

United States Senate

WASHINGTON, DC 20510

May 15, 2024

The Honorable Brian Schatz
Chair
Senate Appropriations Subcommittee on
Transportation, Housing and Urban
Development, and Related Agencies
Washington, D.C. 20510

The Honorable Cindy Hyde-Smith
Ranking Member
Senate Appropriations Subcommittee on
Transportation, Housing and Urban
Development, and Related Agencies
Washington, D.C. 20510

Chair Schatz and Ranking Member Hyde-Smith,

As you develop the Fiscal Year (FY) 2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill, we write to respectfully request the authorized level of **\$1.5 billion** to fully fund the Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail (IPR) grant program. While we appreciate the significant investment made in President Biden's budget proposal, the fully authorized amount is necessary to maintain and improve rail infrastructure and rider experience.

This important grant program was recently reauthorized "to fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service." In general, not less than 45% of annual funding is reserved for projects along the Northeast Corridor (NEC), which are to be consistent with the most current NEC Service Development Plan. In addition, not less than 45% of annual funding is reserved for projects not located along the NEC, with preference given to projects included in a corridor development (i.e., service improvement and expansion) plan previously selected by the FRA. In addition, a share of the funding provided to non-NEC projects must also benefit, in whole or in part, one of Amtrak's fifteen Long-Distance routes.

While the Infrastructure Investment & Jobs Act (IIJA) provided critical initial guaranteed funding for the Federal-State Partnership grant program, Congress recognized that this IIJA investment would not be sufficient to fully address the nation's rail state-of-good-repair (SOGR) backlog nor to fully improve and expand intercity passenger rail in a way that America deserves. Therefore, Congress reauthorized annual appropriations for FY22-FY26 to supplement the IIJA funding.

Why the Northeast Corridor needs the authorized level of \$1.5 billion

The NEC's SOGR backlog stands at well over \$40 billion, representing a serious threat to the nation's economy. Before the COVID-19 pandemic, Amtrak and commuter railroads on the NEC transported more than 800,000 people per weekday, and the workforce that travels on the NEC contributes roughly \$50 billion annually to the economy. However, the specter of the SOGR backlog causing delays or track closures is a constant concern. According to the Northeast Corridor Commission, "[t]he loss of the NEC for a single day could cost the country

\$100 million in added congestion, productivity losses, and other transportation impacts.” If Congress does not make the necessary investments, disruptions will become more frequent and more severe over time.

While the IIJA made a significant down payment to help address this SOGR backlog, it is simply not enough given the years of underinvestment and the age of the assets. Without sufficient annual appropriations to supplement the IIJA, many of the NEC’s most critical projects will not advance. Below are just a few examples of NEC projects that FRA Project Inventory has identified to begin construction by 2025:

- Connecticut River Bridge Replacement Project in Connecticut;
- Stamford Station Improvements in Connecticut;
- Norwalk River (Walk) Bridge Replacement Project in Connecticut;
- East River Tunnel Rehabilitation Project in New York;
- Penn Station Access in New York;
- Elements of the Gateway Program in New York and New Jersey;
- Harrisburg Line Interlocking, Catenary and Signal projects in Pennsylvania;
- Philadelphia Gray 30th Street Station Improvements in Pennsylvania;
- Susquehanna River Bridge Replacement Program Phase 1 in Maryland;
- Baltimore Penn Station Improvements in Maryland;
- B&P Tunnel Replacement Project (Frederick Douglass Tunnel) in Maryland; and
- Washington Union Station Improvements in the District of Columbia.

Why non-NEC projects need the authorized level of \$1.5 billion

In 2021, Amtrak released a \$75 billion, 15-year vision to bring more trains to more people across the nation. This vision was meant to start an important conversation about the need for robust federal investment in passenger rail, especially in underserved and unserved communities. Congress responded by authorizing the FRA Corridor Identification and Development Program and the IIJA provided \$12 billion via the Federal-State Partnership grant program as an initial down payment on non-NEC rail expansion. While this IIJA funding is a critical first step, to fully realize the type of passenger rail network that the country deserves, the Federal-State Partnership grant program will require robust additional funding in FY24 and beyond. Below is an illustrative list of types of non-NEC corridor development and related projects that federal investment could advance, assuming support from relevant states and communities and approval by the FRA:

- *Vermont* route expansion to Montreal;
- Chicago Access Program projects in Illinois to reduce trip times and improve capacity for existing and future Midwest routes and connections to the south and east;
- More frequencies and enhanced service on Cascades Corridor in Washington and Oregon;
- A new Front Range Corridor in Colorado and Wyoming connecting Denver, Colorado Springs, Pueblo and Cheyenne;
- A new Massachusetts Inland Route service;
- More frequencies on the Hiawatha Corridor in Wisconsin and Illinois and extension to Madison, Wisconsin, and St. Paul, Minnesota;
- A new Phoenix-to-Tucson corridor in Arizona;
- More frequencies on the Downeaster Corridor in Massachusetts, New Hampshire and Maine;

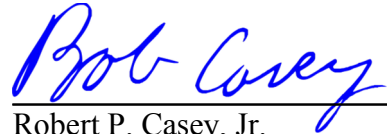
- A new “3C+D Corridor” in Ohio connecting Cleveland, Columbus, Dayton, and Cincinnati;
- Rebuilding of an abandoned higher-speed rail corridor between Richmond, Virginia, and Raleigh, North Carolina;
- *Heartland Flyer* route extension to connect Kansas communities, including Wichita, with Oklahoma City, Oklahoma, and Fort Worth, Texas;
- Upgrades to the rail corridor between Chicago, Indianapolis and Cincinnati, potentially including new service to Louisville;
- A new corridor in Texas, connecting Dallas/Ft. Worth, Austin, and San Antonio;
- Multiple new rail connections in California;
- A multi-corridor network from a new Atlanta Hub station, including new corridors to Nashville, Tennessee; Charlotte, North Carolina; and Savannah, Georgia; and elsewhere in the South; and,
- Reestablishing passenger rail service between Scranton and New York via New Jersey.

On behalf of our millions of constituents who depend on a safe and reliable passenger rail network and also those who deserve access to passenger rail but do not have it as a meaningful option today, we urge the Subcommittee to include a \$1.5 billion appropriation in FY 2025 for the Federal-State Partnership for IPR program.

Sincerely,



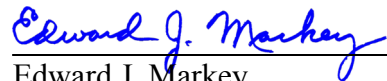
Christopher S. Murphy
United States Senator



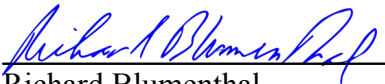
Robert P. Casey, Jr.
United States Senator



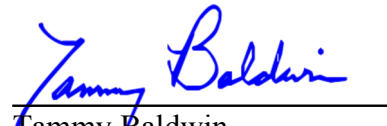
Tammy Duckworth
United States Senator



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Tammy Baldwin
United States Senator



Kirsten Gillibrand
United States Senator



Cory A. Booker
United States Senator



Sheldon Whitehouse
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Jon Ossoff
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Christopher A. Coons
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Richard J. Durbin
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Bernard Sanders
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