



Passenger Rail Investment and Improvement Act of 2007 (Amtrak Reauthorization)

Surface Transportation Technical Committee
June 22, 2007

Michael Morris, P.E.
North Central Texas Council of Governments
Transportation Department

Background

Current Amtrak authorization expired in 2001;
Funding provided through continuing budget resolutions averaging \$1.1 billion per year for Operating Expenses, Capital, and Retirement of Debt

Congress appropriated \$1.4 billion to Amtrak in 2006

Record ticket revenue of \$1.37 billion in 2006, with 24.3 million passengers served



Proposed Average Annual Authorized Funding Levels for 2007 - 2012

Operating Expenses:	\$0.55 Billion
Capital/Capital Grants: ¹	\$1.05 Billion
Retirement of Debt:	\$0.3 Billion
Total (Previous \$1.1 Billion)	\$1.9 Billion

1. An average of \$0.24 billion per year of authorized capitol funding levels available to the states as capitol grants



New Performance Standards

Requires Amtrak to establish an improved financial accounting system

- Assign revenues and expenses based on individual routes
- Allow financial analysis by route and service
- Distinguish between expenses related to capital improvements and operating expenses

Requires Amtrak to hire an independent consultant to recommend a system to evaluate current and potential new routes



New Performance Standards

Requires Amtrak to develop a standard method for measuring quality of service in terms of operating costs

- On-time performance and minutes of delay
- Ridership
- On-board services
- Stations
- Facilities
- Equipment



Changes in Structure and Mission

Establishes passenger rail as a public service

Re-establishes a national rail passenger transportation system

Repeals self-sufficiency requirements of Amtrak



Changes in Structure and Mission

Allows for competition for private railroads to provide intercity passenger rail

Provides a bidding procedure for private companies to compete with Amtrak for routes operated on private tracks



Increased Role of States

Provides for expanded intercity passenger rail

- Establishes a program of federal assistance to States or other public agencies

Establishes the requirement for a State Rail Plan that:

- Identifies priorities and strategies to enhance rail service
- Inventories existing system
- Outlines a capital improvement program
- Creates a State Rail Transportation Authority to produce and administer the State Rail Plan



For More Information:

Michael Morris, P.E.

(817) 695-9241

mmorris@nctcog.org

Josh Grimmett

(817) 608-2328

jgrimmett@nctcog.org

