

Fulfilling the Promise of A Connected America

- **Fully fund and implement the passenger rail programs created by the FAST Act.**
- **Make modern passenger rail service available within 25 miles of 80% of Americans in 25 years.**

NARP is requesting \$2.2 billion for passenger rail in Fiscal Year 2017, based upon the programs overwhelmingly approved by Congress as part of the FAST Act. This represents a modest yet meaningful increase from the \$1.39 billion enacted for Amtrak for FY 2016, allowing states and Amtrak to begin to address serious backlogs in infrastructure investment and equipment acquisition.

Program	Funding (in millions)	
	Fiscal Year 2016	Fiscal Year 2017
Amtrak – General Operating	\$288.5	N/A
Amtrak – General Capital	\$1,101.5	N/A
Amtrak – National Network	N/A	\$941.3
Amtrak – Northeast Corridor	N/A	\$612.9
Consolidated Rail Infrastructure & Safety Improvements	N/A	\$300.0
Federal State Partnership For State Of Good Repair	N/A	\$250.0
Restoration & Enhancement Grants	N/A	\$100.0
Total	\$1,390	\$2,204.2

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.
- 2. 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.
- 3. 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.
- 4. 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.
- 5. 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 urging the STB to withdraw a Proposed Policy Statement to revise the definitions and policy guidance for passenger train on-time performance (49 U.S.C. § 24308), which would effectively flip the burden of proof from host railroads, who must by statute seek relief from STB, to Amtrak, which would have to prove to STB that a host railroad's failure to give preference did NOT "materially lessen the quality of freight transportation"—a largely impossible burden given the need for access to proprietary data and information. NARP believes changing what laws say and how they're applied should be done by elected lawmakers and not by regulators operating without the benefit of a public hearing or even a formal rulemaking process.
- NARP, in commenting on the STB's proposed rulemaking regarding On-time Performance (OTP) and Proposed Policy Statement, NARP urges regulators to measure on-time arrivals at all stations, not just at the end points; to use a single 15-minute standard at each point along a train's route; and to trigger an automatic investigation if trains on a route dip below the OTP standard more than 20% of the time. Three out of every four passengers using Amtrak's trains depart from and arrive at stations strung between end point cities, and never set foot in an end point station. The percent of passengers traveling between intermediate points exceeds 50% on three fourths of Amtrak's 47 routes. Intermediate stations' ridership is an important statistic throughout the system, and is significant on short, medium and long distance routes.
- 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.

