




# Rail Passengers 2019 Advocacy Toolkit

Policy Documents Overview

# Rail Passengers 2019 Toolkit



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## 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 East 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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## Surface Transportation Reauthorization

Rail Passengers believes the coming surface transportation reauthorization must do more than establish higher funding levels for passenger trains and transit. Congress must create bold new programs that will shape the next generation of U.S. transportation infrastructure.

### Physical Infrastructure

- Create a federal grant program allowing states and municipalities to purchase abandoned and underutilized corridors from freight railroads.
- Enact a tax credit covering private sector donation of ROWs to states for passenger rail networks.

### On-Time Performance

- Grant Amtrak a Private Right of Action to enforce dispatching priority.
- Shift creation of Metrics and Standards to the Federal Railroad Administration.

### Funding and Finance

- Introduce a predictable, dedicated, and robust Passenger Rail Trust Fund.

### Operations

- Create regional advisory committees to initiate Integrated Regional Rail Operating Models.
- Establish a charter for a Shared-Use Corridor Advisory Committee.
- Direct the FRA to study the benefits of Central Dispatching Authorities.
- Formally establish the importance of the National Network to rural Americans.
- Grant local officials discretion to direct funds to the highest impact projects.


### Regulation and Oversight

- Give the federal government a larger role in insurance provision for rail operators. One such role would be mandated contributions to a captive insurance pool overseen by the federal government.
- Study PTC Technology's effect on liability requirements.


### Equipment

- Allow the FRA increased flexibility in granting waivers to Buy America Act requirements for passenger rail equipment to allow for lower the cost of procurement.

You can find out more about our plan at [RailPassengers.org/blueprint](https://RailPassengers.org/blueprint)



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## ON-TIME PERFORMANCE (OTP)

### WHAT'S THE PROBLEM?

Poor service from many host railroads has caused chronic and excessive delays for millions of riders who rely on the Amtrak system. In 2018, Amtrak trains were delayed by freight trains on host railroads more than 100,000 times. Interference by freight trains is the most common source of delay for Amtrak passengers and the largest cause of poor on-time performance of Amtrak trains.

- Since Amtrak's inception in 1971, the law has required that freight or "host" railroads are to provide Amtrak passenger trains passage on their railroad and give them priority access or "preference" over their freight trains.
- Despite the law, host railroads often ignore their obligation to provide Amtrak passengers with preference over freight trains and put freight trains in front of Amtrak trains causing delay to Amtrak passengers.
- Today, a majority of the nearly 20 million passengers traveling on Amtrak National Network do so over freight or "host" railroads.
- 70% of the delays to Amtrak passengers on host railroads are caused by host railroads, yet Amtrak passenger trains utilize only 16% of the total host railroad network.

**EXPECT  
DELAYS**

**OTP =**

Total number of trains arriving "on-time"

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Total number of trains operated on the run

To learn more about OTP, visit [www.railpassengers.org/Blueprint](http://www.railpassengers.org/Blueprint)

RAIL PASSENGERS ASSOCIATION

SPRING 2019

## RURAL MOBILITY IN AMERICA

CONNECTING MILLIONS WITH APPROPRIATE ACCESS TO PUBLIC TRANSIT

Rural America's transportation gap profoundly hurts rural Americans. Some 19% of Americans live in rural areas. That's 62 million people. A quarter of them are veterans, and another quarter are seniors over 65. In "Flyover Country," 1.6 million people have neither a car nor access to public transit, shutting them off from life's necessities—jobs, fresh food, education and, most importantly, healthcare. Often they need to travel great distances to VA hospitals or other centers for care unavailable in their hometowns.

Amtrak's National Network, with its 15 long-distance routes connecting a series of state-supported services, provides an essential transportation service to 40 percent of the nation's small and rural communities, establishing a vital link between Small Town and Big City America.

### INCREASING SAFETY IN TRANSPORTATION

PUBLIC TRANSIT IS A SAFER ALTERNATIVE TO DRIVING FOR RURAL COMMUTERS.

**19%**

The percentage of Americans who live in rural communities.

**33%**

How many more miles rural residents drive than urban residents.

**49%**

The percentage that rural fatalities accounted for out of the total number of traffic fatalities nationwide.

# Rail Passengers 2019 Toolkit

RAIL PASSENGERS ASSOCIATION SPRING 2019

## HIGH-SPEED RAIL

### RAIL INFRASTRUCTURE FOR THE FUTURE

High-Speed Rail (HSR) is an efficient mode of transportation that can move a large number of people quickly along densely developed corridors. In the U.S., HSR technology would allow us to be more competitive in the global marketplace, while strengthening local economies. However, decades of underinvestment in rail has left the U.S. lagging. Out of the 22 countries that operate HSR trains, the U.S. is ranked second to last. There is no reason why China should have the fastest trains in the world when we can build them right here in the United States.

#### HIGH-SPEED BENEFITS

THE BENEFITS OF HSR EXTEND WELL BEYOND SPEED, FEEDING INTO THE COUNTRY'S ECONOMY.

<b>24K</b> The number of highly skilled jobs created for every \$1 billion invested in HSR. (Source: APTA)	<b>\$4</b> The return on economic benefits for every \$1 invested in HSR which supports local communities on HSR lines, as well as the whole country. (Source: APTA)	<b>8x</b> HSR is eight times more energy efficient than air travel. (Source: UIC)	<b>4x</b> HSR is four times more energy efficient than automobiles. (Source: UIC)
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RAIL PASSENGERS ASSOCIATION SPRING 2019

## CRITICAL PASSENGER RAIL INFRASTRUCTURE INVESTMENTS ALONG THE NEC

### ALLOWS MILLIONS OF PEOPLE TO TRAVEL WHILE CONNECTING THE U.S. ECONOMY

The Northeast Corridor, or the NEC for short, is a major artery of travel and business in the U.S., carrying hundreds of thousands of people on a daily basis. New York and New Jersey are at the heart of the NEC, where people utilize Amtrak and NJ Transit to commute to and from New York Penn Station. The current NEC infrastructure is at a turning point, requiring new funding for a variety of rail projects, including two, new Hudson River Tunnel tubes and rehabilitation of the existing 109-year old tunnel. Should the massive rail infrastructure undertaking not move forward, the entirety of NEC travel could come to a grinding halt.

#### NORTHEAST CORRIDOR CONNECTS

THE NEC IS A MAJOR ARTERY THAT CONNECTS PEOPLE, JOBS AND THE U.S. ECONOMY.

<b>2,200</b> The number of trains per day that traverse the region.	<b>800,000</b> The number of daily riders on the NEC.	<b>260,000,000</b> The annual number of passenger trips on the NEC.	<b>500,000,000</b> The number of passengers projected to use the NEC each year by 2040.
<b>17%</b> The percentage of the U.S. population that lives in the NEC.	<b>97</b> The number of Fortune 500 companies headquartered in the NEC.	<b>20%</b> The percentage of the U.S. GDP generated in the NEC.	<b>\$2.6 Trillion</b> The total GDP generated annually by NEC-connected communities.

#### NEC INFRASTRUCTURE BY THE NUMBERS

FUNDING FOR THE NEC IS VITAL FOR THIS MAJOR NATIONAL UNDERTAKING.

<b>\$11.1 B</b> New Hudson River tunnels	<b>\$1.6 B</b> Rehab of current Hudson River tunnel	<b>\$1.6 B</b> Portal North Bridge	<b>\$4.5 B</b> Baltimore & Potomac Tunnel
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RAIL PASSENGERS ASSOCIATION

## STATE OF GOOD REPAIR

### REBUILDING & MODERNIZING AMERICA'S INFRASTRUCTURE

America needs to be rebuilt and modernized. Investing in our nation's transportation infrastructure will improve our ability to compete in a global economy. The U.S. has fallen from a leading innovator in railroads, to 21st in the *World Economic Forum Rankings*. Congress recognizes the need to address **state of good repair (SOGR)**, as well as decades of underinvestment that have brought us to a point of inefficiency and unreliability for many transit services, as well as unequal access to public transit.

#### INVESTMENT NEEDS

THE U.S. INVESTS \$17.7B ANNUALLY, BUT LONG-TERM INVESTMENT IS NEEDED:

<b>\$86B</b> Total transit backlog in deferred maintenance and replacement needs with 25% of rail transit assets in marginal or poor condition. (Source: APTA)	<b>\$38B</b> Amtrak's SOGR backlog in the NEC. Billions more are needed for the National Network. (Source: Amtrak)	<b>\$43B</b> Capital investments needed per year over the next six years across all levels of government to sustain current levels of public transit use. (Source: APTA)	<b>\$122B</b> Projected SOGR backlog by 2032 if left unaddressed.
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THE U.S. HAS FALLEN FROM A LEADER IN RAILROADS TO **21<sup>ST</sup>** IN THE WORLD.

SPRING 2019

# Rail Passengers 2019 Toolkit



# Rail Passengers 2019 Toolkit

## THE UNITED STATES OF UNDERINVESTMENT: A MAP OF THE UNFUNDED TRAIN PROJECTS IN AMERICA



### LEGEND

- Existing Services
- Grow Trains Campaign
- Discontinued Gulf Coast Rail
- Eliminate critical bottlenecks in high-traffic routes that experience delays due to lack of capacity
- Crucial connections must be built to expand the national rail network
- Congress can support private sector investment to benefit a variety of projects
- Existing fleet is too small—acquiring new equipment will add capacity and frequency
- There is a constant growth in passenger demand nationally—national rail infrastructure demands expansion

To learn more about these projects, visit [www.railpassengers.org/Blueprint](http://www.railpassengers.org/Blueprint).





# Rail and Transit Funding for FY2020

Building on Our Success

Building on  
Success in  
FY2020

Passenger Rail Funding (in millions)

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## Policy Asks in FY2020

### **Revitalizing America's National Train Fleet**

- Full funding for Amtrak's \$533 million grant request for new equipment for the National Network.
- Full funding for Amtrak's \$374 million grant request for new equipment for the NEC





# Policy Asks in FY2020

## **BUILD Program**

- Match Fiscal 2019 funding levels of \$1.5 billion for the BUILD/TIGER Grants program for Fiscal 2020.
  - Mandate that the U.S. DOT direct at least 2/3rds of the grants towards projects in high-capacity corridors.

## **Advance Passenger Rail Appropriations**

- Provide advance appropriations for passenger rail grants.
- Would allow Amtrak and states to plan capital expenditures and manage infrastructure projects.



## Policy Asks in FY2020

### **On Time Performance**

- Grant Amtrak a Private Right of Action to enforce dispatching preference.

### **Contingency Plan for NEC Rail Tunnel**

- Pass the Gottheimer/King rail bill (H.R. 1667).



# Bold Policy Solutions

Creating a “Blueprint for Rail” in  
the Surface Transportation  
Reauthorization.



# Creating a Blueprint for Rail

## **Funding and Finance**

- Introduce a predictable, dedicated, and robust Passenger Rail Trust Fund.

## **Physical Infrastructure**

- Create a federal grant program allowing states and municipalities to purchase abandoned and underutilized corridors from freight railroads.
- Enact a tax credit covering private sector donation of ROWs to states for passenger rail networks.





# Creating a Blueprint for Rail

## Operations

- Create regional advisory committees to initiate integrated Regional Rail Operating Models.
- Establish a charter for a Shared-Use Corridor Advisory Committee.
- Direct the FRA to study the benefits of Central Dispatching Authorities.
- Formally establish the importance of the National Network to rural Americans.
- Grant local officials discretion to direct funds to the highest impact projects.



# Creating a Blueprint for Rail

## **Regulation and Oversight**

- Give the federal government a larger role in insurance provision for rail operators. One such role would be mandated contributions to a captive insurance pool overseen by the federal government.
- Study PTC Technology's effect on liability requirements.

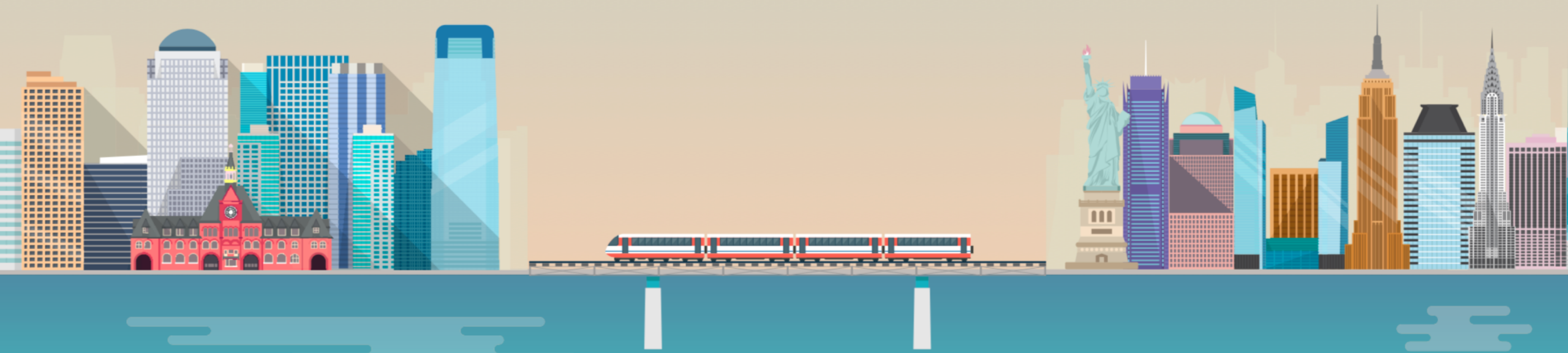
## **Equipment**

- 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.
- Allow the FRA increased flexibility in granting waivers to Buy America Act requirements for passenger rail equipment to lower the cost of procurement.

[www.RailPassengers.org/Blueprint](http://www.RailPassengers.org/Blueprint)



RAIL PASSENGERS  
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RAIL PASSENGERS  
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## How to Sell Trains to Your Member of Congress

SPRING 2018



# Logistics 101

## **Metro Stops**

- Senate: Washington Union Station (Red Line)
- House: Capitol South (Orange/Blue/Silver)

## **Security**

- Not TSA. Belts and shoes stay on. Watches, keys, phones in the tray, overcoat on the conveyor belt.
- Normally 1-2 minute wait. Takes as much as 5-7 minutes during the morning rush.
- Tunnels are your friend.

# Logistics 101

## **House Office Building Annotations**

- 201 = Cannon
- 1201 = Longworth
- 2201 = Rayburn

## **Food & Beverage**

- Rayburn HOB Basement
- Longworth HOB Basement
- Dirksen SOB Basement

## **Congressional Reception:**

- Dirksen 106
- 5:15PM – 7:15PM



## Tips for Office Visits

- **Be yourself, and be calm:** You're not a slick lobbyist, and that's okay. Be sure to let them know you're a citizen advocate (and, where appropriate, a constituent).
- **Be brief, be local:** Discuss the issues at a high level, don't get bogged down in the details—(they're on the handouts and at [RailPassengers.org/Blueprint](https://RailPassengers.org/Blueprint)).
- Be sure to hit your local rail and transit issues.
- Your meeting shouldn't last more than ~15 minutes, unless the staff person asks to spend more time with you.



# Tips for Office Visits

**Be respectful:** You may encounter a member or staffer who is not supportive of the Rail Passenger's agenda. View this as an opportunity to build bridges rather than to argue.

**Be non-partisan:** Rail Passengers—which you're representing—is a 501(c)3 organization, which prevents it from engaging in any partisan politics.

- Be a passionate advocate for trains, not for or against specific parties or candidates.
- You may find yourself surprised.

**Be honest:** If you don't know the answer to a question, don't be afraid to say so. Rail Passengers Association staff will follow up.





# Tips for Office Visits

- **Ask questions:** Specifically, ask the member or staffer if there's anything they need from us. What can we do to help them help us?
- **Take notes:** If a member or staffer asks for additional information, or you hear or learn anything that you want to look into further, don't rely on memory.
- **Thank them**
- **Business Cards:** Make sure you get the business card(s) of the persons you meet with. You will need their correctly spelled names, titles and contact information.

# After Your Visit

## Report back

Go to [www.RailPassengers.org/Hill2019](http://www.RailPassengers.org/Hill2019) for an easy-to-fill form.

## Follow up

Send an e-mail to the staffer thanking them again for taking the time to meet and provide any info they requested (in the latter case, cc: Sean!).

## Be Persistent

If an important local or national issue comes up, contact the person.

## Schedule Local

Meeting with your member or their staffer in the local office reminds them you're a constituent and solidifies the relationship.