



Rail Passengers Association Fiscal Year 2022 Legislative Grant Request

Coming off the end of a record-setting year for ridership and revenue in the year prior to the pandemic—with 32.5 million Amtrak passengers carried and a record 499 million passenger trips on commuter rail—it is imperative that the U.S. not surrender hard-won gains in passenger rail growth secured through past investments at the federal and state level. Towards that goal, Rail Passengers Association is asking Congress to continue funding rail transportation at elevated levels in Fiscal Year 2022 to allow America's railroads to come through the waning days of the pandemic stronger than ever.

| | Federal rail funding (in millions) | | |
|--|------------------------------------|---------------------------|--------------------------------|
| | FY2021 Appropriated Levels | FY2021 COVID Relief Funds | Rail Passengers' FY22 Proposal |
| Program | | | |
| Amtrak - National Network | \$1,300.0 | \$1,075.0 | \$2,258.9 |
| Amtrak – NEC | \$700.0 | \$1,625 | \$1,619.7 |
| Amtrak – Total | \$4,700.0 | | \$3,878.6 |
| Consolid. Rail Infrastructure & Safety Grants | \$375.0 | | \$330.0 |
| Federal State Partnership For State Of Good Repair | \$200.0 | | \$400.0 |
| Restoration & Enhancement Grants | \$4.7 | | \$20.0 |
| Total | \$2,579.7 | \$2,700 | \$4,628.6 |

Creating Jobs Through Amtrak Investment: Amtrak has identified an **additional \$1.55 billion in investments** that it could quickly advance, allowing the railroad to replace and rehabilitate aging infrastructure and equipment, as well as launch new services through its corridor development program (as outlined in [Amtrak Connects US](#)). This funding is consistent with the funding levels passed by the U.S. House in the Moving Forward Act (H.R. 2), and would support congressional goals to bolster the U.S. economy through the creation of family-wage, blue-collar jobs across the U.S.

American Jobs Plan: President Biden has identified in \$80 billion over eight years in addition to baseline funding as part of an infrastructure investment program. On an annual basis, this would mean an additional \$4.9 billion for Amtrak's NEC, \$2 billion for Amtrak's NN, \$2.5 billion for intercity passenger rail grants, and \$1 billion for freight rail and safety grants.

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 provide at least \$11 billion to the Mass Transit Account.
- 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 provide at least \$3.8 billion for the New Starts program in Fiscal 2022.



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- **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 2021 funding of \$150 million for the WMATA system in Fiscal 2022.
- **RAISE Grants:** Rail Passengers asks Congress to match its Fiscal 2021 funding levels of \$1 billion for the RAISE (formerly BUILD/TIGER) Grants program for Fiscal 2022, and mandate that the U.S. DOT direct at least 2/3rds of the grants towards projects in high-capacity corridors.

Equipment

Amtrak is well into the procurement process for the new Northeast Corridor fleet (ACELA 2021); safer, more energy-efficient next-generation diesel locomotives to replace the aging National Network locomotive fleet; and has issued a Request for Proposals for new single-level equipment to replace Amfleet I cars on the Northeast Corridor and neighboring State-Supported services. However, there is still a long way to go towards fleet modernization. Rail Passengers is asking Congress to work with States and Amtrak to establish a stable funding mechanism to allow for critical investments in equipment that will meet public demand for reliable, energy-efficient equipment with modern amenities. **Amtrak's \$3.878 billion FY22 grant request supports \$915 million for National Network equipment and \$478 for NEC equipment.**

Legislative Proposals

- **Passenger Rail Trust Fund:** *Rail Passengers* reiterates its call for an Intercity Passenger Rail Trust Fund (IPRTF) to provide predictable, dedicated funding for passenger rail. With advance appropriations for passenger rail grants, Amtrak and states can better plan capital expenditures and manage infrastructure projects. The IPRTF should be used to fund Amtrak's Northeast Corridor and National Network Accounts, as well as formula-based distribution of funds to states for planning and capital renewal payments to host railroads.
- **On-Time Performance and Fairness for Passengers:** Given the dramatic rise in host railroad interference and passenger delays, *Rail Passengers* is asking Congress to grant preference enforcement. This would give Amtrak the ability to bring an action in U.S. District Court when its statutory right of preference is violated, protecting American passengers' right to be on time by ensuring they aren't stranded illegally for hours behind slow-moving freight trains.
- **Creation of New Services:** Between 2017 and 2019, the population in the South and West grew seven times faster than in the Northeast and Midwest—areas currently underserved by the Amtrak network. To allow for the timely expansion of the intercity passenger rail network, Congress must:
 - **Update and clarify the procedure for Amtrak to access host railroad infrastructure** to ensure a fair process for determining the amount of capital investment needed to ensure any additional Amtrak trains do not unreasonably impair the host railroads; and
 - **Establish a Corridor Development Program** to allow Amtrak to rapidly launch new state-supported services, funding initial infrastructure costs while helping states cover operating costs for the first five years.
- **Intercity Passenger Rail Commissions:** Our organization is joining with Transportation for America supporting creation of multiple interstate passenger rail commissions (IPRC). An IPRC would consist of two or more states for the established purpose of promoting, developing, and operating intercity passenger rail service over a long-term period.
- **Transparency in Pricing for State-Supported Services:** *Rail Passengers* is calling for increased transparency in the cost allocation methodology Amtrak uses to charge states for corridor service, and a shift from the use of fully allocated costs to direct route costs, in addition to a proportional share of costs that benefit more than one route, to reasonably reflect relative use. The updated costing methodology should establish a clear relationship between service-level decisions and state contributions into the system and incentivize ridership growth.



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