

ONERAIL SURFACE TRANSPORTATION REAUTHORIZATION PRIORITIES

MODAL EQUITY

Restore the user fee model for the Highway Trust Fund (HTF)

- Issue: Current user revenues fall far short of maintaining the HTF requiring more than \$140 billion since 2008 from the general fund putting rail at an unfair disadvantage.
- Recommendation: Congress should ensure that cars and trucks pay their full cost.

Provide passenger rail with predictable, long-term funding

- Issue: Passenger rail is dependent on discretionary appropriations that fluctuate annually, yet every other mode receives some multi-year certainty via a trust fund.
- Recommendation: To ensure parity and certainty and overcome years of underfunding passenger rail, Congress should provide predictable, long-term funding for passenger rail to address connectivity, safety and reliability.

Oppose changes to federal truck size or weight caps

- Issue: Any increase in weight or length exacerbates deterioration of crumbling roadway infrastructure, especially bridges, and diverts cargo from rail to truck.
- Recommendation: Congress should reject policies that would disadvantage the freight rail industry, the most environmentally-friendly way to move freight.

Ensure rail and transit projects get consistent treatment

- Issue: Rail programs haven't gotten the same level of funding increases as the highway programs and some rail programs have a lower federal match.
- Recommendation: Congress should include at least commensurate increases in multimodal and rail funding and establish a more consistent federal match.

SAFETY

Improve Grade Crossing Safety

- Issue: Over the last 5 years there were nearly 800 fatalities involving highway vehicles at rail crossings.
- Recommendation: Congress should improve the grade crossing program and support safety grants and technology to prevent crossing incidents.

Spur Positive Train Control (PTC) Implementation and Operation

- Issue: Implementing and maintaining PTC systems is expensive with estimates of hundreds of millions per year for maintenance alone.
- Recommendation: Congress should provide funding to commuter and passenger railroads for capital and ongoing operations and maintenance.

JOBS

Support U.S. Rail Workforce

- Issue: Federal policies supporting Buy America and encouraging U.S. rail manufacturing capacity help create well-paying rail jobs.
- Recommendation: Congress should retain strong Buy America requirements, require DOT to issue guidance on Buy America for projects using funding from multiple modal administrations, provide resources for workforce development and encourage domestic rail competition.

FINANCING TOOLS

Make 45G Tax Credit Permanent

- Issue: The 45G tax credit for short lines has spurred \$4 billion in infrastructure investment since 2005 and is a proven success with strong bipartisan support; however, it is only in place through the end of 2022.
- Recommendation: Congress should make the 45G tax credit for short line railroads permanent.

Improve Rail Financing Tools

- Issue: Financing programs are underutilized for rail projects; these programs can help advance critical rail projects.
- Recommendation: Congress should support and improve financing tools like the Railroad Rehabilitation and Improvement Financing (RRIF) program.

PROJECT DELIVERY + PERMITTING

Fast track rail projects

- Issue: Like highway projects, permitting requirements and multiple reviews can cause delays for rail projects.
- Recommendation: Congress should ensure implementation of project permitting directives, such as the federal One Decision executive order, and increase coordination of federal review for projects seeking multiple grants and loans.

RESEARCH + TECHNOLOGY

Advance rail research and technology

- Issue: There is significant, long-term federal investment in highway research, but federal rail research dollars have been more limited.
- Recommendation: Congress should invest in rail research, safety, technology, and multimodal connectivity, such as ensuring that there are multiple University Transportation Centers focused on rail issues, as well as public transportation.

ONERAIL SUPPORTS SIGNIFICANT FUNDING TO ADVANCE RAIL INFRASTRUCTURE. CONGRESS SHOULD SUPPORT THESE PROGRAMS AT LEAST AT THE FOLLOWING LEVELS.

AUTHORIZATIONS

SAFETY

Section 130

To reduce crossing collisions by eliminating hazards at railway-highway crossings

\$500 million average per year

Operation Lifesaver

To support Operation Lifesaver's mission to reduce the number of highway-rail crossing collisions and trespassing incidents through education and enforcement

\$4 million average per year

RAIL GRANTS

Consolidated Rail Infrastructure and Safety Improvements (CRISI)

To improve the safety, reliability and efficiency of passenger and freight rail systems

\$1 billion average per year

Federal-State Partnership for State of Good Repair Program (SOGR)

To improve publicly-owned rail assets and improve passenger rail performance

\$1 billion average per year

Restoration and Enhancement Grants (REG)

To provide operating assistance to initiate, restore, or enhance passenger rail

\$20 million average per year

Capital investment grants to support intercity passenger rail service

To authorize capital grants for facilities, infrastructure, and equipment necessary to provide or improve intercity passenger rail transportation

\$3.5 billion average per year

Transit Capital Investment Grants (New Starts)

To fund capital investments for transit projects, including commuter rail projects

\$5 billion average per year

AUTHORIZATIONS (CONT'D)

AMTRAK

Northeast Corridor (NEC)

To upgrade and maintain the NEC from Boston, MA to Washington, DC
\$2 billion average per year

National Network

To support the nationwide long distance and state supported rail network
\$3.5 billion average per year

Rail Commissions - Northeast Corridor and State Supported

To provide administrative support for passenger rail commissions
Sufficient funding to support administrative functions

MULTI MODAL GRANTS + RESEARCH

BUILD (TIGER)

To invest in surface transportation infrastructure through competitive grants that have a significant local or regional impact
\$1 billion average per year

INFRA

To advance surface transportation projects that address national and regional infrastructure needs
\$1.1 billion average per year

National Cooperative Railroad Research Program (NCRRP)

To conduct applied research on freight, passenger, and commuter rail issues
\$15 million average per year

ABOUT ONERAIL

OneRail is a diverse group of rail stakeholders who have come together to educate America about the benefits of a strong freight and passenger rail system.

Our members include the American Public Transportation Association, American Short Line and Regional Railroad Association, Amtrak, Association of American Railroads, Brotherhood of Railroad Signalmen, International Association of Sheet Metal, Air, Rail, and Transportation Workers, Rail Passengers Association, National Railroad Construction and Maintenance Association, Railway Engineering-Maintenance Suppliers Association, Railway Supply Institute, Teamsters Rail Conference (BLET/BMWE), and the Transportation Communications International Union/International Association of Machinists, AECOM, Alstom, Caterpillar, HNTB, Wabtec Corporation, Fluor and WSP USA.