

RAILPASSENGERS



WEEKLY HOTLINE

Issue #1,393–May 2, 2025



Take Action

Association News

Blame Neglect For The East River Tunnel Saga

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

Everything is tougher in New York. The [current wrangling over plans now moving ahead](#) to fix – finally! – the East River Tunnels damaged in 2012 by Superstorm Sandy is a perfect case study about why waiting to solve infrastructure problems only makes fixing them that much worse.

This week, everyone from New York Governor Kathy Hochul (D) to Nassau County Executive Bruce Blakeman (R), the Metropolitan Transit Authority, and even members of Congress told Amtrak that they needed to change their current three-year project plan to restore two of the four “tubes” that make up the East River Tunnel complex. [Hochul bluntly demanded that Amtrak do more of the work at night and on weekends.](#)

Trouble is, [Amtrak kicked off the procurement for this work two years ago](#), awarded the construction contract last summer, and major construction is set to begin next Friday. From Amtrak’s point of view, it’s too late now to make radical changes to the plan or the carefully orchestrated schedule and nobody should be surprised by the current plans.

“Amtrak has coordinated with – and obtained approval from – MTA and NJ TRANSIT for East River Tunnel (ERT) rehab service plan several months ago,” Amtrak President Roger Harris said this week in a prepared statement. “In addition, MTA has approved the construction plans, designs, and supported the application for funding for this project – which has already been obligated by USDOT. The contractor is ready to start, as they were given Notice to Proceed a year ago and is already committed to a work schedule.”

Nobody would look at this situation, objectively, and argue that everything is fine. It is not. Many trains will be affected, and hundreds of thousands of riders will be inconvenienced. Whether on Amtrak, New Jersey Transit, or the Long Island Rail Road, passengers are going to feel the disruption for the next few years.

Unsurprisingly, everyone whose own ox has been gored is angry about the outcome. Hochul has heard from New Yorkers livid about the reduction in state-supported Empire Service trains between New York City and Albany (for the record, I’m a regularly affected rider. And I’ve heard from others, too.). LIRR is angry, too. Speaking as a native New Yorker myself, I agree it’s going to be a big mess. So do two of my adult children, who live and work in New York City. The problem is real.

But here’s the ugly truth – there was no outcome for this situation that was going to work well and make everyone happy, or make even a majority of people happy. None. Zero. Because when you wait 115 years to work on tunnels that are, together, effectively the carotid artery of the U.S. economy, the work is going to take a long time and prove to be too complex to manage in a way that keeps everyone moving seamlessly without any disruption.

[READ MORE OF JIM’S BLOG HERE](#)

White House Releases "Skinny Budget" for FY2026

[by Sean Jeans-Gail | Vice President of Gov't Affairs + Policy](#)

The White House [released its "skinny budget" proposal today](#), officially kicking off the Fiscal Year 2026 budget process. Transportation saw a \$1.5 billion boost over FY2025 levels in the budget outline. The Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program, which funds both freight and passenger infrastructure upgrades, was targeted for a \$400 million increase.

Amtrak wasn't mentioned by name in the slimmed-down budget request, but the top line funding levels suggest it may see its funding extended at levels roughly equivalent to what it received this year. The railroad has so far avoided the proposals for dramatic cuts the White House has outlined for similar quasi-governmental organizations like the [Public Broadcasting Service and National Public Radio](#).

It will be up to Congress to actually draft a budget bill, and the House of Representatives is scheduled to hold a series of hearings next week. But given unified Republican control of the White House, the House, and the Senate, this "skinny budget" may be useful for mapping out Congressional goals for FY2026.

House Transportation Committee Passes Reconciliation Proposal

The President's budget request may be the second bullet dodged by passenger rail this week, which appeared to avoid taking any major hits in the transportation budget reconciliation proposal [approved by the Transportation and Infrastructure Committee on Wednesday](#).

The reconciliation bill—part of a parliamentary maneuver that will allow Republicans to extend tax cuts they passed in 2017 during the first Trump Administration with a simple majority in the Senate—largely ignored passenger rail. Instead, it focused funding on highways, Air Traffic Control Modernization, and the U.S. Coast Guard.

However, that means passenger rail was also left out of the \$4 billion in rescissions, which will attempt to claw back funds approved by Congress for Federal Highway Administration programs like Neighborhood Access and Equity Grants and Low-Carbon Transportation Materials Grants.

During the markup, there were [a significant number of pro-passenger rail amendments](#) offered by Democratic members of the Committee. While the amendments all failed on party-line votes, they provided a way for Democrats to express their frustrations at the general freeze on the distribution of rail grants initiated by Transportation Secretary Sean Duffy. A few also outlined priorities for passenger rail, which may find their way into the upcoming surface transportation reauthorization.

We're including a selection of the passenger-friendly amendments filed during the markup:

[Ranking Member Dina Titus – Amendment 8](#): provides \$4.7 billion in annual funding for Amtrak operations between fiscal years 2025-2034, and \$4.7 billion in annual funding for competitive rail grants between fiscal years 2025-2034.

[Rep. Jerry Nadler \(D-NY\) – Amendment 17](#): provides \$10 billion for transit passenger and operator safety and security grants.

[Rep. Hillary Scholten \(D-MI\) – Amendment 23](#): prohibits the Secretary of Transportation from removing any project from the Corridor Identification Program that was selected prior to January 2025.

[Rep. Emilia Sykes – Amendment 24](#): provides \$100 million to expand Amtrak service in the Akron-Canton region.

[Rep. Nellie Pou \(D-NJ\) – Amendment 28](#): prohibits the Secretary of Transportation from rescinding any grants awarded to Amtrak's Gateway Program.

[Rep. Seth Moulton \(D-MA\) – Amendment 46](#): places limitations on the ability of the Secretary of Transportation to reduce or cancel rail grants.

[Rep. Jerry Nadler \(D-NY\) – Amendment 49](#): prohibits the Secretary of Transportation from rescinding any grants awarded to Amtrak's Northeast Corridor.

[Rep. Valerie Foushee \(D-NC\) – Amendment 55](#): prohibits the Secretary of Transportation from rescinding any Federal State Partnership (FSP) passenger rail grants awarded to the state of North Carolina.

Rail Passengers Submits Reauthorization

Blueprint

The Rail Passengers Association submitted [its surface transportation reauthorization legislative priorities](#) to the House Transportation & Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials yesterday. The document outlined a slate of policies to extend current investment levels in rail, expand America's fleet of modern train equipment, and expedite project development and construction.

"On behalf of our 127,000 members, donors, and supporters, and the 40 million rail passengers in the U.S., the Rail Passengers Association is pleased to share our priorities and legislative proposals for the upcoming surface transportation reauthorization..." wrote President and CEO Jim Mathews. "Our association appreciates the opportunity the Subcommittee has provided for stakeholder groups to share their legislative proposals, and we look forward to working with the Committee to develop this critical piece of legislation."

[Rail Passengers' reauthorization blueprint](#) focuses on several key policy goals:

- Given the overwhelming demand from States, interstate compacts, regional passenger rail authorities, Amtrak, private sector operators and other eligible entities (including short-line freight railroads), *Rail Passengers* is advocating for the **extension of dedicated funding established by the IIJA for key rail programs at current levels, plused-up to account for inflation.**
- The IIJA directed the FRA to conduct an Amtrak Daily Long-Distance Service Study (LDSS) to evaluate the restoration of daily intercity rail passenger service along (1) any Amtrak long-distance routes that, as of the date of enactment of the IIJA, were discontinued, and (2) any Amtrak long-distance routes that, as of the date of enactment of the IIJA, occur on a non-daily basis. Based upon our participation in the FRA's Daily Long-Distance Service Study (LDSS), we recommend the formation of a **National Long-Distance Rail Service Commission** as part of the USDOT to bring together all the Federal agencies with a role to play in building out this new Network, as well as key stakeholders such as tribes, organizations representing state agencies, local elected and appointed officials, rail labor, relevant Class I representatives, and passenger groups.
- Private sector Original Equipment Manufacturing (OEM) companies have responded to increased investment in the U.S. passenger rail system by dramatically expanding their domestic manufacturing footprints. This has supported thousands of direct jobs, and tens of thousands of indirect jobs through the supporting supply chains. However, a lack of funding certainty has stunted OEM investment in the U.S., while adding to unacceptably long delivery times for operators and public agencies looking to purchase new trainsets. Amtrak's procurement for the replacement of the existing Long-Distance fleet isn't scheduled to begin entering revenue service until at least 2033, and the locomotive Brightline recently lost in a collision with a fire truck in Florida will take three years to replace. The creation of a **National Equipment Leasing Pool** would generate thousands of new manufacturing jobs for Americans, address significant hurdles to the introduction of new services, and eliminate an obstacle to private-sector operators that is currently limiting competition in the U.S. intercity passenger rail operations market.
- *Rail Passengers* is joining with the U.S. High Speed Rail Coalition and the Teamsters Rail Conference to support a package of permitting reforms that would speed delivery of rail projects in the U.S., including **establishing a "shot clock" for Environmental Impact Statements (EIS) and Environmental Assessments (EA) for passenger rail projects**, and stipulating that if the lead agency conducting an EIS or EA fails to complete its review in the established timeframe the project can automatically move forward.

Rail Passengers will continue working with allies in the House and the Senate to advance these proposals as the Subcommittee on Railroads establishes a timeline for considering outside stakeholder input and drafting legislation.

Field Notes

New York City Penn Station Reconstruction

[By Al Papp, Former Rail Passengers Council member from New Jersey](#)

April 18th's RPA "Hotline" explained the Amtrak/FRA takeover of the long simmering New York City Penn Station reconstruction. The upside is that the station is seriously in play; the downside is that no one can predict its outcome. So it's worth some time to explore the candid reactions of New

York State's Governor Hochul and that of the MTA's Chair and Chief Executive Officer (CEO), Janno Lieber, as well as to detail the four current architectural plans for the station's rebuilding.

State and New York City replies to the FRA and Amtrak takeover:

While Governor Hochul is at odds with President Trump over his rejection of Congestion Pricing, she is positively ecstatic about being relieved of a potential \$7 billion outlay for the rebuilding of New York City's Penn Station. How ecstatic? Well now, she's even willing to rename the new station in honor of...wait for it... President Donald J. Trump! She continued, saying, "If he puts \$7 billion into it? Who knows?" "It would not be my favorite thing, but it'll save us \$1.3 billion that I'm not planning to spend, that can help me manage other costs."

Lieber appeared on the Brian Lehrer show, WNYC (National Public Radio) on Friday, April 25th. MTA is a NYP tenant, "So, we fixed up the portion of the station that our riders use the most and that we control. It's part of our lease." "But the federal government, the new administration came in, and they said you can't do this. We're giving it to Amtrak." As riders well know and, Lieber voiced, "...the rest of Penn Station that we haven't fixed up is kind of a dump, the areas should be used for passengers and public use."

Four plans to rebuild Penn Station:

The currently available four proposed plans are: 1.) the MTA has endorsed the one Governor Hochul showed in June; 2, 2024; 2.) the ReThinkNYC has the updated 1910 McKim, Mead and White classic design; 3.) ASTM, an Italian Company, has proposed a public/private partnership with Amtrak; and 4.) the one is from New York State and the Grand Penn Community Alliance. This latter is a well funded private group led by the architect and urban designer Alexandros Washburn, who has been involved in Amtrak's Moynihan Train Hall. Both the ReThink and the Alliance designs are classical, while the MTA and ASTM proposals are variations of the bland 1960s glass curtain wall architecture that is prevalent in so many newer buildings around the nation. Both are below street level, similar to the current station, and have a mid-block underground skylight lit concourse located where the original 1910 station had its Main Hall. The reason for the subterranean concourse in these two designs is due to the fact that they assume that the existing Madison Square Garden and Two Penn Plaza remain in place where they are. The MTA design incorporates a low glass wall structure on Eighth Avenue to give the new building "more of a presence," but once one goes through the entrance, the Garden physically blocks the way and the traveler must immediately go down an escalator to the lower underground concourse, the same way you now enter Moynihan Train Hall from Eighth Avenue, that is by going down and around the massive stairs leading to the Main Post Office mezzanine. The ASTM design would pay the owner Dolans \$500 million to remove half a floor, so travelers could enter immediately below the Garden from Eighth Avenue without any impediment; however, this would necessitate the removal of many of the supporting columns holding up the Garden and the implementation of what is called "transfer beams" to move building support to the perimeter of the building. It's been assessed that doing this while Penn Station remains operating could be difficult and costly.

[CLICK HERE TO CONTINUE](#)

New Jersey Transit Engineers Could Go on Strike on May 16th

By Philip Mayer, Rail Passengers Volunteer

If New Jersey Transit (NJ Transit) and the Brotherhood of Locomotive Engineers and Trainmen cannot come to an agreement on a new contract, the engineers will go on strike. This will heavily affect the 70,000 New Jersey commuters who ride the trains, mainly into New York City, on a typical weekday. The agency moves an average of 350,000 passengers each day on trains, buses, and light rails, the latter two modes will surely experience overcrowding in the event that the trains stop running.

In the event of a strike on May 16, Kris Kolluri, CEO of NJ Transit, said that the agency will provide bus service at four park and ride locations beginning on the next weekday, Monday, May 19. Those locations will be Secaucus Junction Bus Plaza, PNC Art Center, Hamilton Rail Station, and Woodbridge Center Mall.

Those buses will surely help, but a typical train carries 1000 people, while a bus carries around 100 people. Only about 20% of the agency's current train customers would be able to be accommodated by the buses. Commuters are urged to work from home if they are able to.

Kolluri said that Congress could intervene to prevent or stop a strike under the federal Railway Labor Act, whose purpose is to protect interstate commerce. In summer 2024, President Biden signed an executive order creating a board to resolve the dispute that has now stretched into its sixth year.

Negotiations are expected to continue, but Kolluri, who has led the agency

since January, does not seem optimistic as he expressed frustration with the "chaos the union is intent on creating."

The base salary for engineers is \$89,000, unchanged since 2019, while the average earnings with overtime are \$135,000. A recent agreement could have raised average salaries to \$172,000, but it was rejected by the union's 425 members, who are now seeking \$190,000. Kolluri stated, "The average New Jersey resident makes \$77,000 a year. \$190,000 puts them in the upper class. It's a nice dream, but there's a reality check." The engineers' demand for a 14% wage increase would cost taxpayers and NJ Transit \$1.363 billion from July 2025 to June 2030, following a 15% fare increase last year.

Union head Tom Haas disputes these figures, saying, "It's a mischaracterization. The \$135,000 figure is outdated, from a time when engineers worked six or seven days a week." He also noted that NJ Transit engineers earn 20% less than their regional counterparts, adding, "We could work for Amtrak and make \$10 an hour more."

Urgent Call to Action for Texas Rail Passengers!

[Heartland Flyer passenger train through Fort Worth at risk if Texas doesn't allocate funding, Fort Worth Report](#)

The future of the Heartland Flyer, a crucial passenger train connecting Fort Worth and Oklahoma City, is at risk! Recent budget cuts have left Texas's funding share of approximately \$2.6 million annually in jeopardy. With ridership soaring by over 14% in 2024, totaling 123,584 passengers, this service is more vital than ever.

Local officials are rallying for the restoration of funding, emphasizing that the Heartland Flyer not only supports college students and tourists but also injects an estimated \$18 million into our local economy each year.

As negotiations over the state budget continue, we need your voice!

What can you do?

[Use this link](#) to find our local representatives and contact their office to express your support for the Heartland Flyer.

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

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!

- [Building Ohio's Future: How Advocacy, Action, and Unity Are Driving Passenger Rail Forward, All Aboard Ohio](#)

[All Aboard Ohio](#) Comms. Director Beth Russell reminds us all that when advocates, elected officials, and community & business leaders are all on the same page - there isn't much we can't do. Right now, the future of passenger rail in the Buckeye State is looking a little brighter because of it.

- [RailNation DC 2025: Shaping the Future of Passenger Rail in the United States, Icomera](#)

If you couldn't join us in DC earlier this month, our friends at [Icomera](#) wrote up this great review of the event, highlighting a few of the topics we covered with our attendees.

- [Op-Ed: What Amtrak Privatization Advocates Miss, Streetsblog USA](#)

Lakeshore Rail Alliance co-chair Ed D'Amato points out how important efficient, accessible, reliable, safe, and fast passenger rail would be to the country as a whole - and privatizing Amtrak is NOT the way to get us there.

- [Virginia begins construction on passenger rail extension, Smart Cities Dive](#)

Seems like every few months, we are sharing a story on a project groundbreaking happening in the Commonwealth.

There is a good reason why many advocates around the country point to

Virginia as the example of what happens when state officials get things done when it comes to the benefits of passenger rail - and don't just give lip service.

- [Lawmakers push San Antonio-Austin high-speed rail](#), Texas Public Radio

While the USDOT has pulled grant funding from the Dallas to Houston bullet train plan, advocates and elected officials are not giving up hope on a high-speed line between San Antonio (the site of our 2025 fall meeting) and the state's capitol.

- [New details emerge on what \\$1.5 billion in investment could mean for your commute](#), Regional Transportation Authority

While the multiple agencies that make up the Chicagoland area's transit network are staring down the barrel of financial dire straits - the Regional Transportation Authority is advocating for their rider-focused "Transforming Transit" plan to not only avoid the cliff, but to have the entire network thrive into the future.

- [CT: Rhode Island eyes commuter rail connection to Connecticut](#), Mass Transit

Advocates in the Ocean State are pushing legislators to work with their counterparts to the west in Connecticut on extending Shore Line East service from New London to Westerly - adding to a growing regional economy.

- [Illinois DOT leading study for potential high-speed rail system in the state](#), wqad.com

The Illinois DOT is studying a high-speed railway network connecting St. Louis to Chicago, integrating Amtrak & Metra to serve cities like Moline, Peoria, Decatur & Rockford.

- [Amtrak opens fishing pier as part of Connecticut River Bridge project](#), Progressive Railroading

Due to the ongoing construction of the new Connecticut River Bridge and the closure of the Ferry Landing Pier in Old Lyme, CT, a new fishing spot has been opened up in Eagle Landing State Park.



[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

JOIN ME
at **GBTA Sustainability Summit**
on June 10 in Washington, D.C.!

FEATURED SESSION
HOW TO: Integrate Rail
into Your Corporate Travel Program
See you there?

GBTA Summit 2025 | Sustainability Summit
Washington DC, June 10

Jim Mathews
President & CEO
Rail Passengers Association

At this year's [GBTA | Global Business Travel Association](#) Sustainability Summit, we're taking a broader approach—moving beyond carbon-focused discussions to include crucial social and environmental considerations.

Join us on June 10 in Washington, D.C. to collaborate, learn, and take action toward a more sustainable and responsible travel industry. Let's make the industry resilient together.

Please contact Joe Aiello (jaiello@narprrail.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**, split time finalizing the Association's proposals to the House Transportation & Infrastructure Committee for what comes after the Investment in Infrastructure and Jobs Act, preparing for next week's full-day meeting of the Surface Transportation Board's Passenger Rail Advisory Committee, and working with the staff and volunteer data-analysis team on an economic-benefits research study for a regional train service. More on that soon...!
- **Sean Jeans-Gail, Vice President of Policy**, worked this week to finalize the Rail Passengers Association's [reauthorization priorities document](#).
- **Jonsie Stone, Chief of Staff**, continued closing March financials and preparing for the FY2024 audit. She also processed membership dues and donations sent to the DC office and crafted fundraising messages.
- **Joe Aiello, Director of Community Engagement & Organizing**, wrapped up his side of data analysis for an upcoming ridership study and continues his work with the planning committee for the fall meeting in San Antonio
- **Kimberly Notarianni, Membership Management Consultant**, continues to assist with the transition from our former CRM system, Neon, to CharityEngine. This important migration is helping streamline our processes and enhance the overall experience for both members and donors. Over the past week, Kimberly has continued to focus on processing memberships for both new and renewing members, while also exploring new features to better serve our community. One key area of focus is the development of a self-service option that will allow members to print their own membership cards. While this feature is not yet available, we are actively collaborating with the CharityEngine development team to bring it to life. We appreciate your continued support and patience as we work through these updates!
- **Lili Leonard, Development Assistant**, continues outreach on corporate sponsorships and preparing for Association staff to attend the Railway Interior Innovation Summit later this month. I have also had the great pleasure of speaking with several generous supporters of the Association - thank you!

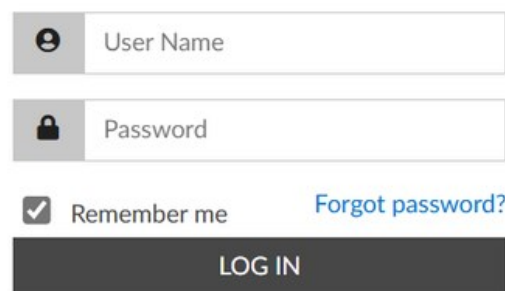
Starting **Wednesday, February 19th**, all membership, donation, and event registration transactions are being processed through **CharityEngine**. **Neon** is no longer the Association's CRM of record.

If you have the **Neon User Center** bookmarked, please update it to: <https://membership.railpassengers.org/usercenter>.

Your **Neon username and Account ID** have already been transferred to CharityEngine. However, because your **password was unique to Neon**, you will need to reset it when logging in for the first time.

Below is a screenshot of the **CharityEngine Constituent Portal** for reference.

Log in



The screenshot shows a login interface with a dark header containing the text "Log in". Below the header are two input fields: "User Name" with a person icon and "Password" with a lock icon. Under the "User Name" field is a checkbox labeled "Remember me". To the right of the checkbox is a link labeled "Forgot password?". At the bottom of the form is a dark button labeled "LOG IN".

Over the coming weeks and months, we will continue to enhance the system. If you have any questions or need assistance, please [email Kimberly A. Notarianni](#)

As with any upgrade, there may be minor hiccups. Your Association staff is here to help and if necessary, work with CharityEngine to gain the answers. We are excited by the full complement of options and benefits that will be available to our supporters through one system.

Thank you for your patience and cooperation.

New Dashboard Update in Your Constituent Portal!

When you access your constituent portal this week, you'll notice an exciting update to your **dashboard**!

We've added **new buttons** to make navigating your membership tools even easier:

Welcome To Your Membership Dashboard



Please note that some of the links are still under construction as we continue transitioning to our new software platform, **CharityEngine**.

Membership Renewals:

If you receive a renewal email, you can now access your renewal form directly through your dashboard or by clicking the link in the email.

Important Note for RENEWAL on Membership Display

The steps you take to **renew your membership** now mimic the “join” process. Don't be alarmed—your historical membership data from NEON has been successfully transferred to **CharityEngine**. The current renewal process is designed to help you **verify your contact information, Amtrak Guest Rewards preference, and communication settings**.

☐ If your NEON membership was set to **auto-renew**, your membership will continue to auto-renew in CharityEngine as well. We encourage all members to **log in and review your account** to ensure everything looks correct.

You will be issued a **new RPA member number** through CharityEngine, but your original number is still valid. You're welcome to use **either number** when purchasing Amtrak tickets.

About Your New Member Number:

Your new membership number will contain **seven digits**.

☐ **Only use the first SIX digits** if you're using your new CharityEngine number when prompted during an Amtrak ticket purchase. Amtrak hasn't updated their system yet to recognize the full 7-digit number.

Thank you for your patience as we continue working to enhance your member experience. We're committed to making the new portal smooth, intuitive, and reliable!

We Have Merch!





Rail Passengers Timetables

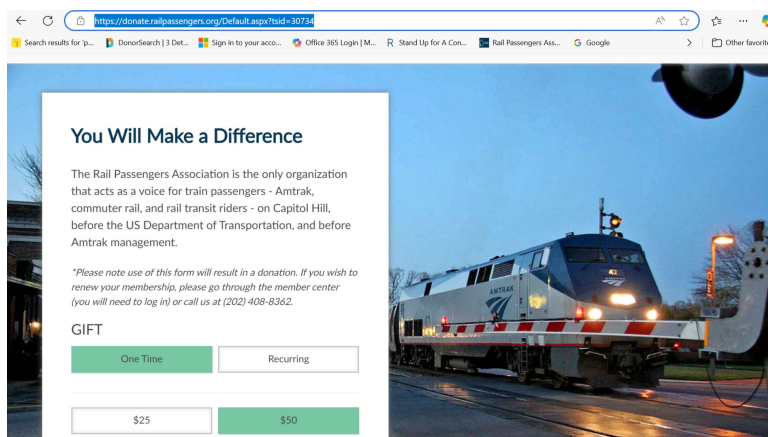
Thanks to a collaborative effort between Rail Passengers NYS Council Member Nathanael Nerode & juckins.net's Chris Juckins, we have been able to completely update our timetables resource page.

[CLICK HERE](#)

Donate Online with Confidence

You can donate to the Rail Passengers Association online with confidence, knowing your credit card information is secure. Charity Engine uses industry-standard SSL technology to keep your information secure. Don't wait for a paper appeal to donate, support the Association today by donating here. When the web browser shows a lock next to the URL, it means that it's an HTTPS, and it's secure:

<https://donate.railpassengers.org/Default.aspx?tsid=30734>



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!

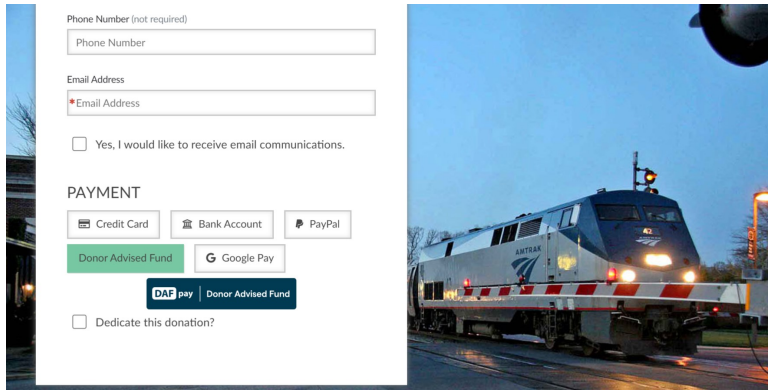
With multiple secure, protected methods of payment, you have more flexibility in the way dues are paid. Skip the hassle and [contact us](#) today for help setting up automatic or online payments.

- 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

Use Your Donor Advised Fund (DAF) to Donate, Renew or Join Online

You can now donate or join/renew your membership, online, through your donor advised fund using DAFpay. All Rail Passengers forms now include a “Donor Advised Fund” button under Payment.

Donation Form:



Phone Number (not required)

Phone Number

Email Address

*Email Address

☐ Yes, I would like to receive email communications.

PAYMENT

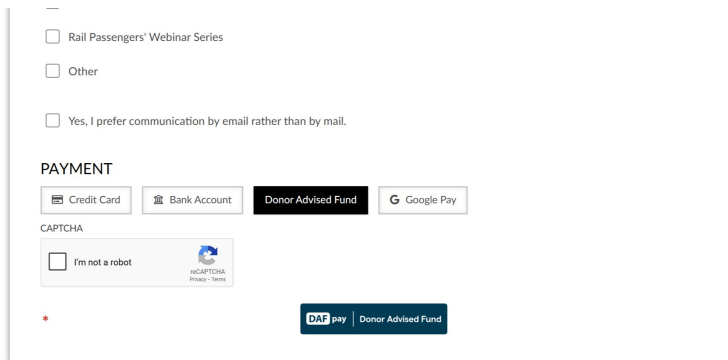
☐ Credit Card ☐ Bank Account ☐ PayPal

☐ Donor Advised Fund ☐ Google Pay

DAF pay | Donor Advised Fund

☐ Dedicate this donation?

Membership Form:



☐ Rail Passengers' Webinar Series

☐ Other

☐ Yes, I prefer communication by email rather than by mail.

PAYMENT

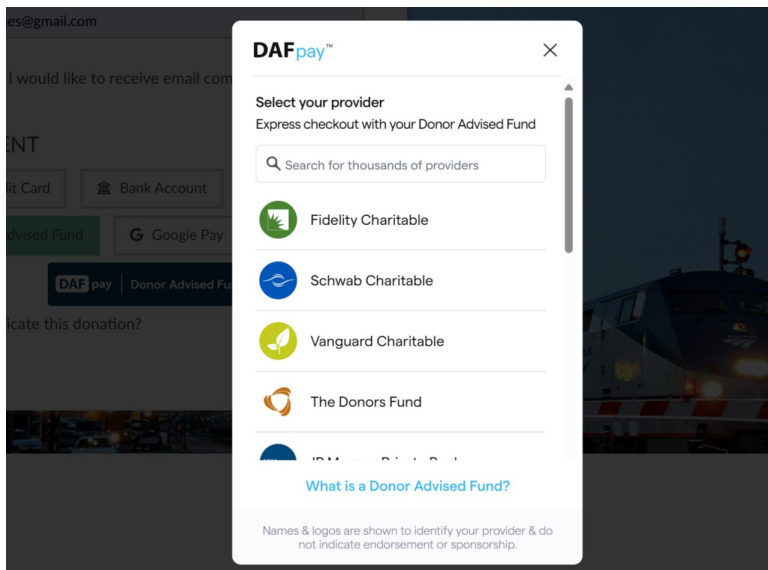
☐ Credit Card ☐ Bank Account ☐ Donor Advised Fund ☐ Google Pay

CAPTCHA

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After selecting Donor Advised Fund as your payment preference, you will be taken to a DAFpay screen to select your donor advised fund provider, ie., Fidelity Charitable, Vanguard Charitable, Daffy, etc.



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Search for thousands of providers

- Fidelity Charitable
- Schwab Charitable
- Vanguard Charitable
- The Donors Fund

[What is a Donor Advised Fund?](#)

Names & logos are shown to identify your provider & do not indicate endorsement or sponsorship.

Select your provider, then follow their prompts. If you need to provide information on Rail Passengers Association, please use the below:

National Association of Railroad Passengers, Inc.
 dba Rail Passengers Association
 1200 G Street, NW
 Suite 520
 Washington, DC 20005
 Contact: Jonsie Stone, jstone@narprail.org
 Tax ID: 36-2615221

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 bucksliip, 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.



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.



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:





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