



## Rail Passengers Association Fiscal Year 2020 Legislative Grant Request

With 31.7 million Amtrak passengers carried in Fiscal 2018 and multi-year increases in rail transit ridership, Rail Passengers Association is asking Congress to continue funding rail transportation at or above the levels provided in the Fiscal Year 2019 Appropriations Bill.

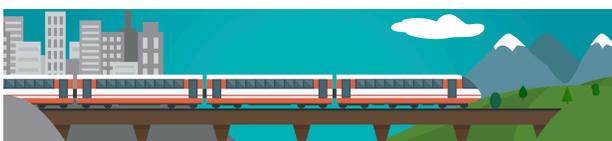
**Passenger Rail Funding (in millions)**

Program	FY2018 Appropriated Levels	FY2019 Appropriated Levels	FAST Act FY2020 Authorized Levels	RPA FY2020 Request
Amtrak - National Network	\$1,300.0	\$1,291.6	\$1,200.0	\$1,400.0
Amtrak - NEC	\$650.0	\$650.0	\$600.0	\$750.0
Consolidated Rail Infrastructure & Safety Grants	\$593.0	\$255.0	\$330.0	\$600.0
Federal State Partnership for State of Good Repair	\$250.0	\$400.0	\$300.0	\$500.0
Restoration & Enhancement Grants	\$20.0	\$5.0	\$20.0	\$20.0
<b>Total</b>	<b>\$2,813.0</b>	<b>\$2,601.6</b>	<b>\$2,452.0</b>	<b>\$3,270.0</b>
Transit Formula Grants	\$10,567.0	\$9,939.4	\$11,400.0	\$11,400.0
Capital Investment Grants	\$2,645.0	\$2,552.6	\$2,301.0	\$3,800.0
WMATA	\$150.0	\$150.0	\$150.0	\$150.0
<b>Total Transit</b>	<b>\$13,362.0</b>	<b>\$12,642.0</b>	<b>\$13,851.0</b>	<b>\$15,350.0</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 FAST Act authorized funding levels of \$11.4 billion for transit formula grants in Fiscal 2020.**

**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 2020.**



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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 2019 funding of \$150 million for the WMATA system in Fiscal 2020.**

**BUILD Grants:** Congress unequivocally endorsed the multi-modal BUILD program in the Fiscal 2019 omnibus. Rail Passengers asks Congress to **match its Fiscal 2019 funding levels of \$1.5 billion for the BUILD/TIGER Grants program for Fiscal 2020, and mandate that the U.S. DOT direct at least 2/3rds of the grants towards projects in high-capacity corridors.**

## Equipment

With the Fiscal 2019 funding boost, Congress has given Amtrak and the States a mandate to continue work on modernizing the U.S. rail fleet. 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. **In particular, we encourage the full granting of Amtrak’s \$533 million grant request for new equipment for the National Network and \$374 million grant request for new equipment for the NEC.**

## On Time Performance

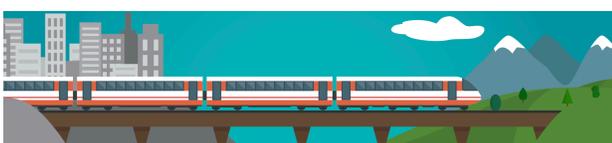
Given the dramatic rise in host railroad interference and passenger delays, Rail Passengers is asking Congress to **grant Amtrak a Private Right of Action to enforce dispatching preference** (as described in Amtrak’s Fiscal 2019 Grant Request).

## 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, **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.

## Contingency Plan for NEC Rail Tunnel

Given the vital importance of the NEC—whose passengers contribute \$50 billion to the U.S. economy each year—replacing the Hudson River rail tunnels is a project of national significance. **Rail Passengers is asking Congress to pass the Gottheimer/King rail bill (H.R. 1667)**, which directs the U.S. DOT to determine the effects to the economy of the U.S. if the North River Tunnels fail and requires the DOT to issue a contingency plan in the case failure.



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