

116TH CONGRESS
2D SESSION

H. R. 7681

To establish the Intercity Passenger Rail Trust Fund to ensure a safe, sustainable, convenient transportation option for the people of the United States, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JULY 20, 2020

Mr. DANNY K. DAVIS of Illinois (for himself, Mr. LAWSON of Florida, Mr. SCHNEIDER, Ms. SCHAKOWSKY, and Mr. RUSH) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To establish the Intercity Passenger Rail Trust Fund to ensure a safe, sustainable, convenient transportation option for the people of the United States, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Intercity Passenger
5 Rail Trust Fund Act”.

1 **SEC. 2. FINDINGS.**

2 Congress makes the following findings:

3 (1) An effective transportation system for the
4 Nation requires dedicated, predictable Federal fund-
5 ing for various capital and operating expenses, as
6 demonstrated by the Highway Trust Fund, which
7 supports all Federal highway programs, most public
8 transit programs, and many Federal transportation
9 safety programs.

10 (2) Intercity passenger rail is the only surface
11 transportation mode in the United States that—

12 (A) does not receive any Federal funding
13 through a trust fund for capital investment;
14 and

15 (B) is completely dependent on annual dis-
16 cretionary appropriations for both its capital ex-
17 penses and its operating costs.

18 (3) In fiscal year 2019, Amtrak experienced
19 record ridership, a historic low-operating loss, and a
20 record capital spend rate.

21 (4) In markets with sufficient infrastructure
22 and train frequency, Amtrak has proven to be an ef-
23 fective mode of transportation when compared to
24 commercial air and bus service and private auto-
25 mobile use.

1 (5) Intercity passenger rail offers substantial
2 safety, energy, and environmental advantages over
3 most other transportation modes, but decades of in-
4 sufficient capital funding has drastically limited the
5 role that intercity passenger rail can play in the Na-
6 tion’s overall transportation network.

7 (6) There are critical capital needs on both the
8 Northeast Corridor and the National Network, in-
9 cluding infrastructure, fleet, stations and facilities.

10 (7) Adding to the urgency of all these needs,
11 due to changing demographics, population growth,
12 urbanization, and changing travel trends, intercity
13 passenger rail will be needed to help move our Na-
14 tion into the future.

15 (8) For these reasons, an Intercity Passenger
16 Rail Trust Fund is needed now, more than ever, to
17 ensure a safe, sustainable, convenient transportation
18 option for the people of the United States.

19 **SEC. 3. INTERCITY PASSENGER RAIL TRUST FUND.**

20 (a) IN GENERAL.—Subchapter A of chapter 98 of the
21 Internal Revenue Code of 1986 is amended by adding at
22 the end the following new section:

23 **“SEC. 9512. INTERCITY PASSENGER RAIL TRUST FUND.**

24 “(a) ESTABLISHMENT.—There is established in the
25 Treasury a fund to be known as the ‘Intercity Passenger

1 Rail Trust Fund’, consisting of such amounts as may be
2 appropriated or credited to the fund as provided in this
3 section.

4 “(b) TRANSFER TO INTERCITY PASSENGER RAIL
5 TRUST FUND.—

6 “(1) IN GENERAL.—There is hereby appro-
7 priated to the Intercity Passenger Rail Trust Fund
8 for fiscal year 2021, and for each fiscal year there-
9 after, an amount equal to 50 percent of the average
10 annual amounts appropriated to the Highway Trust
11 Fund under section 9503 for fiscal years 2008
12 through 2020.

13 “(2) AUTHORIZATION OF APPROPRIATION OF
14 ADDITIONAL SUMS.—There are hereby authorized to
15 be appropriated to the Intercity Passenger Rail
16 Trust Fund such additional sums as may be re-
17 quired to make the expenditures referred to in sub-
18 section (c).

19 “(c) EXPENDITURES FROM THE INTERCITY PAS-
20 Senger Rail Trust Fund.—Amounts in the Intercity
21 Passenger Rail Trust Fund shall be available for obliga-
22 tion without further appropriations action for making ex-
23 penditures to carry out section 24314 of title 49.”.

1 (b) CLERICAL AMENDMENT.—The table of sections
 2 for subchapter A of chapter 98 of such Code is amended
 3 by adding at the end the following new item:

“Sec. 9512. Intercity Passenger Rail Trust Fund.”

4 **SEC. 4. INTERCITY PASSENGER RAIL TRUST FUND EXPEND-**
 5 **ITURES.**

6 (a) IN GENERAL.—Chapter 243 of title 49, United
 7 States Code, is amended by inserting after section 24313
 8 the following:

9 **“SEC. 24314. INTERCITY PASSENGER RAIL TRUST FUND EX-**
 10 **PENDITURES.**

11 “(a) EXPENDITURES FROM THE INTERCITY PAS-
 12 SENDER RAIL TRUST FUND.—Amounts deposited into the
 13 Intercity Passenger Rail Trust Fund each fiscal year pur-
 14 suant to section 9512(b) of the Internal Revenue Code of
 15 1986 shall be available for obligation, without further ap-
 16 propriation, consistent with the ratios set forth in sub-
 17 section (b). Amounts made available under this section
 18 shall remain available until expended.

19 “(b) INTERCITY PASSENGER RAIL TRUST FUND EX-
 20 PENDITURE RATIOS.—The Secretary may use amounts
 21 deposited into the Intercity Passenger Rail Trust Fund
 22 each fiscal year to award grants to Amtrak, in accordance
 23 with the process described in section 24319. Of the grant
 24 funds awarded pursuant to this subsection—

1 “(1) 40 percent shall be used for activities asso-
2 ciated with the Northeast Corridor, and

3 “(2) 60 percent shall be used for activities asso-
4 ciated with the National Network.

5 “(c) SAVINGS PROVISION.—Nothing in this section
6 may be construed as prohibiting discretionary funding
7 from being provided to Amtrak.”.

8 (b) CONFORMING AMENDMENT.—The analysis for
9 chapter 243 of title 49, United States Code, is amended
10 by inserting after the item relating to section 24313 the
11 following new item:

 “24314. Intercity Passenger Rail Trust Fund Expenditures.”.

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