



October 21, 2014

The Honorable Patty Murray, Chair
Room S128, The Capitol
US Senate Appropriations Committee
Subcommittee on Transportation, Housing and Urban Development,
and Related Agencies
Washington DC 20510

The Honorable Susan Collins, Ranking Member
Room S128, The Capitol
US Senate Appropriations Committee
Subcommittee on Transportation, Housing and Urban Development, and Related
Agencies
Washington DC 20510

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

Dear Senators Murray and Collins:

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.

PRIIA 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.

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Joint Powers
Authority
Northern
New England
Passenger
Rail Authority

Page 2
October 21, 2014
Senators Murray and Collins

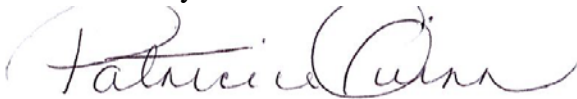
Since 2008, the States and intercity passenger rail authorities have shouldered this responsibility, investing of their intellect, scarce staff time and financial resources to progress this national issue. Virtually all meetings to date on this topic have been in Washington, DC, with the States and intercity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



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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