

CONCLUSION OF MORNING
BUSINESS

The PRESIDING OFFICER. Morning business is now closed.

PASSENGER RAIL INVESTMENT
AND IMPROVEMENT ACT OF 2007

The PRESIDING OFFICER. Under the previous order, the Senate will resume consideration of S. 294, which the clerk will report.

The legislative clerk read as follows:

A bill (S. 294) to reauthorize Amtrak, and for other purposes.

Pending:

Lautenberg (for Carper) amendment No. 3454 (to amendment No. 3452), of a perfecting nature.

Allard amendment No. 3455, to strike the provisions repealing Amtrak's self-sufficiency requirements.

Bond (for DeMint) amendment No. 3467, to require Amtrak to disclose the Federal subsidy of every ticket sold for transportation on Amtrak.

Bond (for DeMint) amendment No. 3468, to increase competition in the American rail system by allowing any qualified rail operator or transportation company to compete for passenger rail service.

Bond (for DeMint) amendment No. 3469, to clarify the level of detail to be included in the modern financial accounting and reporting system required under section 203.

Bond (for DeMint) amendment No. 3470, to require the Performance Improvement Plan to address reaching financial solvency by eliminating routes and services that do not make a profit.

Bond amendment no. 3464, to amend section 24101 of title 49, United States Code, to clarify Amtrak's mission.

The PRESIDING OFFICER. The Senator from Mississippi is recognized.

Mr. LOTT. Mr. President, regarding the Amtrak legislation, work was done on Friday and it is being worked on now by our staffs. We had additional amendments that were filed this afternoon and we are going through them.

In the meantime, we have cleared on both sides some nine amendments in a variety of areas. Our staffs have worked together, and we have reviewed these amendments. They look constructive to me. They are from both sides of the aisle—from Senators CRAPO, TESTER, ALLARD, BOND, DEMINT, SANDERS, COBURN, and HUTCHISON. So we will, in a few moments, offer these amendments en bloc for acceptance.

I see that Senator DOMENICI has left the floor. I appreciate his remarks on the energy legislation. As on so many issues, he has been one of our most thoughtful and committed leaders on a variety of subjects. I used to call him our "No. 1 utility player." Wherever you had a complicated substantive issue, if you needed someone to come and talk about it sensibly, whether it was budget issues, energy issues, appropriations, energy plants, nuclear issues, he has been such a great Member for many years. The Senate will truly miss him upon his retirement. Once again, I thought his remarks a few moments ago were extremely

thoughtful and pointed out some of what we need to be doing in the energy policy of this country, and the many problems with trying to get to conference.

The biggest problem in getting to conference is that the two bills are almost irreconcilable. In our bill, we had some very strong requirements with regard to fuel efficiency standards. We knocked out the energy taxes, we refused to put in a high percentage of renewables mandates, and we came out with a bill that had in it something worth having, but we still had some problems.

The House had nothing on CAFE standards, the fuel efficiency standards. They went the other direction on renewables, and they went the other direction on taxes.

We have a real mess on our hands. We need a national energy policy, but we need one that, hopefully, will create more energy for our country and not more dependence on foreign oil.

We will continue to see if we can find ways to work together across the aisle and across the Capitol to see what can be done. We need to do something, but I fear we have created such a hodgepodge, we may not be able to reach agreement on how to proceed.

AMENDMENTS NOS. 3475, 3483, 3488, 3485, 3484, 3477, 3476, 3473, 3472, EN BLOC

Mr. LOTT. Mr. President, I have a package of amendments that have been cleared on both sides. On behalf of Senator LAUTENBERG and myself and the leadership on both sides, I ask unanimous consent that the amendments be considered and agreed to en bloc, and the motions to reconsider be laid upon the table en bloc: Coburn amendment No. 3475, DeMint amendment No. 3483, Hutchison amendment No. 3488, Bond amendment No. 3485, DeMint amendment No. 3484, Crapo amendment No. 3477, Allard amendment No. 3476, Sanders amendment No. 3473, and Tester amendment No. 3472.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendments were agreed to, as follows:

AMENDMENT NO. 3475

(Purpose: To require Amtrak to publish a comprehensive annual financial report that allocates revenues and costs among each of its routes)

On page 14, line 25, strike "and" at the end and all that follows through page 15, line 20, and insert the following:

(2) shall implement a modern financial accounting and reporting system; and

(3) shall, not later than 90 days after the end of each fiscal year through fiscal year 2012—

(A) submit to Congress a comprehensive report that allocates all of Amtrak's revenues and costs to each of its routes, each of its lines of business, and each major activity within each route and line of business activity, including—

- (i) train operations;
- (ii) equipment maintenance;
- (iii) food service;
- (iv) sleeping cars;
- (v) ticketing; and
- (vi) reservations;

(B) include the report described in subparagraph (A) in Amtrak's annual report; and
(C) post such report on Amtrak's website.

AMENDMENT NO. 3483

(Purpose: To encourage private sector funding of passenger trains)

On page 58, lines 3 through 5, strike "its operation of trains funded by the private sector in order to minimize its need for Federal subsidies." and insert "the operation of trains funded by, or in partnership with, private sector operators through competitive contracting to minimize the need for Federal subsidies."

AMENDMENT NO. 3488

(Purpose: To express the sense of the Senate regarding the need to maintain Amtrak as a national passenger rail system)

At the appropriate place, insert the following:

SEC. ____ SENSE OF THE SENATE REGARDING THE NEED TO MAINTAIN AMTRAK AS A NATIONAL PASSENGER RAIL SYSTEM.

(a) FINDINGS.—The Senate makes the following findings:

(1) In fiscal year 2007, 3,800,000 passengers traveled on Amtrak's long distance trains, an increase of 2.4 percent over fiscal year 2006.

(2) Amtrak long-distance routes generated \$376,000,000 in revenue in fiscal year 2007, an increase of 5 percent over fiscal year 2006.

(3) Amtrak operates 15 long-distance trains over 18,500 route miles that serve 39 States and the District of Columbia. These trains provide the only rail passenger service to 23 States.

(4) Amtrak's long-distance trains provide an essential transportation service for many communities and to a significant percentage of the general public.

(5) Many long-distance trains serve small communities with limited or no significant air or bus service, especially in remote or isolated areas in the United States.

(6) As a result of airline deregulation and decisions by national bus carriers to leave many communities, rail transportation may provide the only feasible common carrier transportation option for a growing number of areas.

(7) If long-distance trains were eliminated, 23 States and 243 communities would be left with no intercity passenger rail service and 16 other States would lose some rail service. These trains provide a strong economic benefit for the States and communities that they serve.

(8) Long-distance trains also provide transportation during periods of severe weather or emergencies that stall other modes of transportation.

(9) Amtrak provided the only reliable long-distance transportation following the September 11, 2001 terrorist attacks that grounded air travel.

(10) The majority of passengers on long-distance trains do not travel between the endpoints, but rather between any combination of cities along the route.

(11) Passenger trains provide transportation options, mobility for underserved populations, congestion mitigation, and jobs in the areas they serve.

(12) Passenger rail has a positive impact on the environment compared to other modes of transportation by conserving energy, reducing greenhouse gas emissions, and cutting down on other airborne particulate and toxic emissions.

(13) Amtrak communities that are served use passenger rail and passenger rail stations as a significant source of economic development.