recommendations to the full Appropriations Committee.

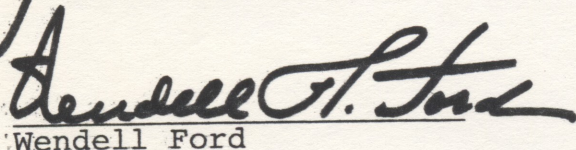
In addition, we also support the Subcommittee's recommendations to fund Amtrak at the authorization level of \$735 million, to "unfence" Amtrak's funds, and to relieve it of the requirement to pay State and local taxes.

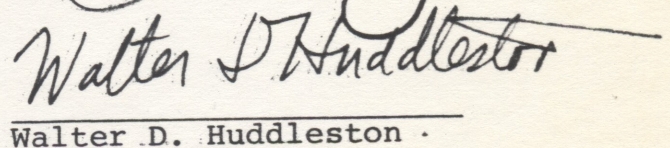
Thank you for your attention to these very important matters.

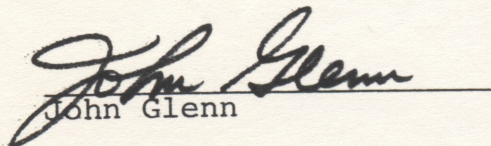
Sincerely yours,

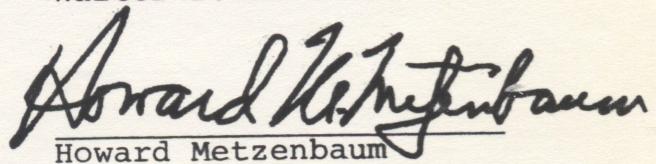
  
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