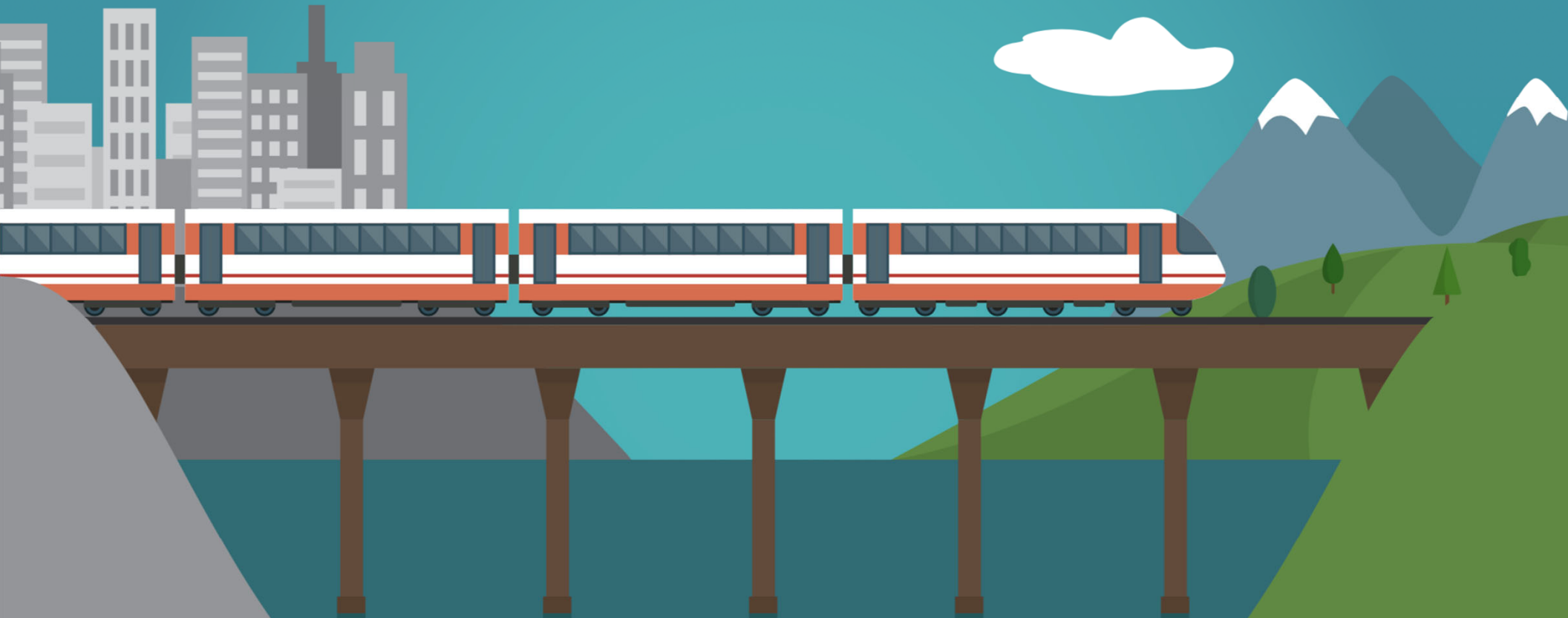




RAILPASSENGERS
ASSOCIATION



2018 President's Report

Rail Passengers 2018 in Review

A year that proved...*advocacy works.*

Advocacy Works! Part 1

- **Rail Passengers** led the charge against the Trump Administration's budget proposal that called for the complete elimination of the National Network - a plan that would have left over 200 towns and 23 states in the U.S. without rail service of any kind.
- Securing the Fiscal Year 2019 funding bill, which includes \$2.5 Billion for passenger rail—a significant boost of more than 40% over previous years.
- Worked with Senators in Kansas, Colorado and New Mexico to reverse an Amtrak plan to eliminate train service along a 700-mile segment of the *Southwest Chief*, replacing it with a bus bridge.

Advocacy Works! Part 2

- Organized a mayoral campaign that connected our members with over 300 local officials to petition Amtrak, asking them to keep current service levels intact and support the National Network.
- Won in D.C. federal appeals court in the on-time performance metrics and standards case. This clears the way for the FRA to set clear standards to address chronically late trains.
- Released a critical White Paper that blasted Amtrak's "Faulty Route Accounting" which was publicized in Railway Age, TRAINS magazine, and in a Senate letter to Amtrak. Accounting issues are now on Congress' radar.

Advocacy Works! Part 3

- Advocated loudly for restoration of a “hot option” in Amtrak’s new experimental Contemporary Dining menu on the Capitol and Lake Shore.
 - Secured one hot option within two months of the new menu being introduced;
 - Kept pressing, and now there will be THREE hot options, plus a hot breakfast sandwich and new kosher meals are promised to be on the way.
- On the front lines of the FAST Act Surface Transportation reauthorization in 2020 with a continued aggressive vision of more trains, better trains, and a full fledged commitment to infrastructure investment.
- Secured commitment from Amtrak for our Association to be involved in developing the follow-on to the Five-Year Fleet Plan, as well as the “ideation” group within Amtrak working on designing its “Car Of The Future.”

Advocacy Works! Part 4

- We continue to expand our engagement beyond Congress, working closely with the Federal Railroad Administration, the Department of Transportation, and the Surface Transportation Board.
- Jim Mathews has served on, or is currently serving on the following federal panels:
 - Railroad Safety Advisory Committee (RSAC)
 - RSAC Hazardous Materials Task Force
 - FRA Midwest Rail Plan Study Working Group
 - FRA Southeast Rail Plan Study Working Group
 - Northeast Corridor Safety Committee
 - National Advisory Committee on Travel and Tourism Infrastructure



Advocacy Works!

- The NACTTI has already begun to shape transportation policy at the Department of Transportation.
- Following our presentation to DOT leadership last week, the Department has asked the NACTTI members to stay on, to contribute additional data and research, and to take part in drafting a potential National Transportation Strategic Plan, an effort DOT is leading.

Advocacy Works! Wrap Up

- We have done what we said four years ago we said we were going to do
- In four years, we have gone from being outside the room, to being inside the room, to now being at the table
- Congressional offices and agency policymakers now seek out our input, proactively, and want our help drafting language, shaping policy, and providing data and business-case support
- ***Your voices are louder and more influential than they have ever been before!***

Financial Issues and Challenges

We are much better off than we were in 2014. We also face real challenges, and we are at a crossroads in some crucial financial areas.

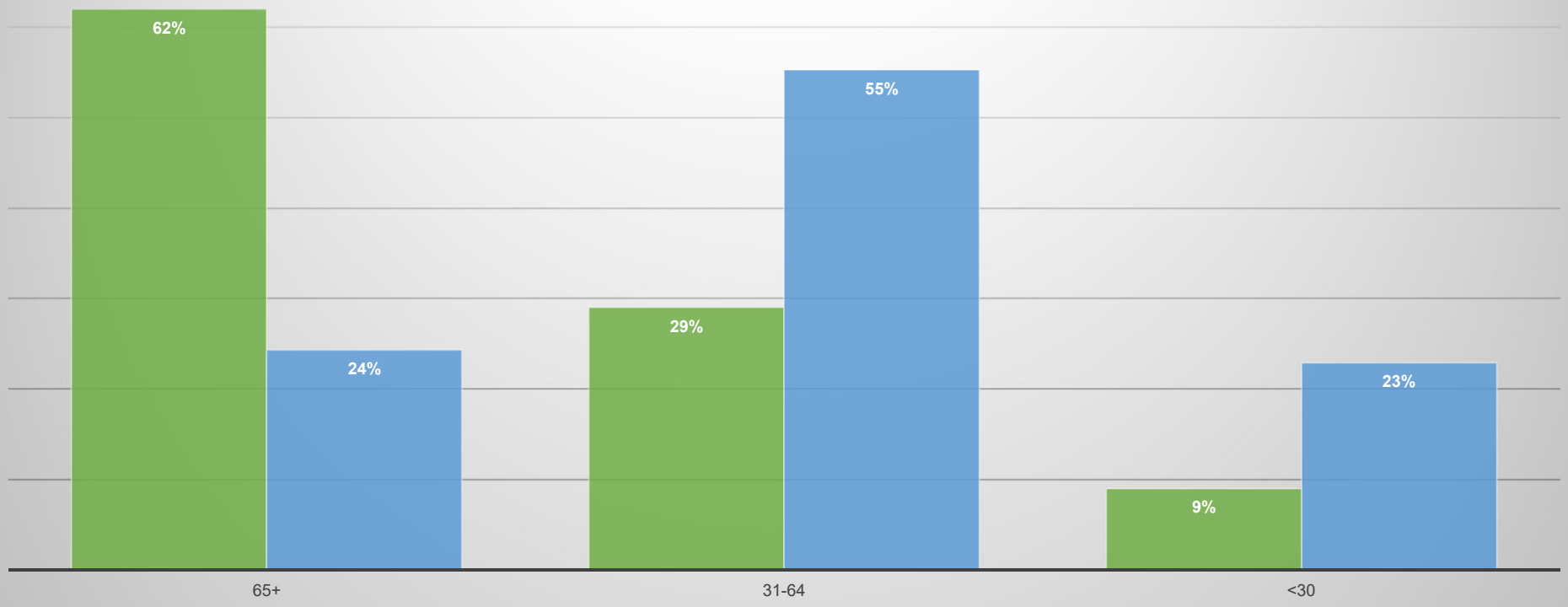
Financial Overview

- Membership dues remain up from their low point in 2015
- Membership dues are not enough to sustain our work
 - We need to consider a modest, across-the-board dues increase
- New sources of revenue are needed:
 - More donor fundraising
 - Board Members will take on specific, individual fundraising responsibility
 - More corporate support from those who benefit from our work
 - Stronger focus on grant opportunities
 - Getting paid for the work we do (ACAC, full-blown research reports, etc.)

Letting The Elephant Into The Room...

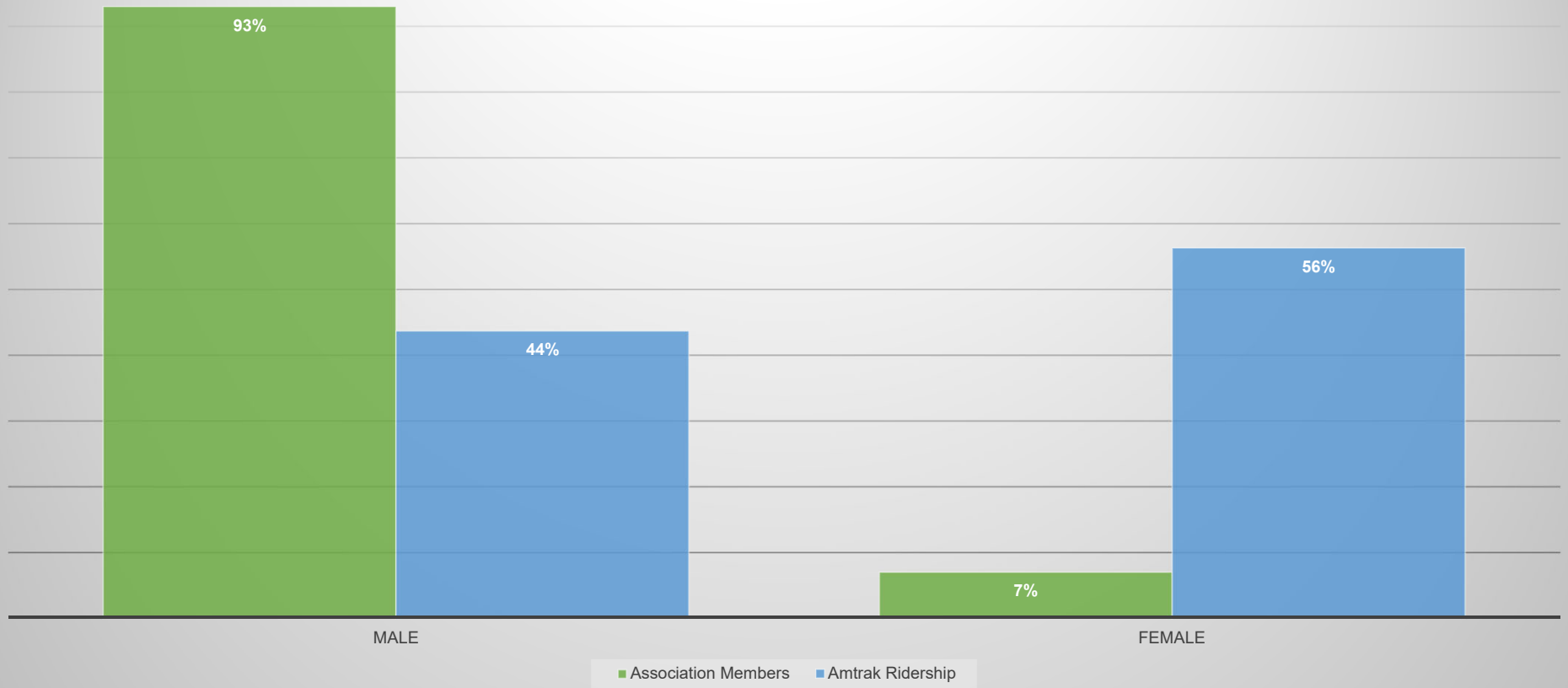
The demographics of our Association, and especially those of our elected leadership, do not reflect the ridership. This poses an existential threat to our Association.

Comparison By AGE

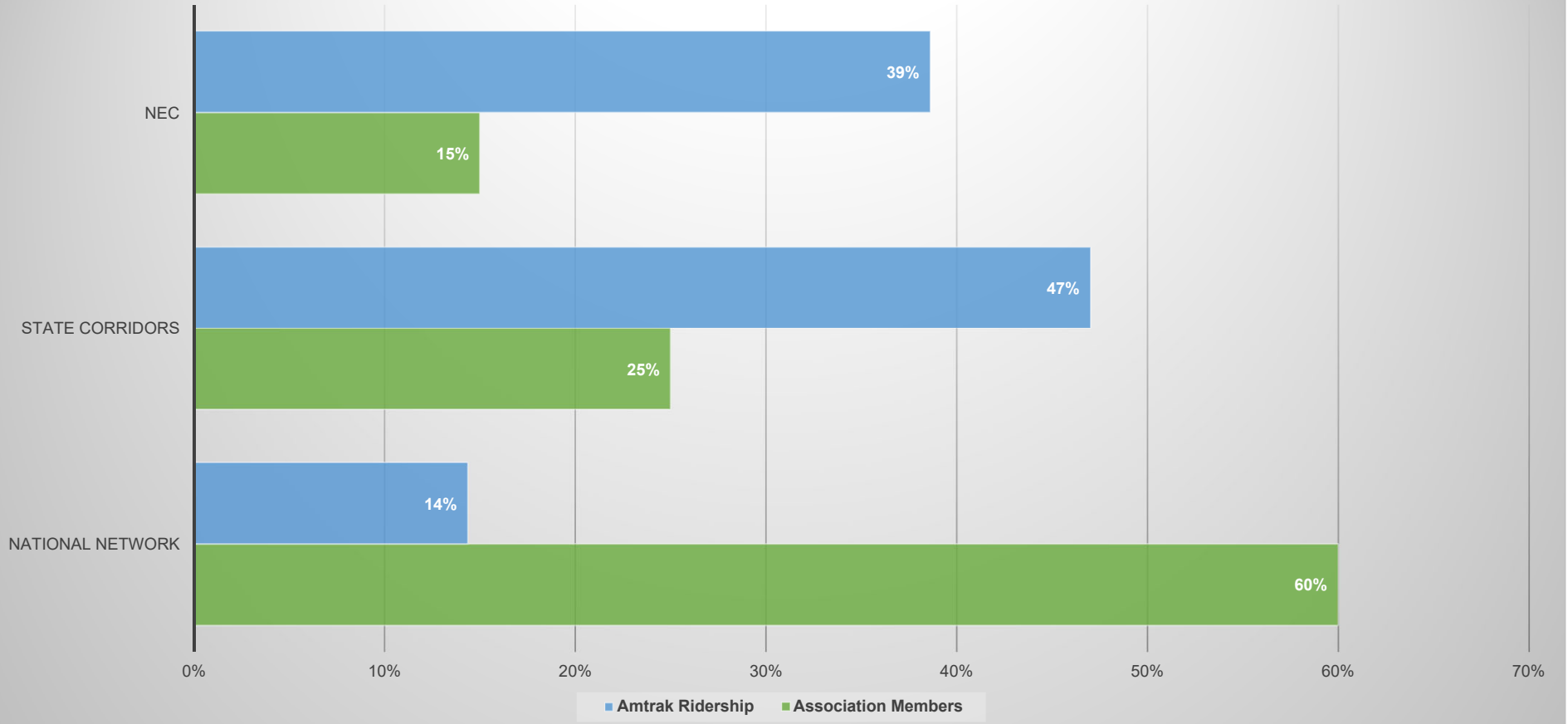


■ Association Members ■ Amtrak Ridership

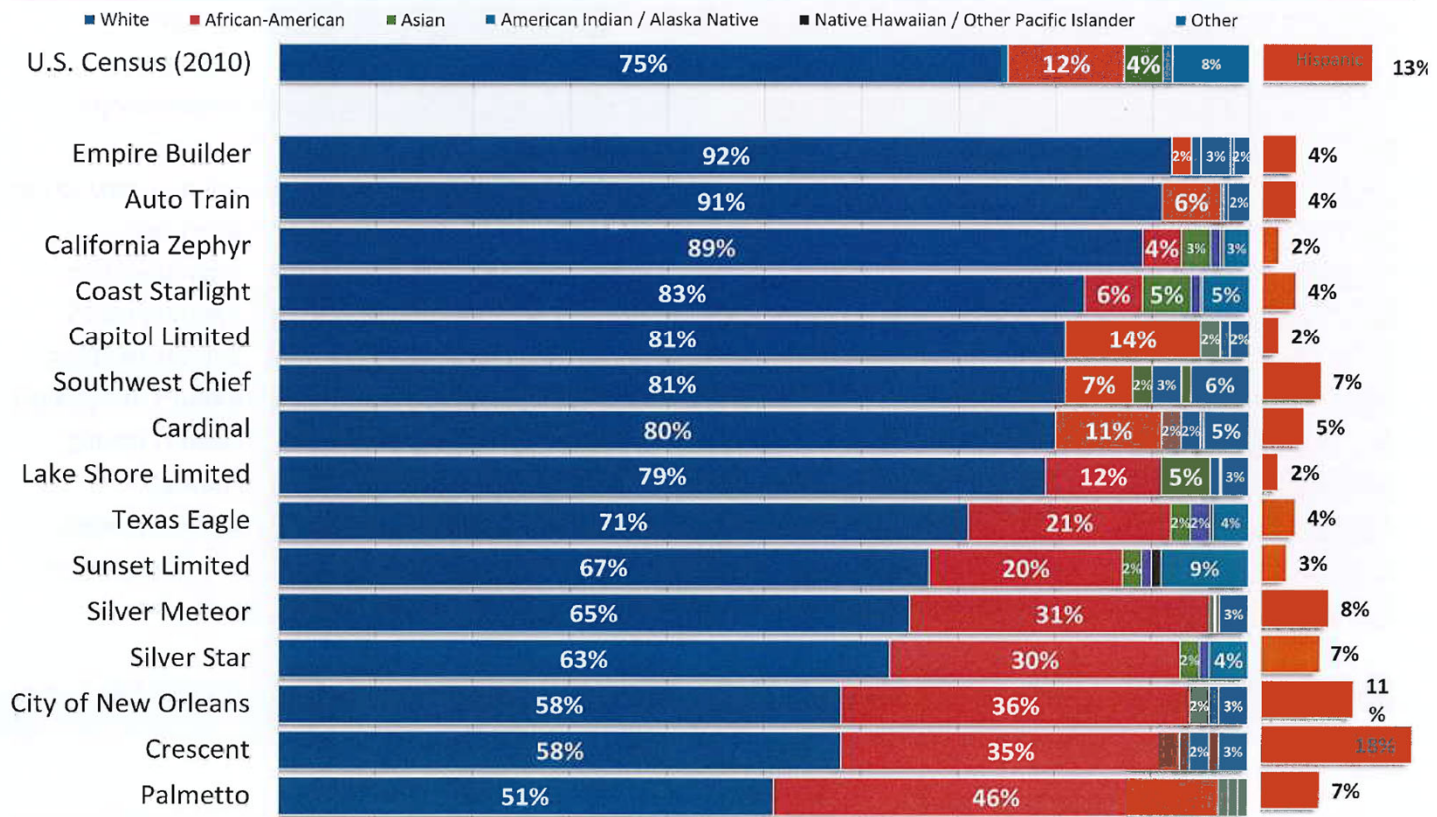
Comparison by GENDER



Comparison by BUSINESS LINE



Customer Ethnicity on Long Distance Routes



We all agree...

...that we want new members, younger members and a more diverse membership.

BUT...

Are we willing to do what is required to welcome those members, to hear their views, advocate for their concerns?

Are we willing to meet them where they are, instead of where we want them to be?

Are we willing to give them a voice in the leadership of our Association?

This Is A Serious Threat To Our Association

Without new members...*we get smaller, and less influential, every year.*

Without more members of color...*we get less attractive to new members who don't look like us.*

Without more female members...*we fail to represent more than half of Amtrak's ridership.*

Without a more diverse membership base...*we become less attractive to major funders, donors and corporate supporters.*

Without change...*we are, at best, a decade away from losing our hard-won gains in influence, credibility and effectiveness.*

SUMMARY

We are more influential, more relevant, and more sought-after than ever before. But we must act on the challenges we face – financial and demographic – to continue our vital mission.