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ENTITLEMENTS

Congress of the United States  
House of Representatives  
Washington, DC 20515-1501

November 25, 2014

Joseph R. Boardman  
President & Chief Executive Officer  
National Passenger Railroad Corporation  
60 Massachusetts Avenue NE  
Fourth Floor  
Washington, DC 20002

Dear Mr. Boardman:

I write as a senior member of the Transportation and Infrastructure Committee, as the ranking member of the Highway and Transit Subcommittee, and as the Member of Congress who represents the District of Columbia. I am concerned about an Amtrak proposal to reconfigure work schedules for Train & Engine Service Employees (T&E) at Union Station and in road service on the Northeast Corridor. Amtrak's work schedules should facilitate safe, cost-effective and efficient passenger rail service.

As you know, passenger rail service is a critical component of transportation mobility on the Northeast Corridor (NEC). Amtrak's increased revenue and record ridership during the past eight years reflect support for Amtrak's ability to provide faster and more frequent passenger service. But rail service is limited by NEC's capacity to accommodate increased passenger, commuter and freight traffic, including unit oil train shipments. The comingling of volatile freight commodities and high-speed passenger trains on the NEC, justifies closely scrutinizing any work schedule proposals that could increase potential safety risks for the traveling public and operating crews.

Amtrak's proposed reconfiguration under the fatigue mitigation provisions in the Rail Safety Improvement Act (RSIA) (P.L. 110-423) and CFR Part 228, Hours of Service Guidelines for Train Employees Providing Commuter and Intercity Passenger Rail Transportation, appears to significantly reduce fatigue mitigation during trip layovers, lengthen total daily assignment hours, and create unprecedented overnight road assignments.

I understand that a companion scheduling proposal mandating 12-hour shifts for T&E employees is under consideration for Terminal Operations at Union Station. The renaissance underway in the District of Columbia is in part a result of our regional passenger rail system. As the gateway to the Nation's Capital and the hub of regional system, it is essential that operations in Union Station be efficient and safe for the traveling public and front-line employees. I also understand that a similar scheduling proposal is under consideration for the entire Northeast Corridor.

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Enclosed please find a list of questions related to the new work schedules. I ask for your responses within 30 days. I ask that this request be given full and fair consideration consistent with applicable law, rules, and regulations.

Sincerely,



Eleanor Holmes Norton

Enclosure: Questions

CC: Honorable Bill Shuster, Chairman, Transportation and Infrastructure Committee  
Honorable Nick J. Rahall, Ranking Member, Transportation and Infrastructure Committee

## Questions

1. What is the proposed timeline for implementation of the reconfigured NEC operating crew schedules? Please specify the corporate officer(s) that will be responsible for implementation and monitoring for potential impacts.
2. Please list the NEC locations where potential layover times will be less than 90 minutes for operating crews. Please provide the location, number of employees by classification, and number of daily trains.
3. Please indicate the number of Locomotive Engineers who may be required to perform additional responsibilities upon arrival in Washington, D.C. that will not meet a minimum 90-minute layover period.
4. Please list the number of proposed new overnight schedules on the NEC will be initiated under the current proposals. How many trains are currently operated with overnight schedules? How many new road assignments will be implemented beginning between midnight and 4:30 a.m.?
5. Please list the number of proposed new NEC road assignments that will exceed 12 hours under the Passenger Hours of Service law?
6. Please provide the total number of T&E schedules that will be changed as a result of the reconfiguration between Washington and New York. Please provide the information by employee classification.
7. What modeling provisions of RSIA and PRIIA are being applied to address safety and fatigue mitigation based on the schedule reconfiguration? Please provide the specific provisions and examples of the modeling and matrix used to evaluate the proposed new schedules.
8. What savings, such as salary, overtime, benefits, will be derived from the 12-hour shift consolidation at Union Station? Please provide this information on a fiscal year projection by employee classification.
9. What provisions of the current collective bargaining agreements for T&E employees govern and authorize the reconfiguration of current work schedules?
10. When will the current collective bargaining agreements (CBA) expire? What additional provisions will be offered to authorize or codify the proposed consolidation if no provisions exist in the current CBA?
11. What, if any, provisions will be established to guarantee that schedule consolidations will not circumvent employee eligibility for protections under the Family and Medical Leave Act?

12. Please list the name of all vendors and value of any contracts awarded to outside consultants for the purpose of evaluating current T&E scheduling and shift reconfiguration.