Submitted by Senator Moran

Question 1. CEO Anderson has continually noted the importance of looking toward urban areas as we start work on FAST Act reauthorization. In a letter this past May, Mr. Anderson also noted that Congress should consider “city and state population size” when considering “basic performance standards,” as the Senate looks toward FAST Reauthorization. This is particularly alarming for rural communities who depend on this service, like many of my constituents who utilize the Southwest Chief route.

Your testimony today mentioned your work on passage of the FAST Act during your time in the U.S. House of Representatives and representing a state that depends on Amtrak long-distance routes. Can you explain the importance in protecting long-distance routes, particularly those in rural communities?

Response: I understand Amtrak is working on assessing numerous markets for potential operational and financial viability. Considering Congress’ significant role in oversight with Amtrak, I’m informed that this work is meant to help Congress determine how it can help Amtrak modernize, evolve, expand to new markets, improve service to existing markets, and increase service to more of their constituents. Part of this discussion will be the future role of the NEC, state-support routes and long distance in the larger transportation network. I believe there is an important role for long-distance routes and I hope to learn more, if confirmed, during my service on the Board about the value these trains can bring to rural communities. As a former Member of Congress, I represented a largely rural state, and saw much of this first hand. To date, my meetings with various Senators and their offices have been valuable in justifying the need for a nation-wide network. If confirmed, my approach with Senate offices will be the same open-ended and personal approach I have taken during this confirmation process.