



October 21, 2014

The Honorable Tom Latham, Chair  
Room H-305, The Capitol  
US House Appropriations Committee  
Subcommittee on Transportation, Housing and Urban Development, and Related  
Agencies  
Washington DC 20515

The Honorable Ed Pastor, Ranking Member  
Room H-305, The Capitol  
US House Appropriations Committee  
Subcommittee on Transportation, Housing and Urban Development, and Related  
Agencies  
Washington DC 20515

RE: Grant request to support ongoing Passenger Rail Investment and  
Improvement Act (PL 110-432), Section 209 Working Group

Dear Representatives Latham and Pastor:

Thank you for the opportunity to follow-up on our recent conversations with  
Committee staff, and to provide some additional information about our request for  
federal funding to support the ongoing work of the Passenger Rail Investment and  
Improvement Act (PRIIA), Section 209 Work Group.

RIIA was adopted in 2008, and shortly thereafter, the States, intercity passenger  
authorities, and Amtrak, designated a working group, comprised of staff from both  
organizations as the S209 Work Group. The purpose of the Section 209 Work  
Group (Work Group) is to develop and communicate a policy for implementing  
this section of PRIIA, an unfunded federal requirement. On March 13, 2012 the  
Surface Transportation Board (STB) determined that “Amtrak and various states  
have adopted a methodology to establish and allocate costs for state-supported  
Amtrak routes.”

The Work Group also established sub-groups to focus on operating costs, capital  
and rolling stock, performance standards, and governance. The Work Group was  
expanded in May 2014 to add representatives from the Federal Railroad  
Administration, the STB and the Federal Mediation and Arbitration Board.

*California*  
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*Minnesota*  
*Missouri*  
*Nevada*  
*New York*  
*North Carolina*  
*Oklahoma*  
*Oregon*  
*Pennsylvania*  
*Texas*  
*Vermont*  
*Virginia*  
*Washington*  
*Wisconsin*  
*Capital Corridor*  
*Joint Powers*  
*Authority*  
*Northern*  
*New England*  
*Passenger*  
*Rail Authority*

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Representatives Latham and Pastor

Since 2008, the States and intercity passenger rail authorities have shouldered this responsibility, investing of their intellect, scarce staff time and financial resources to progress this national issue. Virtually all meetings to date on this topic have been in Washington, DC, with the States and intercity passenger rail authorities bearing the costs of staff time, communications and travel.

The activities of the Section 209 Work Group continue, but the issues are too comprehensive, analytical and important to be adequately addressed through the voluntary efforts of States and agencies. Successful implementation of Section 209 requires professional expertise and technical support. A relatively small investment in support services, needed to continue to the efforts of the Work Group now and into the future, can lead to significant ongoing cost savings in capital and operating costs and a stronger, more efficient national passenger rail network.

Therefore, we request that the Congress grant the sum of \$500,000 in 100% federal funds through the Federal Railroad Administration to the American Association of State Highway and Transportation Officials (AASHTO) for this purpose. AASHTO has extensive experience in administering similar programs on behalf of the USDOT and has agreed to accept this additional program responsibility.

A draft program budget is attached and we look forward to receiving your guidance on how best to proceed.

Sincerely



Patricia Quinn  
Chair, States for Passenger Rail Coalition, Inc.  
Executive Director, Northern New England Rail Passenger Authority

cc: Joseph C. Szabo, Administrator Federal Railroad Administration  
Joseph H. Boardman, President and CEO Amtrak  
Bud Wright, Executive Director, American Association of State Highway and Transportation Officials

attachment: (1)



DRAFT

Passenger Rail Investment and Improvement Act  
Section 209 Work Group Budget Request

I. Program Administration

1. USDOT-FRA		\$ 25,000
2. AASHTO Support Services		
a. Professional Services	\$ 220,000	
b. Travel and Meeting Costs	215,000	
c. AASHTO staff support	25,000	
d. Section 209 website costs	7,000	
e. Costs for Section 209 conference calls/webinars	8,000	
Total AASHTO Support Costs		\$475,000

Total \$500,000