**Fulfilling the Promise of A Connected America**

* **Fully fund and implement the passenger rail programs created by the FAST Act.**
* **Pass a multimodal infrastructure bill that addresses the deficit in transportation investment**
* **Make modern passenger rail service available within 25 miles of 80% of Americans in 25 years.**

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|  | **Federal Passenger Rail Funding (in millions)** | | | | | | | | |
|  | **Fiscal Year 2016** | **FAST Act FY2017 Authorized Levels** | **Senate THUD FY2017 Proposed Levels** | **House THUD FY2017 Proposed Levels** | **Continuing Resolution FY2017 Enacted Levels** | **FAST Act FY2018 Authorized Levels** | **FAST Act FY2019 Authorized Levels** | **FAST Act FY2020 Authorized Levels** |
| **Program** |  |  |  |  |  |  |  |  |
| Amtrak – General Operating | $288.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Amtrak – General Capital | $1,101.5 | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Amtrak - National Network | N/A | $1,026.0 | $1,075.0 | $1,000.0 | $1,155.0 | $1,085.0 | $1,143.0 | $1,200.0 |
| Amtrak - NEC | N/A | $474.0 | $345.0 | $420.0 | $235.0 | $515.0 | $557.0 | $600.0 |
| Consolidated Rail Infra. & Safety Grants | N/A | $190.0 | $50.0 | $25.0 | N/A | $230.0 | $255.0 | $330.0 |
| Federal State Partnership For State Of Good Repair | N/A | $140.0 | $20.0 | $25.0 | N/A | $175.0 | $300.0 | $300.0 |
| Restoration & Enhancement Grants | N/A | $20.5 | $15.0 | $0.0 | N/A | $21.0 | $21.5 | $22.0 |
| **Total** | **$1,390.0** | **$1,850.5** | **$1,505.0** | **$1,470.0** | **$1,390.0** | **$2,026.0** | **$2,276.5** | **$2,452.0** |

**Fulfilling the promise of the FAST Act’s multi-year rail authorization will allow state and local governments, railroads and Amtrak to make critical investments to:**

1. **Acquire new, state-of-the-art locomotives and cars:**

* The existing fleet of locomotives and cars is too small to meet current demand.
* The existing fleet is aging & expensive to maintain; heating & cooling, toilet and other system failures are common.
* New equipment will boost revenues, cut operating costs, permit longer trains to increase capacity, increase frequencies and add new routes.

1. **Restore and expand crucial connections across the National Rail Network:**

* The Gulf Coast Passenger Rail Working Group, authorized by the FAST Act, is working with scores of local communities in Florida, Alabama, Mississippi, and Louisiana to bring back train service to the region; seven of the 12 communities between New Orleans and Jacksonville whose service was suspended post-Katrina have no air service, and four have no intercity bus service, leaving those areas without any public transportation options.
* Upgrade passenger rail infrastructure serving the Southwest Chief between Kansas and New Mexico via Colorado, which provides a critical economic link for dozens of mid-sized cities and rural communities along the route.
* Provide a strong federal partner to California state leaders who are moving ahead with the California High-Speed Rail project; the recently updated business plan has reduced costs by $4 billion and moved up initial operations by shifting north to connect the Central Valley with the Silicon Valley.

1. **Eliminate critical bottlenecks, such as:**

* The New York-New Jersey Gateway and Baltimore tunnel projects on the Northeast Corridor; the Gateway Project has secured strong support from agencies in New York and New Jersey, who have committed to providing 50% of the necessary funding; a strong federal partner is required to get this project moving.
* CrossRail Chicago corridor serving Amtrak, Metra, and freight trains.

1. **Address growing public demand for more passenger rail and transit:**

* America’s transportation infrastructure is inadequate for today’s population; the addition of 70 million more residents by 2050 demands expansion.
* Millions of Americans today face loss of personal mobility: airlines are cutting back the number of flights and have reduced or discontinued service to literally hundreds of smaller cities.

1. **Support private sector investment in passenger rail:**

* By streamlining the RRIF program and introducing passenger rail categorical exemptions from the regulatory process, Congress can support companies looking to invest private sector funds in passenger rail projects, including:
  + All Aboard Florida’s *Brightline* train, connecting Orlando, West Palm Beach, and Miami
  + Texas Central Partners high-speed passenger railway between Houston and Dallas
  + XpressWest’s high-speed rail corridor between Las Vegas, NV and Southern California

**Work with the Surface Transportation Board (STB) to protect efficient, on-time train service:**

* NARP is participating in the 8th Circuit District Court Case between the STB and the Association of American Railroads regarding On-time Performance (OTP) and all station measurement. NARP is urging the courts to reject freight railroads’ challenges to federal on-time performance rule, citing three primary reasons: Congress gave the Surface Transportation Board (STB) the authority, in law, to make the rule; the Board considered public input while making the rule, and; this makes the Board’s move reasonable, and not “arbitrary or capricious.” If the freights overturn the Board’s ability to enforce the standards in the 2008 rail bill “on-time performance of intercity passenger rail in the United States will be reduced or eliminated.”
* To fully engage with the host railroads as equal partners in delivering passenger service, NARP recommends that Congress help establish a framework to provide financial incentives to railroads to move people on trains that are fast, frequent and on time.