



Passenger Rail Funding: Increase Critical Investment

Key Points

- APTA strongly urges Congress to create a Passenger Rail Trust Fund, and identify new, long-term, dedicated revenues to significantly increase passenger rail investment.
- APTA calls on Congress to provide \$32 billion for passenger rail grants over six years, including \$21 billion for High-Performance Intercity Passenger Rail Grants.
- APTA's *Recommendations* also set aside more than \$2.5 billion of Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants for commuter rail positive train control (PTC) grants and passenger rail grade-crossing safety grants.
- We stand ready to work with Congress to advance these critical priorities.

Passenger rail and emerging higher-speed passenger rail corridors form a foundation of America's intercity passenger transportation network, expanding passenger access and travel choices, promoting equity and economic opportunity, and advancing seamless integration between regional, local, and last-mile trips. Federal investment in passenger rail fosters economic growth and global competitiveness by expanding U.S.-based manufacturing, providing quality jobs, and ensuring cleaner air.

To ensure a strong and vibrant intercity and higher-speed passenger rail program in the next surface transportation authorization act, APTA strongly urges Congress to:

- Create a Passenger Rail Trust Fund, and identify new, long-term, dedicated revenues to significantly increase intercity passenger rail investment; and
- Provide \$32 billion for passenger rail grants over six years including:
 - \$21 billion for High-Performance Passenger Rail Grants;
 - \$7.1 billion for CRISI grants, including more than \$2.5 billion specifically for commuter rail PTC operations and maintenance grants and passenger rail-highway grade-crossing projects;
 - \$4.2 billion for the Federal-State Partnership for State of Good Repair grants; and
 - \$32 million for the Railroad Cooperative Research Program (RCRP).

In addition to significantly increasing investment in passenger rail, Congress should ensure that existing project financing tools, such as Railroad Rehabilitation and Improvement Financing (RRIF) loans and loan guarantees, achieve their objectives. APTA strongly urges Congress to:

- Specify that RRIF loans and loan guarantees are considered part of the non-federal share of a project;
- Provide specific appropriations for credit risk premiums to leverage RRIF loan assistance; and
- Permanently extend eligibility for transit-oriented development projects in the RRIF program.

To ensure that rail corridor projects can be delivered on time, Congress should allow the U.S. Department of Transportation to support the advance acquisition of railroad right of way as is currently permitted for highway and public transit projects. Finally, Congress should renew the RCRP and authorize a study to address the actions needed to upgrade and restore intercity passenger rail for the demands of the 21st century.