



## 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 on 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	\$1,300.0
Amtrak - NEC	\$328.0	\$650.0	\$557.0	\$670.0
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	\$300.0
Restoration & Enhancement Grants	\$5.0	\$20.0	\$21.5	\$21.5
<b>Total</b>	<b>\$1,593.0</b>	<b>\$2,813.0</b>	<b>\$2,276.5</b>	<b>\$2,891.5</b>

### Transit + Innovative Infrastructure Financing

**Transit Formula Grants:** U.S. transit systems face \$86 billion worth of deferred maintenance and replacement needs, with 25% of rail transit assets in marginal or poor condition. Rail Passengers is asking that Congress **match or improve its Fiscal 2018 funding levels of \$10.57 billion for transit formula grants in Fiscal 2019.**

**New Starts + Small Starts:** While state of good repair is critical, the U.S. population is growing and resettling along dense metropolitan corridors. Rail Passengers is asking that Congress **match or improve its Fiscal 2018 funding levels of \$2.64 billion for the New Starts program in Fiscal 2019—including \$716 million for Core Capacity and \$400 million for Small Starts.**

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

**TIGER Grants:** Congress gave an unequivocal endorsement of the TIGER program by tripling funding for the multi-modal TIGER program in Fiscal 2018 omnibus. Rail Passengers is asking that Congress **match its Fiscal 2018**



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**funding levels of \$1.5 billion for the 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-congestion corridors.**

## Equipment

With the Fiscal 2018 boost in funding, Congress has given Amtrak a mandate to immediately begin work on modernizing the National Network. California and Midwestern states have already utilized a mix of federal and state funding to begin fleet expansion, and Amtrak has started the procurement process for the Northeast Corridor fleet—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 begin the procurement process for new National Network rolling stock using the additional funding provided in Fiscal 2018 and 2019.** This will have the added benefit of creating new manufacturing jobs.

## 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 for the installation of this lifesaving technology (on top of an existing \$73 million in FY2017 CRISI grants). **Rail Passengers is asking Congress to exercise rigorous oversight to ensure that the Federal Railroad Administration obligate these funds to commuter railroads with all due haste, and to ensure that the FRA publicly communicates a plan to ensure that there is no loss of passenger rail service beyond the December 31, 2018 deadline.**

## On Time Performance

Given the dramatic increases in host railroad train interference and growing delays faced by passengers, Rail Passengers is asking Congress to **eliminate Amtrak’s role in creating the Metrics and Standards described in Section 207 of the Passenger Rail Investment and Improvement Act of 2008 (Division B of Pub. L. 110-432), giving full control of the Metrics and Standards process 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. With advance appropriations scored as new budget authority only in the year in which they are available for obligation, this would speed project delivery and reduce inefficiencies without increasing taxpayer obligation.



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