

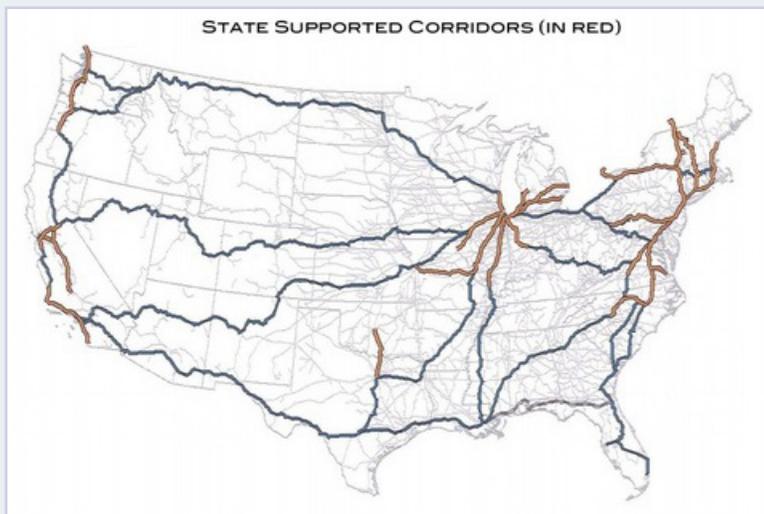
## Intercity Passenger Rail: meeting the needs of America's travelers

The popularity and importance of intercity passenger rail (IPR) is on the rise across the nation. Annual ridership, which exceeded 25 million passengers in FFY2012, has increased by more than 26% since 2007. What is new and encouraging is the demographic make-up of that ridership. While business travel remains strong, especially in the federal and state-supported Northeast Corridor (NEC), the face of riders is becoming more diverse. Young adults and baby boomers are taking advantage of increased frequency, improved reliability and enhanced connectivity. The conveniences of WiFi and e-Ticketing have only enhanced the economic value of train travel. Changes within the travel industry overall have the potential to continue these trends.



### States have partnered with Amtrak for decades to support Intercity Passenger Rail.

- 15 States support the operation of 21 different routes across the country and account for nearly half of Amtrak's total ridership.
- 15.1 million passengers rode State Supported Routes in FY2012.
- More than 82 million passengers traveled on State Supported routes between FY2007 and FY2012, generating more than \$2.3 B in ticket revenue. During that same period, States contributed an additional \$850 M in service agreement payments to Amtrak.
- Following implementation in October 2013 of Section 209 of the Passenger Rail Investment and Improvement Act of 2008, a total of 19 States will be contributing more than \$300 M annually toward the operation of 27 different Amtrak routes.



### Almost every region in the U.S. has demonstrated demand for more investments in passenger rail service.

According to the U.S. Department of Transportation, between August 2009 and April 2011, the Federal Railroad Administration (FRA) evaluated nearly 500 applications submitted by 39 states, the District of Columbia, and Amtrak, requesting more than \$75 billion for passenger rail projects, from the High Speed Intercity Passenger Rail grant program.

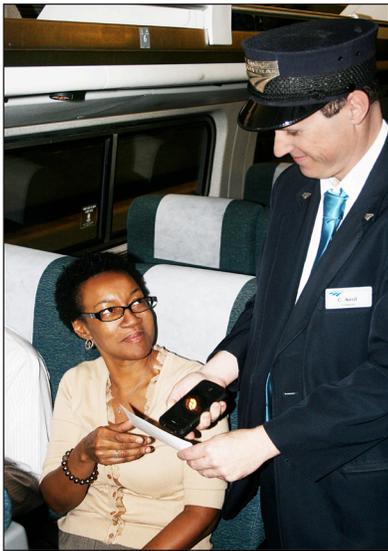
Over five rounds, the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program has received more than 115 applications requesting over \$4.1 billion for intercity passenger rail projects, and more than \$4.7 billion in funding has been requested for freight rail-related projects.



# The benefits of Intercity Passenger Rail extend far beyond State borders.

## A strong state and federal partnership is needed to sustain, grow and improve Intercity Passenger Rail.

Simply meeting the needs of the existing IRP network is not enough. Improvements and expansion to existing services, in addition to the development of new services, are necessary to meet the transportation demands of our citizens, and our economy. But, States can't do it alone. Dedicated and sustained funding mechanisms, like those which have been in place for decades to support the construction, operation and maintenance of our nation's highway, transit and aviation networks, are needed to support our intercity passenger rail network as well.



**Sustained and dedicated federal funding for the development and operation of Intercity Passenger Rail will strengthen our transportation system and our economy.**

- **Help develop a stronger and more reliable rail network.** The ability to plan for multi-year improvements would reduce the peaks and valleys that result from dependence on an annual appropriation process.
- **Strengthen the nation's freight network** by giving states the tools needed to partner with freight railroads.
- **Enhance opportunities for additional private and public funding.** A formula-based funding structure would enable States and groups of States to leverage funds at the state and regional level, as well as from the private sector.
- **Create and sustain family-wage jobs for American workers.** From planning and engineering, to construction and operation, a dependable funding source would allow industry partners to create and maintain thousands of jobs.

## Equitable policy strategies will provide a foundation for growth of our Intercity Passenger Rail network.

When considering the reauthorization of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and other federal financial investment strategies, policy makers should strive to support initiatives that level the modal playing field by providing rail the same opportunities as other modes.

- **Establish sustained and dedicated funding sources** for development and operation;
- **Remove the administrative cap** that limits the use of Congestion Mitigation and Air Quality (CMAQ) funds for operating expenses;
- **Strengthen and streamline** the Railroad Rehabilitation and Improvement Financing (RRIF) Program;
- **Provide IPRC with same environmental streamlining provisions** similar to those accorded highways and transit in MAP-21 legislation;
- **Allow Transportation Development Credits** to be used to support Intercity Passenger Rail.
- **Reauthorize the Next Generation Equipment Committee** to continue its work, improving service reliability and supporting America's manufacturing industry.

A thriving economy is dependent upon a balanced transportation system that maximizes mobility for our citizens, creates new opportunities for private investment and jobs, and preserves the environment. A strong and vibrant Intercity Passenger Rail network is a critical piece of that system, and will keep our people, our economy and our nation moving forward. It is essential that States and the Federal government work together to achieve such a system.