

## **LEGISLATIVE PRIORITIES FOR HIGH-SPEED RAIL**

### **A) A \$20 billion (or more) annual appropriation to fund high-speed and conventional rail programs.**

- 1) Be national in scope, with funds balanced between:
  - i) the rapid construction of high-speed lines designed for 186 mph or more,
  - ii) immediate investments into existing railroads to improve existing services and add new routes,
  - iii) investments in new, state-of-the-art trainsets, and
  - iv) right-of-way acquisition.
- 2) Create a Passenger Rail Trust Fund with contract authority to be funded by general revenues and other sources.
- 3) Provide highway trust fund flexibility

### **B) The improvement of federal programs to plan and construct new high-speed lines, to upgrade shared-use lines, and expedite rolling stock acquisition.**

- 1) Create an office within the US Department of Transportation dedicated to expediting the development of high-speed railroads.
- 2) Fund the creation of a national integrated rail plan.
- 3) Provide advance right-of-way acquisition authority.
- 4) Technical improvements to the Railroad Rehabilitation & Improvement Financing (RRIF) program, Private Activity Bonds and other programs.
- 5) Restore the Railroad Cooperative Research Program.

### **C) Create a new arrangement with the Class 1 and regional railroads that recognizes their role as essential vendors and partners.**

- 1) Recognize that investing in additional freight capacity is in the public interest.
- 2) Create incentives for reducing delays, cutting travel time and operating more frequent passenger trains.
- 3) Create incentives to railroads to attract lightweight, high-value freight by operating faster, shorter and more frequent freight trains.
- 4) Create a right-of-way acquisition program to purchase under-utilized or soon to be abandoned railroad rights-of-way.