Rail Passengers 2019
Advocacy Toolkit
Policy Documents Overview
Surface Transportation Reauthorization

Rail Passengers believe 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
- Creates a federal grant program allowing states and municipalities to purchase abandoned and underutilized rail rights-of-way.
- Funds a credit program covering private sector derivation of ROWs to create for passenger rail networks.

On-Time Performance
- Grant Amtrak a mandate right of way to enforce dispatching priority.
- Shift creation of metrics and standards for 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 clearinghouse for regional rail operating models.
- Direct the FRA to study the benefits of Central Dispatching Authorities.
- Formally establish the importance of the National Network to rural America.
- Grant local officials discretion to direct funds to the highest impact projects.

Regulation and Oversight
- Give the federal government a larger role in insurance protection for rail operators. One such role would be mandatory insurability for a limited insurance pool overseen by the Federal government.
- Revise existing safety regulations to better align with today’s technology.

Equipment
- Allow the FRA to increase flexibility in granting waivers to buy America Act requirements for passenger rail equipment to allow for faster cost of procurement.

You can find out more about our plan at www.railpassengers.org/plans
Rail Passengers 2019 Toolkit
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 high-speed 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.

- **24x**: Local rail industry 24x multiple of national GDP
- **8x**: Regional rail industry 8x multiple of national GDP
- **4x**: National rail industry 4x multiple of national GDP

Source: APRA

**NORTHEAST CORRIDOR CONNECTS**

The NEC is a major artery that connects people, jobs, and the U.S. economy.

- **2,200**: Number of stations on the NEC
- **17%**: Percentage of people who live in a NEC station
- **$2.6 Trillion**: The total cost of freight generated in the NEC

**NEC INFRASTRUCTURE BY THE NUMBERS**

Funding for the NEC is vital for this major national undertaking.

- **$11.1B**: Total NEC electrification cost
- **$1.5B**: Cost to replace NEC stations
- **$1.6B**: Cost to replace road signals

**INVESTMENT NEEDS**

The U.S. has fallen from a leader in railroads to 21st in the world.

- **$86B**: Total NEC electrification cost
- **$38B**: Cost to replace NEC stations
- **$43B**: Cost to replace road signals
- **$122B**: Total NEC electrification cost

Source: APRA
Rail and Transit Funding for FY2020
Building on Our Success
Building on Success in FY2020

<table>
<thead>
<tr>
<th>Program</th>
<th>FY2018 Appropriated Levels</th>
<th>FY2019 Appropriated Levels</th>
<th>FAST Act FY2020 Authorized Levels</th>
<th>RPA FY2020 Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amtrak - National Network</td>
<td>$1,300.0</td>
<td>$1,291.6</td>
<td>$1,200.0</td>
<td>$1,400.0</td>
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<tr>
<td>Amtrak - NEC</td>
<td>$650.0</td>
<td>$650.0</td>
<td>$600.0</td>
<td>$750.0</td>
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<tr>
<td>Consolidated Rail Infrastructure &amp; Safety Grants</td>
<td>$593.0</td>
<td>$255.0</td>
<td>$330.0</td>
<td>$600.0</td>
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<td>Federal State Partnership for State of Good Repair</td>
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<td>$400.0</td>
<td>$300.0</td>
<td>$500.0</td>
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<td>Restoration &amp; Enhancement Grants</td>
<td>$20.0</td>
<td>$5.0</td>
<td>$20.0</td>
<td>$20.0</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$2,813.0</strong></td>
<td><strong>$2,601.6</strong></td>
<td><strong>$2,452.0</strong></td>
<td><strong>$3,270.0</strong></td>
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<td>Transit Formula Grants</td>
<td>$10,567.0</td>
<td>$9,939.4</td>
<td>$11,400.0</td>
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<td>Capital Investment Grants</td>
<td>$2,645.0</td>
<td>$2,552.6</td>
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<td>WMATA</td>
<td>$150.0</td>
<td>$150.0</td>
<td>$150.0</td>
<td>$150.0</td>
</tr>
<tr>
<td><strong>Total Transit</strong></td>
<td><strong>$13,362.0</strong></td>
<td><strong>$12,642.0</strong></td>
<td><strong>$13,851.0</strong></td>
<td><strong>$15,350.0</strong></td>
</tr>
</tbody>
</table>
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.
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.
How to Sell Trains to Your Member of Congress
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
• **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](http://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

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<tr>
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<tbody>
<tr>
<td>Follow up</td>
<td>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!).</td>
</tr>
<tr>
<td>Be Persistent</td>
<td>If an important local or national issue comes up, contact the person.</td>
</tr>
<tr>
<td>Schedule Local</td>
<td>Meeting with your member or their staffer in the local office reminds them you’re a constituent and solidifies the relationship.</td>
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</tbody>
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