



## Rail Passengers Association Fiscal 2019 Legislative Grant Request

With a record 31.7 million Amtrak passengers carried in Fiscal 2017 and multi-year increases in rail transit ridership, Rail Passengers Association is asking Congress to continue funding rail transportation at the high levels established in the Fiscal 2018 budget.

	FY2017 Appropriated Levels	FY2018 Appropriated Levels	FAST Act FY2019 Authorized Levels	RPA FY2019 Request
<b>Program</b>	<i>(funding in millions)</i>			
Amtrak - National Network	\$1,167.0	\$1,300.0	\$1,143.0	\$1,400.0
Amtrak - NEC	\$328.0	\$650.0	\$557.0	\$750.0
Consolidated Rail Infrastructure & Safety Grants	\$68.0	\$593.0	\$255.0	\$600.0
Federal State Partnership for State of Good Repair	\$25.0	\$250.0	\$300.0	\$500.0
Restoration & Enhancement Grants	\$5.0	\$20.0	\$20.0	\$20.0
Capital Investment Grants	\$2,413.0	\$2,645.0	\$2,301.0	\$3,200.0
<b>Total</b>	<b>\$4,006.0</b>	<b>\$5,458.0</b>	<b>\$4,577.5</b>	<b>\$6,470.0</b>

## Transit + Innovative Infrastructure Financing

**Transit Formula Grants:** U.S. transit systems face \$86 billion in deferred maintenance and replacement needs, with 25% of rail transit assets in marginal or poor condition. Rail Passengers is asking Congress to **match increased Fiscal 2018 baselines and provide funding levels of \$10.534 billion for transit formula grants in Fiscal 2019.**

**Capital Investment Grants:** While state of good repair is critical, a growing U.S. population is resettling along dense metropolitan corridors. Rail Passengers is asking Congress to **match or improve authorized funding of \$3.8 billion for the New Starts program in Fiscal 2019—including \$716 million for Core Capacity, \$400 million for Small Starts, and \$600 million in flex funds from the Highway Trust Fund.**

**WMATA Transit Grants:** With state and local governments showing greater commitment to WMATA—including Virginia’s recent pledge of dedicated funding—it’s crucial that Congress **match its Fiscal 2018 funding of \$150 million for the New Starts program in Fiscal 2019.**

**TIGER Grants:** Congress unequivocally endorsed the multi-modal TIGER program by tripling its funding in the Fiscal 2018 omnibus. Rail Passengers asks Congress to **match its Fiscal 2018 funding levels of \$1.5 billion for the**



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**TIGER Grants program for Fiscal 2019, and mandate that the U.S. DOT direct at least 2/3rds of the grants towards projects in high-density corridors.**

## Equipment

With the Fiscal 2018 funding boost, Congress has given Amtrak a mandate to immediately begin work on modernizing the National Network. California and Midwestern states have already started, using a mix of federal and state funds to start expanding fleets. Amtrak is well into the procurement process for the new Northeast Corridor fleet (ACELA 2021)—however, for National Network passengers Amtrak has so far committed only to an “equipment refresh” of its Amfleet IIs, Viewliners, and Superliners. Rail Passengers is asking Congress to **direct Amtrak to immediately launch new National Network rolling stock procurement, beginning with a Comprehensive Fleet Plan Strategy (CFPS) for NEC and the National Network in its forthcoming FAST Act-mandated five-year asset plans, due February 2019.** Furthermore, RPA requests that Congress direct Amtrak to solicit stakeholder input for the CFPS, including representatives of transportation-related associations, state departments of transportation, regional and metropolitan planning organizations, and Amtrak-served local governments.

## Positive Train Control

Congress has shown great leadership on PTC implementation this year, providing \$250 million in CRISI grants and \$50 million in Amtrak National Network rail safety grants to install this lifesaving technology (on top of \$73 million in FY2017 CRISI grants). **Rail Passengers is asking Congress to exercise vigorous oversight to ensure that the Federal Railroad Administration obligates these funds to commuter railroads with all due haste, and that FRA publicly communicates a plan to ensure no passenger-service losses beyond the Dec. 31, 2018 deadline.**

## On Time Performance

Given the dramatic rise in host railroad interference and passenger delays, Rail Passengers is asking Congress to **grant Amtrak a Private Right of Action to enforce dispatching preference** (as described in Amtrak’s Fiscal 2019 Grant Request). In addition to Private Right of Action, Rail Passengers supports legislation that **shifts creating the Metrics and Standards—as described in Section 207 of the Passenger Rail Investment and Improvement Act of 2008 (Division B of Pub. L. 110-432)—to the Surface Transportation Board.** This will streamline regulatory oversight and reinvigorate the meaningful passenger protections as originally envisioned by Congress.

## Advance Passenger Rail Appropriations

Predictable, dedicated funding will be necessary in the long-term for a healthy passenger rail system in the U.S. In the absence of a trust fund, however, **Rail Passengers is asking Congress to provide advance appropriations for passenger rail grants,** which would improve the ability of Amtrak and states to plan capital expenditures and manage infrastructure projects. Scored as new budget authority only in the year in which they are available for obligation, these would speed project delivery and reduce inefficiencies without increasing taxpayer obligation.



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