



Photo credits: Leann Perault



FRIDAY HOTLINE

#1401

JULY 11<sup>TH</sup>, 2025



Take Action

## Association News

### Heartland Flyer Gets A Lifeline

By Jim Mathews / President & CEO

Our friends at Texas Rail Advocates (led by our own Chair Emeritus Peter LeCody) reported this afternoon that the North Central Texas Council of Governments' Regional Transportation Council has come up with funds to keep the Heartland Flyer running for at least a year.

"The North Central Texas Council of Government's Regional Transportation Council has done what the state of Texas shirked its responsibilities in doing... fund the Heartland Flyer passenger rail service," TRA said this afternoon in a [statement](#).

**The RTC approved a \$3.5 million diversion of Regional Toll Revenue funds to cover the gap left behind when the Texas legislature decided recently to reject Texas DOT's funding request**, a two-year request for roughly \$7 million – more than reasonable, compared with the \$23.7 million the Flyer delivers to Texas and Oklahoma each year.

It's just a one-time emergency funding action, designed to buy some time to develop a second-year funding program in advance of the Texas legislature's next session. NTCOG said it will ask the State of Texas to reimburse the COG, while also launching a ridership campaign to pare down the subsidy required.

"It's a sad state of affairs when the Texas Department of Transportation asked for funds for this critical intercity surface transportation link between Fort Worth, Gainesville and Oklahoma City and state legislators turned TxDOT down," LeCody declared. "TxDOT partners with the Oklahoma Department of Transportation to support this service that last year carried over 80,000 passengers. It was a case of a handful of politicians at the Capitol with an anti-passenger rail agenda refusing to pass an appropriation that the Texas Transportation Commission asked for in TxDOT's legislative budget request."

Texas Rail Advocates noted that Michael Morris, who is the COG's transportation director, said having the Flyer up and running will be critical when soccer's World Cup matches take place in the U.S., with many events scheduled for North Texas.

Rail Passengers recently worked alongside Texas Rail Advocates to [launch a grassroots advocacy campaign to save the Flyer](#). Amtrak said that in the absence of some kind of solution or stopgap funding, [service would end October 1st](#).

**Our Association congratulates TRA, Peter LeCody, and all the hard-working grassroots supporters who swung into action and found a way to notch a significant win for passenger rail in the Lone Star State!**

**ICYMI: Amtrak's Mardi Gras Ready For Gulf**

# Coast Runs

[Originally posted 7/2 on our website](#)

By Jim Mathews / President & CEO

Beginning on August 18th, you'll be able to travel along the U.S. Gulf Coast between New Orleans and Mobile, Ala., for as little as \$15, on board the long-awaited Amtrak *Mardi Gras*.

That's this week's ["press release" announcement from Amtrak](#), and it's true enough. But those 32 humble words only scratch the surface. The launch of this service will unlock as much as \$282.6 million in economic growth each year in Mississippi and \$389.2 million annually in Alabama by connecting people to where they work, live, study, play, and pray, easily, safely, and affordably. All for a price tag of just a few million dollars.

The *Mardi Gras* is going to transform the Gulf Coast.

We've all waited 20 years to get to this point – in my view, probably 18 or 19 years too long – and the list of people and entities to thank is lengthy and distinguished. There were dozens of local elected and appointed officials, rail commissioners, business-community leaders, and grassroots advocates, and each stepped in and played their parts at crucial moments when all looked lost. People like Sandy Stimpson, Mobile's mayor, or Knox Ross of the [Southern Rail Commission](#), or former Meridian, MS, Mayor (and Amtrak Chair) John Robert Smith. Or Bryan Fuenmayor, a Mobile resident and grassroots advocate [who galvanized local support in the past two years to get this project past its final political hurdle](#).

As has often been noted, politics is the long, slow boring of hard boards. It's worth remembering that the very first trip I took when I became Rail Passengers' CEO 11 years ago was to visit with Republican leaders in Mississippi. Fifteen days after I began my new job, I was in Meridian, Gulfport, and Biloxi, where we talked about the need to restore this service. When you've invested that much time and effort into securing a win, it's worth celebrating — particularly when so many citizen advocates have volunteered years of their time to the cause.

**But if the process for launching each new train service is as lengthy and convoluted as it was with the Gulf Coast service restoration, we'll never build the passenger rail network that this country so desperately needs.**

That's why the *Rail Passengers Association* is working to ensure that the bill that replaces the Investment in Infrastructure and Jobs Act (IIJA) when it expires next year [includes reforms to speed up project delivery, while providing more Federal support](#) – financial or otherwise – for these new or restored interstate routes.

It's just plain unreasonable to expect 20 different local governments across a corridor to march in lockstep over a 15-year period. If any one of those local towns can effectively veto a new route at any point across the life of its development, these projects are destined to fail. Amtrak's new *Borealis* between Minneapolis/St. Paul and Chicago blew the doors off every single ridership projection and has been a huge success by any measure – but that project, too, began life 20 years earlier, and took 10 years of active work across various state bureaucracies to coax into life.

Ten years for the *Borealis*. Two decades, and [countless millions of dollars in white-shoe litigation](#), for the *Mardi Gras*. And meanwhile, I can start an airline in as little as six months with the same amount of money I might need to buy a single new U.S.-manufactured railcar.

The absurdity of it all is clear when you look at how much commerce these relatively small investments will generate. With a hat-tip to my dear friend Paul Nelson, our *Rail Passengers* Council member from Mississippi, here's a micro-example of how this works:

"Suppose you get on in Biloxi or Gulfport and ride over to Bay St. Louis on the morning train. Go to the Mardi Gras museum in the restored depot, have a cup of coffee in the thriving little storefronts that have taken off in anticipation of the new *Mardi Gras* service across the street from depot and community park," he says. "Then walk down to the waterfront and have a great seafood meal in one of the funky dive bars or fine dining, overlooking the Bay. Stay at a boutique hotel along the waterfront. In the morning grab a cup of coffee and pastry, spend the day shopping at the art galleries and boutique stores...relax and have an early supper next to the depot and catch the evening train home."

That's just one trip. Coffee, dinner, maybe some gift-buying, an overnight in a hotel. Every one of those transactions supports a workforce, a supply-chain of business-to-business vendors, and the sales tax revenues of the community. And this, multiplied by many thousands of riders, is how the *Mardi Gras* will be an economic engine in the communities it serves.

It would have been an even bigger, more powerful, engine if the political price to be paid in Mobile didn't involve [capping the frequencies at two trains per day in each direction](#) – a requirement set by Mobile City Councilman Joel Daves, who had long opposed the train.

But this week is a time to celebrate what's been accomplished, and to look ahead to what more might be in store. Each of the five newly served destinations, Bay St. Louis, Gulfport, Biloxi, and Pascagoula, Mississippi, and the endpoint at Mobile, Ala., will start with temporary platforms. The communities can decide later how to remake their stations, their "front doors," to welcome new visitors and make the most of this investment.

You could go to Pascagoula for the new brewery, but there's also lots of attractions including a couple of parks, an amphitheater with a nice outdoor venue, the oldest building in Mississippi.

I'm a sucker for minor-league baseball, and Biloxi is home to the Milwaukee Brewers' Double-A affiliate, the Shuckers (who, by the way, are crushing it this year. 46 wins and 29 losses). You could go try your luck at the casino there, too.

How about the Mississippi Aquarium in Gulfport? Or if you're one of the 20,000 new-ish U.S. Air Force Airmen learning your trade each year at Gulfport's Keesler Air Force Base, maybe you'll want to take advantage of a precious couple of days' leave to visit New Orleans. (The 81st Training Wing is the schoolhouse for Air Force electronics technicians, weather forecasters, air traffic controllers, personnel folks, and even medical staff.)

WiFi, no middle seat, local and regional food and beverage in the café car, no traffic, no drunk drivers, and fares as low as \$15. Was it worth 20 years' of campaigning? You bet! Y'all aboard!

## Rail Passengers Urges FRA to Reject Waiver to Protect Passengers

The Rail Passengers Association, the nation's leading passenger rail advocacy organization representing over 127,000 members and supporters, submitted a formal letter to the Federal Railroad Administration (FRA) this week urging denial of a proposed waiver that would significantly reduce critical safety inspections of America's railroad infrastructure.

The waiver request, filed by the Association of American Railroads (AAR) on behalf of its Class I freight rail members, seeks to cut visual track inspections by 75%, reducing the required frequency from twice per week to just twice per month. They are seeking to replace human-led safety inspections with automated technology.

"Track Geometry Measurement Systems (TGMS), also known as Automated Track Inspection (ATI), use technology that's been around since the 1970s," wrote Jim Mathews, President and CEO of Rail Passengers. "ATI is a measurement tool that's very effective at identifying a very specific type of track defect: track geometry defects. Indeed, this technology can find certain geometry defects that a human eye cannot detect. However, ATI cannot look at other types of track defects that a human track inspector can detect, including broken rails, drainage issues, or washouts. ATI can only detect around a quarter of the track defects a human track inspector can find; therefore, we do not believe this technology is currently capable of replacing human track inspections."

Alarming, AAR's waiver would also allow up to 72 hours before responding to known defects detected by ATI systems, exposing passenger trains to unsafe conditions for days.

Most U.S. intercity passenger trains operate over freight railroad tracks, and 71% of the miles traveled by Amtrak trains are on tracks owned by host railroads. The 2001 derailment of Amtrak's *Empire Builder* outside of Joplin, Montana serves as a stark reminder of the stakes: three lives lost, 49 injured, and [an National Transportation Safety Board investigation that pointed squarely to deteriorating track conditions that went unaddressed](#).

The letter also echoes bipartisan calls from Congress and the public for stronger rail safety following major derailments like the tragedy in East Palestine, Ohio. *Rail Passengers* has long supported improved safety through programs like the Confidential Close Call Reporting System and participation in FRA's Railroad Safety Advisory Committee.

*Rail Passenger* concluded its letter with a clear message: while ATI technology is a powerful **supplement** to human inspection, it is not—and must not become—a **substitute**.

To view the full letter submitted to the FRA, click [here](#).

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## Field Notes

Calling All Readers!

Do you have a favorite transit/train photo (or photos) you have

taken from your travels around the country, or even around the world? Would you like to see them featured in our Hotline social media post each week (with credit, of course)?

Send them to Joe Aiello @ [jaiello@narprail.org](mailto:jaiello@narprail.org) with the subject "HOTLINE PHOTO"

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

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## 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!

### [Amtrak Board of Directors to Hold Public Meeting](#), Amtrak Media

In case you missed the news last week - Amtrak is inviting the public to view their board meeting later this month.

### [Congress's new budget reconciliation bill takes back billions from locally-led projects across the country](#), Transportation For America

Projects to reconnect divided neighborhoods, boost transit equity, and support EV adoption are now at risk of delay or cancellation, thanks to the passage of HR1 - threatening progress on climate, equity, and infrastructure goals across the country.

### [Brightline looking to raise \\$400 million for Tampa expansion](#), My News 13

Brightline is hoping to raise capital through private bonds for their planned expansion along I-4 into Tampa, as well as a number of improvements and updates.

### [L.A. Metro Board approves \\$2.9 billion in FY 26 transit fund allocations](#), Mass Transit

The Metro Board has just approved a \$2.9B budget for FY26 for public transportation across Los Angeles County - supporting operations, maintenance, and service improvements.

### [Colorado's RTD rider survey shows improvement in reliability, on-time performance, shortfalls in trust in services](#), CBS Denver

A new rider survey shows Denver's RTD is making real progress: more reliable rides, cleaner buses and trains, & better OTP. But there's still work to do - trust in the system and safety just isn't there yet.

### [Transit Ridership Hasn't Recovered Since the Pandemic. What Can the US Learn from French Transit Systems?](#), Urban Institute

While many U.S. transit systems are still struggling to recover from pandemic-era declines, France is seeing a strong rebound. A new piece from the Urban Institute's Yonah Freemark explores why — and what lessons American cities can take from the French approach.

### [Seattle mayor signs legislation streamlining light rail development in city](#), Transportation Today

Seattle Mayor Bruce Harrell has signed legislation to streamline the permitting process, which currently takes approximately 240 days, for the Ballard and West Seattle light rail extensions—cutting approval time in half.

### [Wales' rail funding questions just went unanswered yet again](#), Wales Online

Issues & ignored questions about infrastructure projects and long-term system goals are not unique to agencies in the US.

### [Massachusetts dedicates \\$8B to transportation in FY2026 budget](#), Smart Cities Dive

MA Governor Maura Healey's FY26 budget proposal outlines a bold 10-year, \$8 billion investment in the state's transportation system - including : \$470M to stabilize the MBTA's budget, \$115M in grants for regional transit authorities, and \$35M to expand low-income fare programs.

### [Storage building to make way for Union Station run-through tracks](#), Urbanize LA

LA Metro is moving forward with the demolition of a vacant storage building at 801 E. Commercial Street — a key step in the \$2B Link Union Station

project. This paves the way for new run-through tracks that will transform how trains move through LA, easing congestion and connecting more destinations.

### [Historic Amtrak Diesels Donated to Illinois Railway Museum, IRM](#)

The Illinois Railway Museum is welcoming two iconic pieces of rail history: Amtrak 231, an F40PHR built in 1977, and Amtrak 644/BNSF 6976, the last surviving SDP40F from 1974!

### [Skanska JV, VPRA Sign Contract to Build Long Bridge North in Washington, D.C., Railway Track and Structures](#)

Virginia Passenger Rail Authority (VPRA) has an official construction partner for the announced Long Bridge North Project, which will begin this month and is expected to wrap-up by the end of 2030.

### [Amtrak says take the Surfliner to these Southern California events, KTLA](#)

Heading to Southern California for some late summer fun (Del Mar Racetrack? Comic Con?) ? Why sit in traffic when you can cruise the coast on Amtrak's Pacific Surfliner?



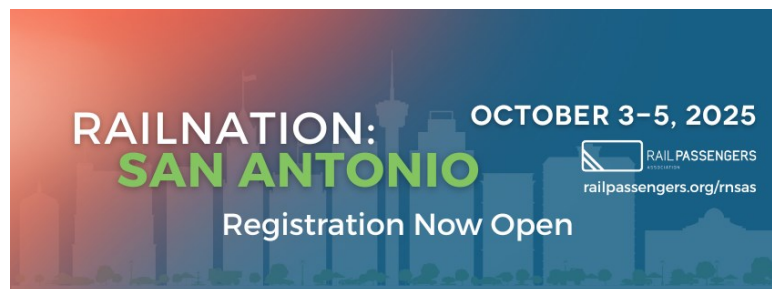
### [WE ARE NOW ON BLUE SKY!](#)

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.

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## Upcoming Events

### RailNation: San Antonio



### [REGISTER NOW!](#)

## Get Your Half-Off RailNation: San Antonio Rate!

Ready for a full weekend of learning, inspiration, and action? The contracts are signed, the venue is booked, the speaker invitations are out the door, and we're getting ready to enjoy a great time together in San Antonio from October 3rd through October 5th on the famous Riverwalk!

This year's [RailNation: San Antonio conference](#) gathers grassroots advocates, transportation professionals, and elected leaders from across the country. We'll explore progress in places like [the Gulf Coast](#) and the MSP-Chicago corridor with the Borealis, as well as [Brightline's rapid expansion](#), and how those stories can be replicated nationwide. We're putting together panel discussions on local transportation issues in Texas, presentations on the [Heartland Flyer](#), talks from top Amtrak leaders, a deep discussion with Amtrak and Brightline about taking care of customers, and so much more.

**Anyone can come, and we hope that you'll join us!** You don't have to be a [Rail Passengers member](#). You don't have to be a Rail Passengers Council member. You don't have to be a member of leadership. If you want more and better trains, your voice – working right where you live, work, or play – is how we'll make it happen, together.

And that's why **YOU** should come to San Antonio to get the latest updates, hear directly from rail leaders face-to-face, and to learn from fellow advocates about strategies that have worked around the country to get new trains running.

We've also tried very hard this year to make attendance more affordable for everyone – younger advocates, folks with families, fixed-income retirees, students. **Hotels and meeting rooms unavoidably cost money, but thanks to some sponsorships and hard work by the professional staff, for a limited time only we can offer a full three-day in-person registration for just \$96. (In-person, not virtual!)**

That's three days of presentations, conversations, and talking directly with top rail leaders and policymakers about how we break the logjams that stop us from getting more trains, to more places, for more people, everywhere. All for 50 percent off the regular registration rate.

Our Fall conferences in the past have sometimes had to cost upwards of \$300 per attendee, and that puts it out of reach for a lot of people. That's why we've tried so hard to wring the best deals out of the hotels and suppliers, and to pare down every penny to make it easier for our grassroots rail supporters to take part.

The "Early Bird" rate of \$96 is only good until the end of July. Starting August 1, registration for the in-person event will be at the regular rate of \$192. That's still more affordable than some of our previous conferences, but why not act quickly to get 50 percent off?

Here's how to do it: visit our [online registration page, here](#). Enter the number of event tickets you'll need – one for each attendee. Enter your contact information, too.

If you'd like your name badge to read a particular way, or to use a nickname, tell us that on the form. Tell us about any dietary restrictions we might need to know about.

(We are an IRS-recognized 501c3 nonprofit organization, so if you'd like to make an additional donation you can do that on this form, also.)

At the end, you'll be asked for payment information. You can use a credit card, a direct debit on your bank account, or even Google Pay. You'll see a box labeled "Promo Code." **Type the code SAS50 into that box.** When you enter that code, you'll see the 50 percent applied. If you do this on August 1 or later, the discount code will not work. This Early Bird rate is only good until the end of July, and it's only good for in-person attendance.

We'd love to see you in San Antonio, spending some time on the Riverwalk, enjoying some great food and fellowship, and working together to bring more trains to more people everywhere in America! [Register today with the code SAS50 and snag that 50 percent discount!](#)

RN:SAS Event Page

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

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## 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**, took meetings this week around our re-authorization proposals and worked with staff and our volunteer team on planning for this year's fall meeting.
- **Sean Jeans-Gail, Vice President of Policy**, worked with federal officials to understand how passenger trains can help move international tourists during the 2026 FIFA World Cup, responded to an [FRA waiver request](#) that would undermine critical safety inspections, and worked with several Congressional offices in responding to budgetary requests for FY2026 rail programs.
- **Jonsie Stone, Chief of Staff**, processed membership dues and donations sent to the DC Office, collaborated with our Interns on their projects, created fundraising solicitations, and tended to the administrative and operational needs of the Association.
- **Joe Aiello, Director of Community Engagement & Organizing**, has been focusing his attention this week on launching registration and information on the upcoming fall meeting in San Antonio
- **Kimberly Notarianni, Membership Management Consultant**, *will be out of the office from July 12 through July 20*. During this time, if you need to access your account but have forgotten your password or are unsure of your username, CharityEngine recommends the following workaround:

- Visit the membership login page:



- Without entering a username or password, click on "Forgot Password."
- A password reset link will be sent to the email address associated with your account.

This will allow you to reset your password and access your member portal. We'll be happy to assist further when Kimberly returns.

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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 form with the following elements:

- A "User Name" input field with a person icon on the left.
- A "Password" input field with a lock icon on the left.
- A "Remember me" checkbox that is checked.
- A "Forgot password?" link in blue text.
- A dark grey "LOG IN" button.

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](mailto: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.

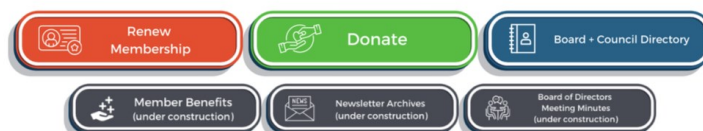
Thank you for your patience and cooperation.

### ?? 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:**

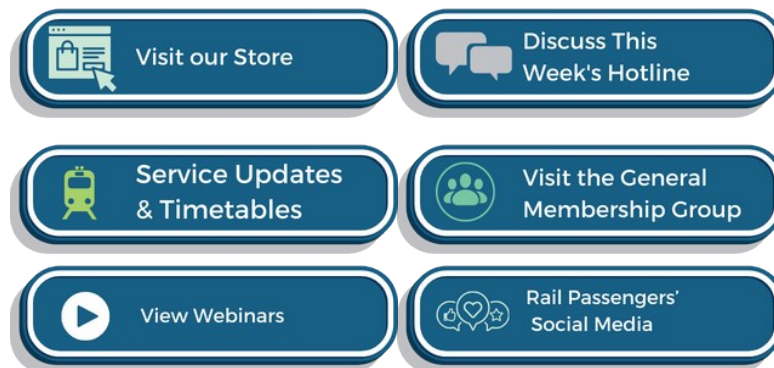
Your new membership number will contain **seven digits**.

?? **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!

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## We Have Merch!



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## Rail Passengers Timetables

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

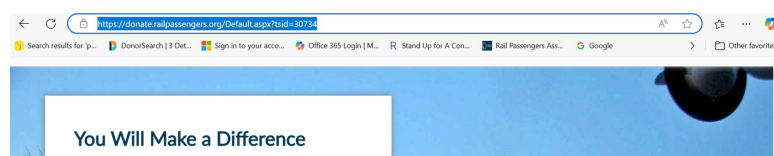
[CLICK HERE](#)

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## 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>





The Rail Passengers Association is the only organization that acts as a voice for train passengers - Amtrak, commuter rail, and rail transit riders - on Capitol Hill, before the US Department of Transportation, and before Amtrak management.

*\*Please note use of this form will result in a donation. If you wish to renew your membership, please go through the member center (you will need to log in) or call us at (202) 408-8362.*

GIFT



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)

Email Address

Yes, I would like to receive email communications.

PAYMENT

Dedicate this donation?



Membership Form:

Rail Passengers' Webinar Series

Other

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

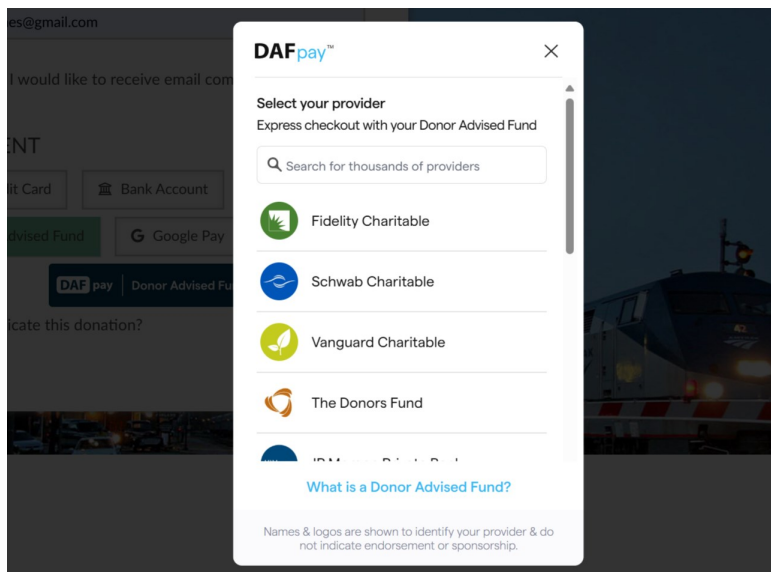
PAYMENT

CAPTCHA

I'm not a robot

reCAPTCHA

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

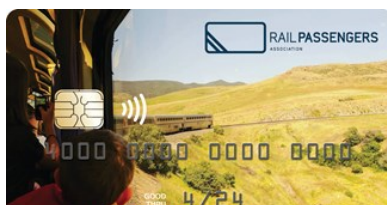


Select your provider, then follow their prompts. If you need to provide information on Rail Passengers Association, please use the below:

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](http://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.



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

Rail Passengers Association  
1200 G St. NW  
Suite 520  
Washington, DC 20005

P 202.408.8362  
F 202.408.8287

[www.railpassengers.org](http://www.railpassengers.org)