

RAILPASSENGERS



WEEKLY HOTLINE

Issue #1,384–February 14, 2025

REMINDER!

Starting later this month, we are changing the distribution list that we send the Hotline to each and every week. If you want to remain in the know and continue to receive this newsletter - please click the link below and fill out the short form.

Thank you!

[Click Here to Sign Up!](#)

Share your thoughts, feelings, and reactions to issues you may have had on a recent Amtrak trip. Thanks to your support and participation in previous surveys, we have been able to take the passenger's voice straight to Congress and Amtrak Executives. Help us keep hammering the message home by sharing this survey with other passengers!



NOTICE: The Rail Passengers DC office will be closed this Monday, Feb.17th, in celebration of the Presidents' Day holiday.

Association News

Right Now, Our Fight For Trains Is Political

[By Jim Mathews / President & CEO](#)

Sometimes we strike a nerve.

Earlier this week, Streetsblog – the nearly 20-year-old transportation and transit news site dedicated to ending car dependency – [ran an edited version of the blog](#) I shared with all of you defending public funding for Amtrak against political attacks by the new House Transportation & Infrastructure Chair.

Rep. Daniel Webster (R-FL) contended that it was time to “wean” Amtrak off of public funds, partly because he claims that air travel and driving remain the “overwhelming preference” of most Americans. My defense, [both then and now](#), is that Amtrak is not intended in law or by design to make a profit, and that instead it fulfills an important public purpose in providing vital transportation to places and in circumstances where private industry cannot profitably provide it. Air and highway travel succeed because they are subsidized at levels unheard of in passenger rail, not because they are inherently preferred.

That provoked a critique from fellow advocate and policy analyst Alon Levy in his blog "Pedestrian Observations," taking issue with my assertion that Amtrak can't ever make a profit and should never be required to do so, and

also suggesting that my viewpoint reflects merely American tunnel vision and a failure to aspire to the quality of European and Japanese passenger trains.

I really enjoy reading Pedestrian Observations, and I find Levy's critiques of Amtrak and state rail planning efforts helpful in my advocacy. In fact, *Rail Passengers* has even found inspiration for policy reforms for our surface transportation reauthorization proposal in [a paper he co-authored with his colleagues](#) at NYU's Maron's Institute of Urban Management. I respect him and his analyses and use them often in our work.

In this instance, however, I think his criticism is unfair and misplaced. My op-ed was strictly focused on trying to blunt political attacks on the skeletal system we already have; nobody, but especially me, would try to claim with a straight face that American passenger rail is just fine or has nothing to learn from successes in other countries.

I often find that Levy tends to look at arguments with the eye of an engineer, as he has here. That can be useful at times; the U.S. certainly needs more experienced engineers casting a critical eye on our elderly hodgepodge of a network. But the majority of the problems Amtrak faces—and passenger rail in the U.S., more generally—are political, and are unresolvable with sophisticated mathematics or clever engineering. Moreover, right now in contemporary Washington, D.C., the political outlook for passenger rail is deeply uncertain. It's unclear if Levy doesn't know this or simply doesn't care. If it's the latter, I get it; some people like railroads and hate politics. But as a resident of the U.S. who actually wants to see expanded passenger rail in the U.S., and not just to write about it, I'm forced to care. And, more importantly, I'm forced to play chess where the pieces are already sitting and not just where I would want them to be.

You aren't really going to understand why we have the suboptimal passenger rail system America has without understanding these thorny political problems (and yes, Americans do know we're not the global industry leader for delivering or operating passenger rail. If anything, we're the global laggard). And these political problems are, in many cases, at the heart of how the U.S. transportation network is planned and funded, and why it often produces dysfunctional outcomes.

Levy writes that "core lines, equivalent to Chicago-Detroit, New York-Buffalo, Washington-Charlotte-Atlanta, Los Angeles-San Diego, etc., would be high-speed and profitable." Would the market characteristics of these city-pairs allow for successful high-speed rail service? You bet, they're ideal. Would they likely be profitable — yes, they probably would be but, crucially, **only above the rail.**

And frankly that is immaterial to the argument about Amtrak efficiency. Because here, in this country, the United States of America, the decision about how to develop those corridors isn't up to Amtrak, it is up to the state governments. The state, or states, would have to create a new administrative entity to handle project planning; identify a stable funding source; build a greenfield right-of-way (ROW), or find a way to use an existing ROW (say, the median of a highway, or purchase a freight rail corridor, for example); launch procurement on new equipment; and so forth.

I suppose that theoretically what I've described above is feasible despite the absence of a robust, stable Federal program. California is currently attempting it, though with limited success and many challenges. However, California is an enormous state and if it were its own country its economy would be the fifth-largest in the world. Expecting the state governments of, to pick a single example, Virginia, North Carolina, and Georgia to coordinate on this kind of megaproject in the absence of strong Federal coordination, on the other hand, is a fantasy. Particularly since state governments are getting annual formula disbursements through the Highway Trust Fund that cover 80 percent of the costs for intercity highway projects, whereas high-speed rail efforts have historically been 100 percent out-of-pocket.

In 2021 we started to shift that reality with passage of the Infrastructure Investment and Jobs Act (IIJA). It led to the creation of a planning framework, providing robust, dedicated, multi-year funding for the first time in many generations. The planning framework the Federal Railroad Administration created is, in many ways, flawed, requiring overly-lengthy corridor development and environmental review processes, while also asking states to build out duplicative planning capacity in lieu of strong Federal guidance. Even so, it's a solid foundation that we are working to improve on in Congress' upcoming surface transportation reauthorization.

But let's now talk about reality today, where things are as I write this. We are in a moment of radical uncertainty, where existing passenger rail programs are getting ensnared in Executive Order-driven broadsides by the Trump Administration. Right-wing think tanks are dusting off tired old arguments that "trains aren't profitable but roads cover their costs, ergo..." There is a real possibility that, without a concerted effort to defend passenger trains as a viable mode in the U.S., we not only see the undoing of the foundation for new and better service which the IIJA helped to build, we might even lose the few trains we currently have.

This is a problem for long-term planning. Levy knows this, because he helped [write a paper about it](#) just last year! To wit:

"[U.S. high-speed rail plans] and projects have never been institutionalized in the ways that highway, airport, and public transit development programs are both authorized in legislation and tied to public finance through trust funds.

"This start and stop approach to intercity passenger rail planning and policy is in part a product of more than 50 years of debate regarding Amtrak, the putative national passenger rail operator. This is in stark contrast to the nationally and European Union planned and funded networks in Europe and Asia.

...

"[Congress] has not resolved Amtrak's largest issues: sustainable funding, greater control over the infrastructure it operates on, or a clear picture of how intercity rail fits into the national transportation policy framework (Perl 2003, p.186). This is not how other high-speed networks have been built in Spain, France, China, and Japan. It is clear that there has been little intention of committing to Amtrak as the national high-speed rail carrier or addressing the national network at the national scale."

Levy writes, "Americans generally resent having to learn about the rest of the world." Maybe it looks that way from Berlin, but I know plenty of curious and interested Americans, many of whom learned to love trains while traveling abroad. I'm one of them. And while it would probably be better for our passenger rail network if the U.S. transportation planning looked more like France's, with decision-making centered in a culturally dominant capital city with an empowered nationally-owned railway, that's not the country I live in. So we're going to have to try our best to build intercity passenger rail with American characteristics. That **must** include reforms in Amtrak's transparency, Federal and state environmental review and permitting processes. But it also has to be built with reference to the fractured and partisan reality in which we operate today.

Field Notes

My Life in Railroading

Rail Passengers President Emeritus Ross Capon on Thursday, February 20 at 8 PM ET, will do an open-to-all Zoom presentation for the Massachusetts Bay Railroad Enthusiasts, Inc. (RRE): *"My Life in Railroading: Tower 15 to Beacon Hill to Capitol Hill."*

[Click here](#) for more about the program. The video will eventually will be on [RRE's YouTube channel](#) for replay; [click here](#) for links to specific past programs.

The meeting is conducted as a Zoom Webinar rather than a standard Zoom meeting. At the end of the "formal" presentation, people are invited to join the Zoom as a panelist so they can chat in person.

Ohio's Passenger Rail Plans Get Big Boost from Ohio's Chamber of Commerce

By Stu Nicholson, Rail Passengers Board Director

Ohio's efforts to advance three FRA Corridor ID projects got a huge show of support from the 8,000 businesses represented by the Ohio Chamber of Commerce.

Testifying before the Ohio House Transportation Committee, the Chamber's Director of Travel and Tourism Policy, Matt MacLaren stated "Ohio rails are important to the transportation of goods and provide an opportunity for increased passenger rail in our state." MacLaren went on to say the Chamber supports and encourages the funding for three corridors to advance into the second phase of study under the Federal Railroad Administration's (FRA) Corridor ID Program. "The step two study if needed to evaluate the use of passenger rail to meet Ohio's future transportation needs."

Two of the corridors the 3C&D (Cleveland, Columbus, Dayton and Cincinnati) and Cleveland-Toledo-Detroit are currently completing the first phase of study required by the FRA. These two planning efforts are managed by the Ohio Rail Development Commission, an arm of the Ohio Department of Transportation, and with the support of Ohio Governor Mike DeWine.

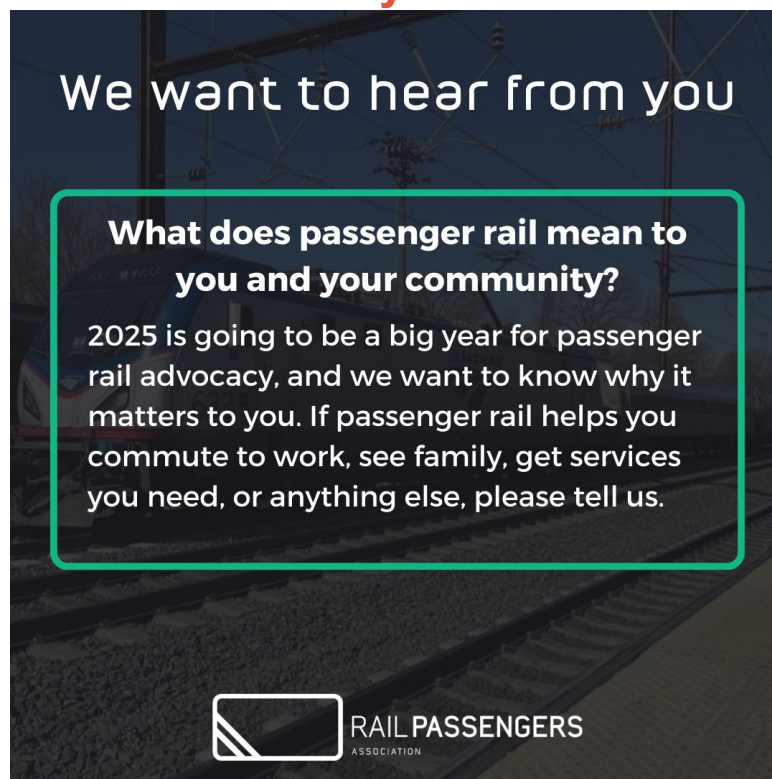
A third corridor that would connect Chicago with the cities of Fort Wayne (Indiana), Lima and Columbus to Pittsburgh is backed by the Mid-Ohio Regional Planning Commission (MORPC) and the City of Fort Wayne and the local metro planning organization. That corridor plan has been named "Midwest Connect".

RPA Board member and former All Aboard Ohio Executive Director Stu Nicholson says the support from the Ohio Chamber of Commerce is significant because, "Everyone recognizes that this is an organization that represents Ohio's business leaders, and they have the bipartisan respect of members in both houses of the Ohio General Assembly. As a long-time advocate, this support is critical to taking these corridors from being a plan to being an actual project to build this passenger rail system. We are grateful to the Ohio Chamber for stepping up to say our state's transportation system must be broader and deeper by adding intercity passenger trains to our portfolio. Clearly, they see the benefits to our economy and workforce development."

The testimony came at a hearing to support a bill that would have Ohio re-join the Midwest Interstate Passenger Rail Commission (MIPRC), and organization made up of state legislators and other leaders who work collectively to advance improvements to enable more and better passenger rail service in the Midwestern states. The bill has the support of statewide advocates All Aboard Ohio as well as MORPC and (now) the Ohio Chamber of Commerce, who have both worked diligently to build private and public sector support for passenger rail.

Please email [Joe Aiello](mailto:Joe.Aiello@ohiochamber.com) if you have any local, state or regional stories/projects that you would like to see get highlighted in the Hotline.


What's Your Story?



We want to hear from you

What does passenger rail mean to you and your community?

2025 is going to be a big year for passenger rail advocacy, and we want to know why it matters to you. If passenger rail helps you commute to work, see family, get services you need, or anything else, please tell us.



We're gearing up for a big year of advocacy in 2025, and we want your stories to help us connect to elected officials, government agencies, and local advocates on why passenger rail matters.

We want you to tell us what passenger rail means to you and your community. Whether it helps you commute to work, see family and friends, get services you need, or anything else, please tell us.

[Tell Us Your Story!](#)

RAILNATION:DC 2025

RAILNATION: DC 2025

Regional Summits
& Day on the Hill

March 24th - April 3rd, 2025



Come to DC to tell members of Congress **YOUR** passenger-rail story! This year, our Spring RailNation:DC events will expand to include two full weeks of visits to Capitol Hill, and we need you to stand up and be counted! Visits, along with workshops to help you prepare, will take place over a two-week period from March 24th to April 3rd and will be broken into sessions for nine regions around the country.



March 24th & 25th - Northeast and Mid-Atlantic
March 26th & 27th - Southeast, Southern and South Central
March 31st & April 1st - Midwest
April 2nd & April 3rd - Northwest, Southwest and Mountains/Plains

NOTICE! We have received a number of emails from registrants who have been confused by the date listed on the confirmation email. The system we use is defaulting to the first day of the regional sessions, which is March 24th. We are working with the CRM team to correct this, but for now - if you have registered for any of the other dates, those are the dates you attend in DC. Please email our Director of Community Engagement & Organizing, Joe Aiello at jaiello@narprail.org if you have any further questions.

REGISTER HERE!

Registration ends at midnight eastern on March 14th, 2025

Council Business Meeting

Saturday, March 29th, 10:30am-5pm.

Price: \$75 for in-person
** Lunch is included*
** Free for those who will be streaming online*

Location: [Open Gov Hub](#)
 1100 13th St NW, Suite 800, Washington, DC 20005

[Additional Info](#)

[CLICK HERE TO REGISTER](#)

Deadline to register is Friday, March 14th at Midnight eastern. Due to building security, we are not allowed to have "walk-ups" for this event - so you MUST register by 3/14.

Hotline Links

A curated selection of passenger rail and transportation stories from this week. Check out our social media feeds on [Twitter](#) & [Facebook](#) to read breaking news and join the conversation!

- [Santa Fe Depot Restoration Ground Breaking February 17, Ponca City, OK](#)

A plan going back more than 20 years is finally becoming reality for Ponca City, OK. Shovels will be in the ground next Monday to kick off the Santa Fe Depot Restoration Project thanks to a combination of federal, state, and local grants.

- [How Disney Became One of the Largest Transit Agencies in North America, The Transit Guy](#)

Advocate, planner, and Rail Passengers Council member Hayden Clarkin (@thetransitguy) does a fantastic job in this long-form break down of just how giant the Disney transit operation is down in Orlando (hint: it's pretty damn big)

- [Sign of progress: How this new MTA program will keep New](#)

MTA has launched their Convo Access Pilot, which will allow those with a hearing disability to have an easier time navigating the city's public transportation system through an app that connects them with a live interpreter.

- [Why the 150-year-old B&P tunnel under West Baltimore chokes Amtrak](#), Baltimore Banner

The Baltimore Banner's transportation reporter Daniel Zawodny gives an in-depth look at the 1.4-mile Civil War-era Baltimore and Potomac Tunnel and the work being done to replace it.

- [South Coast Rail will be more ambitious than planned](#), The New Bedford Light

Originally committed to 26 round trips a day between Boston's South Station and the Bay State's South Coast - the MBTA has upped the ante and announced that they will be running an additional six when service launches next month.

- [Amtrak Virginia had its highest ridership ever last year](#), Axios Richmond

Last week we told you about the record numbers for the Cascade service in the PNW, now the official figures are coming in for the Commonwealth of Virginia

- [\\$93M financing for Red Line rail purchase approved by Charlotte City Council](#), WCNC

The financial plan to purchase the 22-mile-long stretch of track running from the Charlotte Gateway Station north to Mount Mourne, NC has been passed by the Charlotte City Council.

- [Scoop: Amtrak, MDOT eye Michigan Central for new train, bus station](#), Axios Detroit

Could passenger rail service return to the stunning, recently reopened Michigan Central Station for the first time in 36 years?

- [This Day-Trip From NYC On A 1940s Train With Stunning Views Rolls Onto Tracks For The Last Time](#), Secret NYC

An unfortunate causality of the work being done to NYC's East River tunnel is the loss (for now) of the Hudson River Rail Excursions aboard the "The Most Famous Train in the World".



[WE ARE NOW ON BLUE SKY!](#)

If you aren't following Rail Passengers on social media, you should be! We are covering all the breaking news America's passengers need to stay informed on local, regional, and national issues.

Upcoming Events

- [WI Rail: 2024 Report Card for Wisconsin's Infrastructure](#)
Thursday, February 20, 12:00 PM
- [RailNation: DC 2025](#)
March 24–April 3
- [21st Annual Southwestern Rail Conference](#)
April 7–8



Rail Passengers Association members get a special discounted registration rate for the [21st Annual Southwestern Rail Conference](#), April 7-8, in the Dallas-Fort Worth Metroplex.

Presentations are already scheduled from Rail Passengers Association President/CEO Jim Mathews, the Texas Department of Transportation, Transportation for America, a Texas Transit Panel, with more to follow. This conference is a unique blend of both important passenger and freight rail issues of the day.

The normal EARLY BIRD registration fee for the two-day all-rail event is \$349, but we have made a limited number of reduced registrations for Rail Passengers Association members at \$199. This includes meals and access to all presentations.

To obtain the reduced \$199.00 registration which includes meals, you must enter "RPA" in the Registration Code field and press enter. The reduced price will not show once the block of registrations is reached.

The conference hotel is the Hilton Garden Inn, which is attached to the Hurst Conference Center. A special rate of \$124 a night is available until the room block is filled.

[CLICK HERE FOR MORE - INCLUDING SPEAKERS & HOTEL INFO](#)

Please contact Joe Aiello (jaiello@narprail.org) to have a local, state or regional meeting added to the Rail Passengers calendar (print and on-line) of upcoming events!

Staff Updates

Your staff is at the table, in the field, having the conversations that make a difference for passengers across the country. Learn what they're up to each week and how you can support your Association's key missions!

- **Jim Mathews, President & CEO**, kicked off his week with an all-day session of the Surface Transportation Board's Passenger Rail Advisory Committee, where the members began to wrestle with how to shorten the time it takes to get new trains and how to get Amtrak and the freight railroads working cooperatively rather than as adversaries. He finished with several meetings on Capitol Hill, including Rep. Josh Riley (D-NY) and members of the California Infrastructure Coalition.
- **Sean Jeans-Gail, Vice President of Policy**, worked with Council Members in preparation for RailNationDC, spoke with several reporters about what the Trump Administration and the 119th Congress mean for passengers, and worked with industry allies to refine Rail Passengers' Surface Transportation reauthorization document.
- **Jonsie Stone, Chief of Staff**, will be out on leave for the next 2 weeks. For membership or 2024 tax receipt questions, please contact Kimberly Notarianni at knotarianni@narprail.org. For donation and partnership questions, please contact Lili Leonard at lleonard@narprail.org.
- **Joe Aiello, Director of Community Engagement & Organizing**, worked with our Chair & Council on the location vote for the 2025 fall meeting (get ready San Antonio), continued the planning with fellow staff on the upcoming spring RailNation regional workshops, and joined Lili on some potential outside collaborations.
- **Kimberly Notarianni, Membership Consultant**, had a busy and productive week processing several new memberships and welcoming back members whose memberships had recently lapsed. Her efforts are ensuring a strong and engaged community. We are thrilled to see growth and renewed participation. Additionally, Kimberly has been working diligently on the final details of our transition to CharityEngine (CE). Beginning next week, we will fully integrate with CE and complete the migration of all constituent records from our previous NEON CRM system. As we embark on this new chapter, we ask for your patience and encourage you to report any issues that may arise. Rest assured, we are working closely with the CE transition team to address any hiccups along the way. We are moving "full steam ahead" and doing our best to "keep the choo choo on the tracks" as we finalize this exciting transition! Thank you all for your support and collaboration.
- **Lili Leonard, Development Assistant**, continues work on the Business Advisory Council, updating corporate benefit offerings, and the Community Partners program. Happy Valentine's Day!

****How to DOWNLOAD your 2024 Tax Statement via your Charity Engine Constituent Portal***

As previously communicated on our website, we

undertook a CRM upgrade in 2024. As a result membership, donor and event transactions have been housed in two different CRMs. Because of that, tax receipts are being made available to you through both Neon and CharityEngine. If your membership or donation was set to **AUTOPAY** in Neon, you should have received a tax receipt in your inbox as of 1/31/2025. All Neon users can access a downloadable Tax Statement via CharityEngine.

Donations, Event Registrations, New Memberships and Renewals of Lapsed Memberships on or **after September 5, 2024**, are housed in CharityEngine. However, December Neon AUTO-PAY transactions have not yet migrated to CharityEngine. Your Neon Username and Account ID information is already in CharityEngine. Your password was unique to Neon, so you will have to reset that when you first log into CharityEngine.

Charity Engine DOWNLOADABLE Tax Statement Instructions

Your 2024 Tax Statement is available to download in CharityEngine. You can access CharityEngine to review your information by using this link:
membership.railpassengers.org/usercenter/

Log into your Charity Engine Portal:
membership.railpassengers.org/usercenter/ Be sure to check your information and make any updates as needed. There are two ways to access your 2024 Tax Statements in the CE Platform: At the top of the screen, click on **REPORTS AND STATEMENTS**. This will take you directly to the Statement Dashboard. Click on Summary for 2024 and your downloadable 2024 Tax Statement will then be available for you to view **OR** you can scroll down to the bottom of your Constituent Portal and you will see the link Summary for 2024 that you can click on to have it downloaded.

Keep in mind, we are still working in both systems and there are bound to be some hiccups. If you have any questions or need assistance, please email Kimberly Notarianni at Knotarianni@narprail.org or call direct 202-408-8362 ext: 3202



Rail Passengers Webinar Series

Miss out on our past events? You can watch them on our [YouTube channel](#) or through our website at railpassengers.org/webinars





We Have Merch!

OUR ICONIC STATEMENT

For years, the "I'd Rather Be On The Train" bumper sticker was a favorite among our members, with many requesting extras, so they could share with their family & friends. Over time, one of the most asked questions whenever we are in the field has been if we are ever going to bring that sticker back (one day!).

We are, **ONCE AGAIN**, dusting off this classic statement for our holiday merch drop - and this year, with a well known historic twist,

Just as with past holiday designs, this offering is limited, so get your orders in now!

****Do you own Association gear? Show us your selfies and let us know what products you want to see next! Contact [Joe Aiello](#) for merch information and questions about our products.****

Visit our Store

Discuss This Week's Hotline

Service Updates & Timetables

Visit the General Membership Group

Rail Passengers Timetables

Updated 1/9/2025

Thanks to a collaborative effort between Rail Passengers NYS Council Member Nathanael Nerode & [juckins.net](#)'s Chris Juckins, we have been able to completely update our timetables resource page.

CLICK HERE

LOOKING FOR SMARTER
WAYS TO DONATE?

MAKING A CONTRIBUTION
HAS NEVER BEEN EASIER!

Do more with your donations. If you have questions about employer match, gifting a membership, or other questions about how to make a bigger impact, let us know! Your staff is here to help with:

- Online Donations
- Donor Advised Funds
- Employer Match
- RPA Signature Visa Card
- Gift of Membership
- and More!

With multiple secure, protected methods of payment, you have more

flexibility in the way dues are paid. Skip the hassle and [contact us](#) today for help setting up automatic or online payments.

- Setup ACH or E-Check with your bank of choice
- Use a Debit or Credit Card to pay online, or
- Send a check to 1200 G Street NW Suite 520 Washington, DC 20005

Other Ways to Make an Impact this Holiday Season

Did you know that individual donors make up more than two-thirds (67%) of charitable giving in the U.S., and that many of those donations are made in the last two months of the year? As you make your year-end giving plans, please consider a contribution to Rail Passengers Association using the methods below – making a meaningful difference for passenger rail in the U.S. while maximizing your tax advantages and fulfilling minimum retirement withdrawal requirements.

Donor Advised Fund (DAF)

Donor-advised funds are the fastest-growing charitable giving vehicle in the United States because they are one of the easiest and most tax-advantageous ways to give to charity. [Click here](#) to learn more and consult with your financial advisor to determine if establishing a Donor Advised Fund is right for you.

Required Minimum Distribution (RMD)

Required Minimum Distributions (RMDs) are minimum amounts that IRA and retirement plan account owners generally must withdraw annually starting with the year they reach age 73. [Click here](#) to learn more about RMDs and consult with your financial advisor to determine if an RMD is right for you.

Qualified Charitable Distribution (QCD)

A Qualified Charitable Distribution (QCD) is a direct transfer of assets from an IRA to a qualified charity. QCDs are a popular way for Americans 70 ½ years or older to donate to charity while also satisfying their RMDs. [Click here](#) to learn more about QCDs and consult with your financial advisor to determine if a QCD is right for you.

Member & Donor Notices

- **The Rail Passengers Association is a 501(c)(3) not-for-profit organization. Our federal tax identification number is 36-2615221**
- **To help facilitate dissemination of electronic thank you receipts,** please make sure your contact information, **specifically your email address,** is up-to-date in your Neon profile.
- **If you need assistance with your membership,** please call the Office at 202-408-8362.
- **While our staff continues to work remotely, we are unable to provide permanent membership cards.** You can print a temporary membership card by creating an account at www.railpassengers.org (select "My Account" on the homepage).
- **Complete all information!** -- Before sealing your envelope, PLEASE double-check the credit card information on the buck slip!
 - Print credit card information clearly.
 - **Include an expiration date, month and year, as well as the CVV number.**
 - Without **COMPLETE** information, your membership renewal or donation can't be processed.
- **If you have your financial institution send a check on your behalf,** without a buckslip, PLEASE instruct them to add:
 - a notation in the memo field if the payment is for membership dues or a donation, AND,
 - your Rail Passengers Association member ID. If we have multiple members with the same name, i.e., John Smith, it can be hard to identify the correct member to attribute the payment, without the member ID.



Charity
Navigator



Rail Passengers Association members have access to a full service, nationwide federal credit union with extensive product and service offerings. Signature FCU is the exclusive provider of the [Rail Passengers Association-branded Visa credit card](#) with our logo, which supports our work by giving back to our organization, and gives you 1 point for every \$1 you spend to redeem for travel and merchandise. The card has no annual fee, no balance transfer fees, no foreign transaction fees, and has a very low interest rate.

◆ **FOUR-STAR** ◆

Rail Passengers Association Earns Coveted 4-Star Rating from Charity Navigator

Rail Passengers Association's strong financial health and commitment to accountability and transparency have earned it a 4-star rating from Charity Navigator, America's largest independent charity evaluator. Our Charity Navigator profile can be found by clicking [here](#).

If you have questions, feedback, or submissions for next week's hotline, send us your thoughts! Help us spread the word about your local, regional, and national passenger rail wins.



THANK YOU TO OUR PARTNERS:



RAIL PASSENGERS

EST. 1967

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