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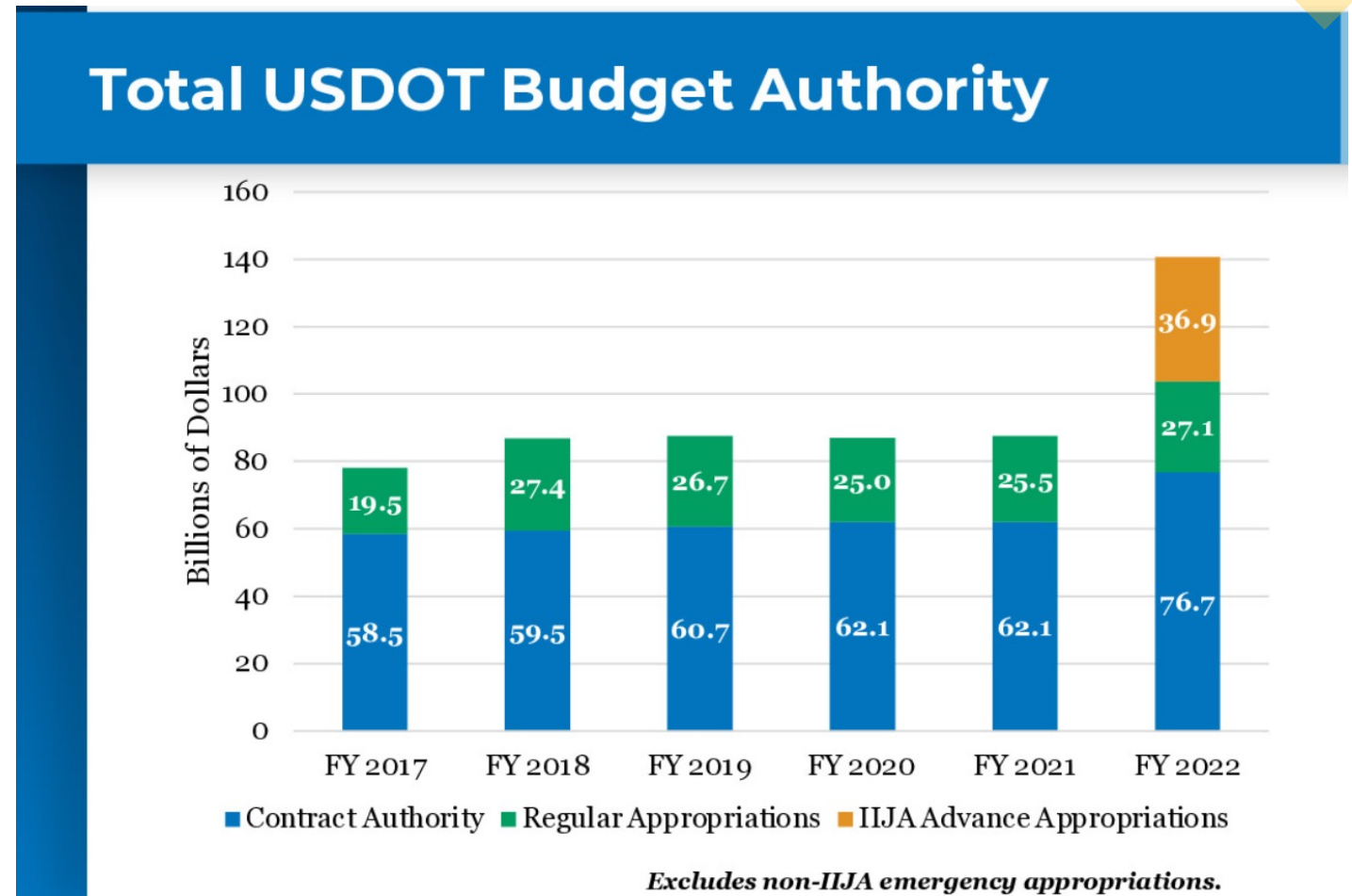
Update on Bipartisan Infrastructure Law + 2022 Congressional Outlook

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Rail Passengers Association

Congressional State of Play

- Congress passed the FY22 government funding bill two weeks ago... over 5 months late!
- **Good news:** appropriators spent +\$504m out of their own regular budget beyond IIJA's \$13.2 billion on FRA.
 - +\$332ml for Amtrak ops.
- **Bad news:** ~\$4 billion less than authorized by BIL.



Graphic via Eno Transportation



Congressional State of Play

- Congressionally directed funding requests (earmarks) are back.
- **Tremendous opportunity to accelerate development:**
 - \$8 million – Georgia Department of Transportation: Environmental Impact Statement for the Atlanta to Savannah Passenger Rail project.
 - \$5 million – Maryland Transit Administration: Baltimore Penn Station Facility Improvements.
 - \$10 million – San Diego Association of Governments: COASTER Commuter Rail Corridor Stabilization project. (Transit Infra. Grants)
- **Look ahead:** House is limiting FY23 earmarks to highways and transit, but the Senate remains fluid.



Congress - Looking Ahead

- FY23 calendar is already scrambled
 - President's budget released earlier this week
 - House Appropriations hearing in late April
- Upcoming DOT deadlines (180 days after IIJA signed):
 - Establishment of Corridor Identification and Development Program
 - USDOT Report on Direct Grants to Amtrak
 - Establishment of Food & Beverage Service Working Group
- **Midterms are coming!**
 - Wave of retirements
 - Wave election?
 - Redistricting



Congressional State of Play

▶▶▶ Potential red flags ▶▶▶

- Rising housing costs expected to eat up large share of the Transportation, Housing and Urban Development (THUD) year-over-year increase in funding.
- Of the \$6.4 billion increase to THUD in FY22:
 - \$4.7 billion to HUD
 - \$1.6 billion to DOT



Congressional State of Play

▶▶▶ Potential red flags ▶▶▶

- Backlash to IJA among cadre of House Republicans.
- Returning Amtrak to Economic Sustainability (RATES) Act: redefines Amtrak mission from “providing... high quality service” to “ensuring route profitability proportional to the Federal share of investment.”
- “If the federal government is allocating billions of dollars to a company that disproportionately serves coastal, metropolitan populations over rural America, at the very least we should require Amtrak to attempt to be economically sustainable.” - Rep. Rick Crawford [R-AR], Ranking Member of T&I Rail Subcommittee

The Five-Year IIJA Funding Picture

Millions of Dollars						
	FY22	FY23	FY24	FY25	FY26	Five Year Total
Surface Transportation Infrastructure Authorization						
Amtrak - NEC	\$ 1,570	\$ 1,100	\$ 1,200	\$ 1,300	\$ 1,400	\$ 6,570
Amtrak - Nat'l Network	\$ 2,300	\$ 2,200	\$ 2,450	\$ 2,700	\$ 3,000	\$ 12,650
FRA	\$ 248	\$ 254	\$ 263	\$ 271	\$ 279	\$ 1,315
Fed-State Partnership for SOGR	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 7,500
CRISI Grants	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 5,000
RR Crossing Elimination Grants	\$ 500	\$ 500	\$ 500	\$ 500	\$ 500	\$ 2,500
Restoration & Enhancement Grants	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50	\$ 250
Bipartisan Infrastructure Law						
CRISI Grants	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 5,000
Amtrak - NEC	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 1,200	\$ 6,000
Amtrak - Nat'l Network	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ 16,000
RR Crossing Elimination Grants	\$ 600	\$ 600	\$ 600	\$ 600	\$ 600	\$ 3,000
Fed-State Partnership for SOGR	\$ 7,200	\$ 7,200	\$ 7,200	\$ 7,200	\$ 7,200	\$ 36,000
Annual Total	\$ 20,368	\$ 19,804	\$ 20,163	\$ 20,521	\$ 20,929	\$ 101,785



Funding - Amtrak Direct Grants

National Network Funding	
Amtrak National Network Grant	
Dedicated	\$3,200
Authorized	\$2,000
Total	\$5,400

Northeast Corridor Funding	
Amtrak Northeast Corridor	
Dedicated	\$1,200
Authorized	\$1,100
Total	\$2,300

[Millions of Dollars]

- Dedicated, multi-year capital funding will allow Amtrak to upgrade stations, equipment, and signaling and communications.
- All operating funding falls within “Authorized”, which is discretionary.



Funding - Fed-State Partnership

National Network Funding		Multipurpose Funding (Could benefit NN, NEC and/or neither)		Northeast Corridor Funding	
Dedicated	\$3,240	Dedicated	\$720	Dedicated	\$3,240
Authorized	\$675	Authorized	\$150	Authorized	\$675
<i>Total</i>	<i>\$3,915</i>	<i>Total</i>	<i>\$870</i>	<i>Total</i>	<i>\$3,915</i>

Total FY23 Fed-State	
Dedicated	\$7,200
<i>Authorized</i>	<i>\$1,500</i>

[Millions of Dollars]



FRA Discretionary Grants

Multipurpose Funding (Could benefit NN, NEC and/or neither)	
Consolidated Rail Infrastructure and Safety (CRISI) Grants	
Dedicated	\$1,000
Authorized	\$1,000
<i>Total</i>	<i>\$2,000</i>

Railroad Crossing Elimination Grants	
Dedicated	\$600
Authorized	\$500
<i>Total</i>	<i>\$1,100</i>

Restoration & Enhancement Grants	
Authorized	\$50

[Millions of Dollars]

President's FY23 Budget Request

Program	FY23 Authorized	FY23 President's Budget	FY23 IIJA Advanced Appropriations
Consolidated Rail Infrastructure & Safety Improvement (CRISI) Grants	\$1 billion	\$500 million	\$1 billion
Federal-State Partnership for Intercity Passenger Rail Grants	\$1.5 billion	\$555 million	\$7.2 billion
Restoration & Enhancement grants	\$50 million	\$50 million	\$0
Railroad Crossing Elimination grants	\$500 million	\$245 million	\$600 million
Amtrak National Network	\$2.2 billion	\$1.8 billion	3.2 billion
Amtrak Northeast Corridor	\$1.1 billion	\$1.2 billion	1.2 billion



FY23 Leg. + Grant Policy Requests

- **Restoration of Levels of Service on Amtrak Routes:** requests that Congress use its oversight powers to ensure Amtrak publicly issues a plan and clear timeline for the full restoration of State-supported and Long-Distance service.
- **National Fleet Renewal:** fully fund BIL at the FY2023 authorized levels to assist in the purchase of new equipment for the National Network and the NEC.
- **Speed Project Delivery:** ask Congress to push the USDOT to use pre-existing blueprints to award IJA funds, and to publish the Northeast Corridor Inventory as soon as possible to advance critical NEC projects.

FY23 Leg. + Grant Policy Requests

– **Amtrak Board of Directors:** request that Congress work with the Biden Administration to nominate a new slate of Directors that—as required by Congress in the IJA—provide balanced regional representation, speaking for both rural and urban passengers.

<u>Member</u>	<u>Tenure</u>	<u>Former Nominee</u>
Pete Buttigieg	<i>Ex officio</i> as Secretary of Transportation	
Stephen Gardner	<i>Ex officio</i> as Amtrak President (non-voting)	
Christopher Beall (R)	Term expired Jan. 2018	
Yvonne Braithwaite Burke (D)	Term expired Jan. 2018	Nominee: Sarah Feinberg (D)
Thomas C. Carper (D)	Term expired Aug. 2018	Nominee: Chris Koos (D)
Anthony Coscia (D)	Term expires Dec. 2020	
Albert DiClemente (D)	Term expired Sept. 2017	Nominee: Joseph Gruters (R)
Jeffrey Moreland (R)	Term expired June 2015	Nominee: Rick Dearborn (R)
vacancy (was Derek Kan (R))	Term expires Jan. 2021.	
vacancy (never filled)		Nominee: Lynn Westmoreland (R)



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Effective Advocacy in a Post-“Infrastructure Week” World

Rail Passengers Association working to maintain momentum in 2022 and beyond



Rail Passengers' Continues to Grow Our Influence

- *Rail Passengers'* staff today are true policy partners in D.C., beyond just our contribution to the Bipartisan Infrastructure Law
 - We advise key offices and committees on both sides of the aisle
- Biden Transition Team asked for our input on:
 - Amtrak Board member nominations
 - Priorities for surface transportation reauthorization
 - First 100 days initiatives
 - Potential nominees for DOT political appointments
- DOT has asked for our input on:
 - A broad-based rural rail access program
 - Economic benefits of rail service
 - Draft language for FRA and DOT rail-related reforms
 - Formation of advisory councils and committees



Rail Passengers' Influence

- State DOTs seeking our input on:
 - Sec. 209 relationships with Amtrak
 - Economic-benefits projections for new service
- Amtrak seeking our input on:
 - Service restorations
 - Customer-focused priorities
 - Pathways to securing political and financial support for *AmtrakConnectsUS*
- Surface Transportation Board seeking our advice to:
 - Consult with an internal STB working group on passenger-rail issues
 - Participate in a proposed new Passenger Rail Advisory Committee to support STB adjudication of new metrics and standards cases



Maintaining Momentum

“Victory has a thousand fathers,
but defeat is an orphan.”

Advocates need to get out and help
shape the implementation.

Successful organizations able to
harness energy to advance mission.

Refining Our Message

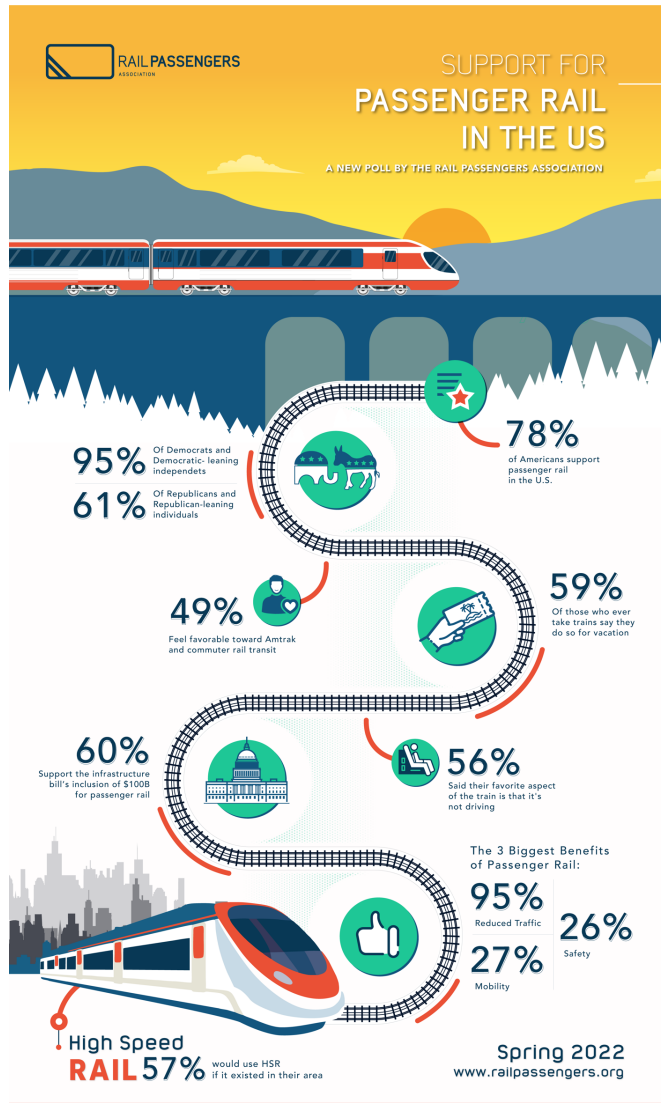


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Preparing to rebut the anti-rail arguments:

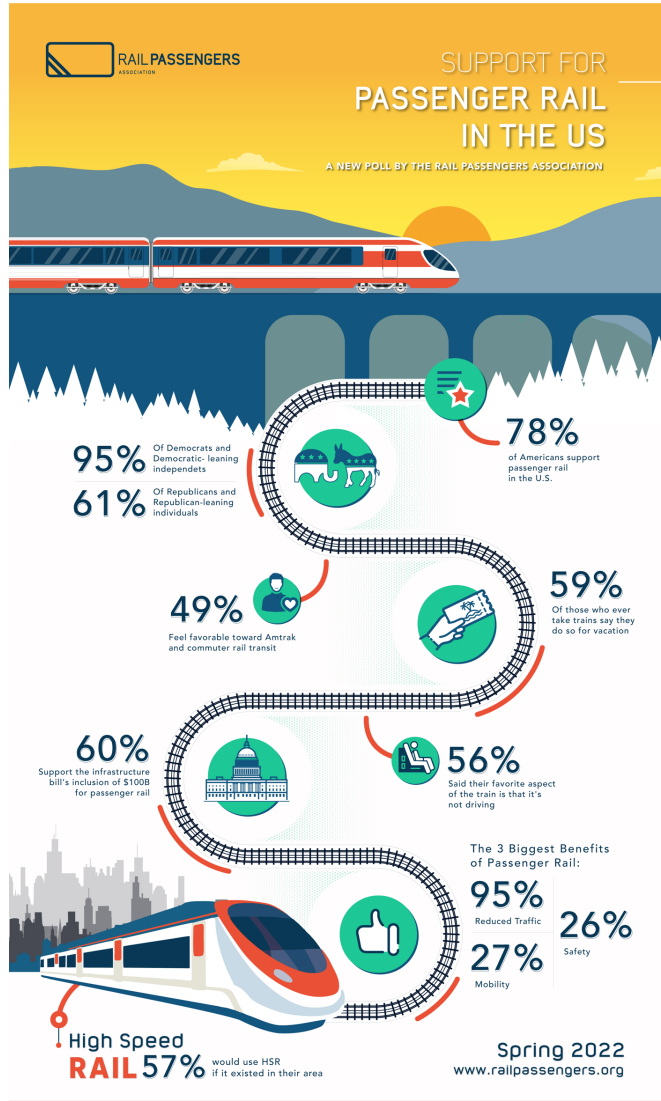
- “Passenger rail only makes sense on the East Coast.”
- “The deficit is out of control; we can’t afford to spend money on passenger rail.”
- “We need to focus on *traditional* infrastructure like roads and bridges.”
- “High-speed rail doesn’t work in America. Just look at California.”

Rail Passengers' New Poll Shows Americans Want More Trains!



- **78% of Americans support passenger rail investment, including 95% of Democrats and 61% of Republicans**
- **60% of those surveyed would have supported spending \$100 billion for passenger rail in the infrastructure plan – one-third more than the \$66 billion guaranteed in the Bipartisan Infrastructure Law.**
- **Nearly half – 42% -- would have gone even higher!**
- **Two thirds of those surveyed think there should be a “National” railroad plan. In addition, 66% of Americans also think there should be a National High Speed Rail plan.**

Rail Passengers' New Poll Shows Americans Want More Trains!



- **64% of Americans support the idea of using tax dollars to pay for upkeep on tracks and trainsets – roughly similar to the number of Americans who support using Federal dollars to fund the U.S. air traffic control system, and much higher than the 47% who think Federal dollars should be used to maintain airports.**
- **Only 27% think Amtrak should be expected to make a profit for the government; 61% think it should not.**

LEGISLATIVE PRIORITIES

Rail Passengers Day on the Hill



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Rail Passengers 2022 Issue One-Pagers are live:

Economic Benefits	Environmental Benefits	High-Speed Rail
National Network & Rural Links	Northeast Corridor	On-Time Performance

RailPassengers.org/Leg.Resources



Passenger Trains: Economic Engines

Providing Resilience for American Families

The U.S. transportation status quo is broken—the average household spends 16 cents of every dollar on transportation, with 93% of transportation costs going to the purchase, maintenance, and operation of cars, the largest expenditure after housing (Source: APTA). If a household were able to live with one less car by utilizing public transit, it could save nearly \$10,000. And the cost isn't just in dollars; the average commuter spends 54 hours per year stuck in traffic.

These figures have only been highlighted by recent developments in the international energy market. In 2020, petroleum products accounted for about 90% of the total U.S. transportation sector energy use (Source: EIA). Any effective national policy for energy independence will require diversifying our transportation network and investing in energy-efficient, electrified passenger rail.

Economic Engines for Growth

A Connected America is not only good for passengers but good for America's cities and towns, where rail is a proven economic engine in the communities it serves. Every Amtrak long-distance route creates a return on equity for the communities that have invested in it over the past few decades. And thanks to rigorous economic-benefits modeling *Rail Passengers* has developed over the past three years, we have been able to quantify that return in a way that hadn't been done previously. *Rail Passengers'* modeling suggests that Amtrak's interconnected services in the Northeast Corridor, the long-distance National Network and the dozens of State-supported Amtrak routes together return between \$7 billion and \$8 billion each year to our Nation's GDP – four times what we typically invest in the service. These long-distance routes below are just examples of the benefits long-distance trains can generate.

Selected Economic Benefits Assessments (FY 2019)						
	City Of New Orleans	Empire Builder	Silver Services	Southwest Chief	Texas Eagle	Crescent
Cities Served	20	46	36	38	44	33
States Served	5	8	11	8	7	13
Ridership	235,670	433,372	743,461	338,180	321,694	295,180
Annual Federal Investment	\$17.9m	\$57.5m	\$76.2m	\$47.0m	\$25.4m	\$33.7m
Annual Economic Return	\$133.8m	\$595.2m	\$381.8m	\$484.8m	\$555.3m	\$232.8m
Return on Taxpayers' Equity	7.47X	10.35X	5.01X	10.31X	21.86X	6.91X

Source: Rail Passengers Association modeling estimate

*Indirect effects include community-level effects such as sales taxes, real-estate, local employment and other similar factors

Investing in American Manufacturing + Jobs

- An investment of \$1 billion in public transportation supports and creates 36,000 jobs (USDOT)



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- Two out of three jobs created by public transportation investment replace lost blue-collar jobs with "green jobs" in the public transit sector (APTA)
- \$74.2 billion: Total contribution of the railway supply industry to U.S. GDP in 2017 (RSI)
- 650,000 jobs supported by the rail supply industry in 2017 (RSI)

Rail Service = Rural Mobility, Equity, Opportunity + Economic Justice

The National Network provides economic opportunities to less affluent and less well-educated communities, many of which fall below the national median income. Taxpayers support Amtrak's National Network in part because we want these towns to thrive and their citizens to have access to jobs and mobility. We all need the economy to grow and be strong.

- Just 2 of the 19 stations served by the *City of New Orleans* route enjoy a Median Household Income above the national average, while the entire route serves working class cities and towns with relatively modest incomes.
- The *Crescent* serves 17 communities off Amtrak's Northeast Corridor, 15 of which have incomes below the national median income.
- Some 13% of the communities on Amtrak's *Silver* services fall below the Federal poverty line.
- If the 2018 plan to break up the *Southwest Chief* with a bus-bridge had gone through, 32 universities would have lost train service, 47 hospitals would have lost train service, and 130,000 auto trips would've been added on to roads four times more dangerous than the national average—for a stretch of rural and small communities in Kansas, Colorado and New Mexico with the lowest median income across the entire corridor.
- A study done by Transportation for America and the Southern Rail Commission found that restoring passenger rail between Mobile and New Orleans would produce \$216 million in annual economic benefits for Mississippi, Louisiana and Alabama, despite costing the three states only about \$7 million each year.
- A Rail Passengers' economic analysis found that a second Amtrak train between Chicago and Minneapolis/St. Paul would generate \$47 million in annual benefits to Minnesota, Wisconsin and Illinois—a return on investment of better than seven-to-one.
- The impact is even greater for smaller communities. In 2018, the *Empire Builder* carried 2,400 passengers to Cut Bank, Montana (pop. 3,002), bringing \$378,725 in value to the community.

Virginia: A Case Study for A Decade of Growth + Prosperity

By investing in a 31 percent boost to Amtrak service, Virginia has produced a 101% ridership increase since 2003 and removed 600 million vehicle-travel miles from the Commonwealth's highways. The results speak for themselves:

- \$1.4 billion in annual economic returns to Virginia versus \$64 million in Federal support
- Created or sustained 1,400+ jobs each year
- \$390 million in new tourist spending

For more information, please visit RailPassengers.org/Leg.Resources



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Thank you!

Questions?

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