

Program Priorities

May 2014

The mission of the States for Passenger Rail Coalition, Inc. (SPRC) is to promote the research, development, implementation, operation, sustainability and expansion of publicly-supported intercity passenger rail services. Accordingly the SPRC endorses the following program of actions:

- **Reauthorize** the Passenger Rail Investment and Improvement Act (PRIIA) or establish a separate rail title in the next Surface Transportation Authorization bill.
- Promote funding partnerships through a **stable and predictable federal program for capital and operating funding**, with contract authority for the capital program, and authorize the use of value capture, tax credits, transportation development credits. Complete the adoption of a National Rail Plan (NRP) and provide funding for state and multi-state planning activities that contribute to the NRP.
- Grow and adequately fund the Federal Highway Administration's **Section 130 at grade-crossing safety program**, fund incentives for crossing grade separation and elimination, Operation Lifesaver and the national rail cooperative research programs. **Fund capital projects to implement the Americans with Disabilities Act (ADA).**
- Expedite project delivery and **environmental streamlining for rail freight and passenger projects**, similar to that adopted in the Moving Ahead for Progress in the 21st Century Act (MAP-21).
- Establish **consistent rules across the modes** for environmental compliance, Disadvantaged Business Enterprise (DBE), and the Buy America programs.



California
Connecticut
Illinois
Indiana
Iowa
Louisiana
Maryland
Massachusetts
Maine
Michigan
Minnesota
Missouri
Nevada
New York
North Carolina
Oklahoma
Oregon
Pennsylvania
Texas
Vermont
Virginia
Washington
Wisconsin

Capitol Corridor
Powers Authority

Northern
New England
Passenger Rail
Authority

Program Priorities Continued.

- **Streamline Railroad Rehabilitation and Improvement Financing (RRIF)** approval procedures, establish deadlines for review and approval actions, appropriate funding for credit risk premiums, add eligibility for project development activities, transit oriented development (TOD), Positive Train Control (PTC), and other activities consistent with the NRP.
- Fully eliminate the three-year cap and **expand state flexibility and the use of Congestion Mitigation and Air Quality (CMAQ)** funds for project operating costs.
- Support national passenger rail goals by providing **ongoing funding for the Next Generation Corridor Equipment Pool Committee (NGEC)**, establishment of adequately-funded commissions to oversee implementation of **Sections 209 and 212 Oversight and Accountability**, and by appointing an intercity passenger rail operator to the Amtrak Board of Directors..
- **Further efforts to increase competition and access to host railroads** for private sector intercity passenger rail operators and maintenance providers, including liability relief and creation of a national pool for the purchase of insurance coverage.

