

Funding for FAST Act Passenger Rail-Related Programs

(FFYs 2016 - 2020)



December 20, 2019

(\$ Millions)

Rail Programs	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020 House THUD Proposed	FFY 2020 Senate THUD Proposed	FFY 2020	Totals: Authorized / Appropriated
Amtrak								
Capital/Debt Service Grants	1101.5	N/A	N/A	N/A	N/A	N/A	N/A	1101.5
Operating Grants	288.5	N/A	N/A	N/A	N/A	N/A	N/A	288.5
								Totals: FFY 2017-2020 ^b
Northeast Corridor Authorizations Enacted Appropriations	450.0 § N/A	474.0 § 328.0	515.0 § 650.0	557.0 § 650.0	700.0	680.0	600.0 § 700.0	2,146.0 2,328.0
National Network Authorizations Enacted Appropriations	1,000.0 N/A	1,026.0 1,167.0	1,085.0 1,300.0 £	1,143.0 1,291.6 € Æ	1,292.0	1,320.0	1,200.0 1,300.0	4,454.0 5,058.6
								Totals: FFY 2016-2020
Consolidated Rail Infrastructure and Safety Improvements								
Fast Act Authorization	98.0	190.0	230.0	255.0			330.0	1,103.0
Enacted Appropriations	25.0 €	68.0 ±	592.5 ¥	255.0	350.0	255.0	325.0	1,265.5
Federal-State Partnership for State of Good Repair								
Fast Act Authorization	82.0	140.0	175.0	300.0			300.0	997.0
Enacted Appropriations	0.0	25.0	250.0	400.0	350.0	300.0	200.0	875.0
Restoration and Enhancement Grants								
Fast Act Authorization	20.0	20.0	20.0	20.0			20.0	100.0
Enacted Appropriations	0.0	5.0	20.0	5.0	0.0	2.0	2.0	32.0
								Total Authorized for Grants FFY 2016-FFY 2020: 2,200.0
								Total Appropriated for Grants FFY 2016-FFY 2020: 2,172.5
Magnetic Levitation Technology Deployment	N/A	N/A	N/A	10.0	TBD	TBD	TBD	10.0

The FAST Act authorized \$2.2 billion over five years (FFY 2016 to FFY 2020) for three new competitive rail development grant programs that build off the previous \$10 billion federal passenger rail investment through the High-Speed Intercity Passenger Rail Program:

- **Consolidated Rail Infrastructure and Safety Improvements (Sec. 11301):** Purpose is to improve the safety, efficiency, and reliability of passenger and freight rail systems. Eligible activities include a wide range of capital, regional and corridor planning, environmental analyses, research, workforce development, and training projects. **General Funds. Match:** Up to 80-20, but preference given to projects seeking no more than 50-50.
- **Federal-State Partnership for State of Good Repair (Sec. 11302):** Purpose is to reduce the state of good repair backlog on publicly-owned or Amtrak-owned infrastructure, equipment, and facilities. Eligible activities include capital projects to (1) replace existing assets in-kind or with assets that increase capacity or service levels, (2) ensure that service can be maintained while existing assets are brought into a state of good repair, (3) bring existing assets into a state of good repair. **General Funds. Match:** Up to 80-20, but preference given to projects seeking no more than 50-50.
- **Restoration and Enhancement Grants (Sec. 11303):** Purpose is to provide operating assistance to initiate, restore, or enhance intercity passenger rail transportation. Grants are limited to three years of operating assistance per route and may not be renewed. **General Funds. Match:** 80-20 in 1st year, 60-40 in 2nd year, 40-60 in third year; priority given to projects seeking less than those matches.

NOTES:

§ The Secretary may withhold up to \$5 million each FFY for the Northeast Corridor Commission.
 £ \$50 million to be made available for the development/installation/operation of railroad safety technology including PTC.
 € The Secretary may retain up to \$2 million for the State-Supported Route Committee.
 Æ Agreed-to Amendment (Jerry Moran R-KS) - Sets aside \$50 million of the Amtrak National Network appropriation for "capital expenses related to safety improvements, maintenance, and the non-federal match for discretionary Federal grant programs to enable continued passenger rail operations on long-distance routes on which Amtrak is the sole tenant of the host railroad and PTC systems are not required by law" - also prohibits Amtrak in FFY 2019 from discontinuing any service with certain conditions, e.g. Southwest Chief.
 ± \$10 million to be available for capital projects that contributed to the initiation or restoration of intercity passenger rail service.
 ¥ \$250 million to be made available for PTC and \$35.547 million to be made available to contribute to the initiation or restoration of intercity passenger rail service.
 € \$150 million to be set aside for PTC.
 € \$50 million appropriated in FFY 2016 to Railroad Safety Grants, with \$25 million directed to "Railroad Safety Infrastructure Improvement Grants" (acquisition, improvement or rehabilitation of intermodal or rail equipment or facilities, including track, bridges, tunnels, yards, buildings, passenger stations, facilities, and maintenance and repair shops - CRISI) and \$25 million to carry out Railroad Safety Technology grants (PTC) - not shown on this
^b FFY 2016 not included in the total because Congress did not appropriate funds to Amtrak based on the new FAST Act account structure; rather, Congress appropriated funds to Amtrak according to the traditional account structure.