

RAILPASSENGERS



WEEKLY HOTLINE

Issue #1,398—June 13, 2025



Take Action

Association News

Amtrak Releases Annual Grant Request for FY26

Amtrak released its annual [Legislative Report and Fiscal Year 2026 Legislative Grant Request](#) this week, echoing the [Trump Administration's presidential budget request](#) while highlighting record ridership and revenue figures.

The railroad highlighted its strongest performance ever in FY24, setting records in ridership, revenue, and capital investment. Amtrak carried **32.8 million intercity passengers**, surpassing pre-COVID levels, and generated **\$3.6 billion in revenue**, with ticket sales reaching nearly \$2.5 billion. Amtrak also invested **\$4.5 billion** in infrastructure improvements—most of which was funded by the Infrastructure Investment and Jobs Act (IIJA)—modernizing train equipment and upgrading stations, including accessibility enhancements under the ADA.

Amtrak also laid out its most detailed plan yet to become “**operationally profitable**” by FY2028. Amtrak intends to achieve operational profitability by subdividing its operating losses into two categories: passenger train operations and infrastructure/construction activities. Essentially, Amtrak seems to be saying that it will cover the above-the-rail costs (e.g., payroll for onboard and maintenance of way employees, fuel and energy, day-to-day maintenance, provision of food & beverage, etc.) through revenue, while separating out the cost of administering its major capital program (e.g. the administrative costs associated with major projects like the Hudson River Tunnels, procuring new equipment, and the redevelopment of Penn Station).

Rail Passengers has made it clear we oppose pennywise, pound-foolish decisions to chase “profitability”—[a goal not required in any law passed by Congress](#), during a period of record taxpayer subsidies to the Federal interstate highway system.

“These cuts have the potential to undermine billions of dollars’ worth of long-term recapitalization efforts, just to save millions in its operating budget,” [wrote Rail Passengers President Jim Mathews in a piece posted on Railway Age](#). “Amtrak only recently announced record levels of ridership and revenue, both nationally and on key State-supported corridors. The American public is best served by Amtrak adopting a strategy of improving its operating ratio by growing service, not by pretending to be a for-profit corporation delivering earnings-per-share at the expense of carrying out the mission Congress set for it more than half a century ago.”

[In fairness, [here is Amtrak President Roger Harris’ response](#) to Mathews’ editorial.]

Interestingly, the approach Amtrak outlines appears to align with Mathews’ position, accepting that administering Infrastructure Investment in Jobs Act (IIJA) programs should fall outside of the question of “profitability”.

[CLICK HERE FOR MORE ON THE GRANT REQUEST](#)

USDOT Unfreezes 529 Previously-Approved Grants

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

The U.S. Department of Transportation (USDOT) announced this week it has cleared another 529 infrastructure grants approved under the Biden Administration. The Trump Administration froze around 3,200 infrastructure projects for a "departmental review" upon taking office in January 2025. The USDOT has now cleared a total of 1,065 projects, worth around \$10 billion.

Almost 300 of the 529 grants released are for road and highway projects—with 255 projects from the Safe Streets and Roads for All program. However, there were a few high-impact investments in regional rail equipment and Amtrak grants that were unfrozen in this round of clearances, including:

- \$49.6 million grant to Amtrak for the Chicago Union Station Mail Platform Reactivation Project;
- \$10.7 million grant to Amtrak for East River Tunnel Rehabilitation Enabling Components;
- \$23.2 million grant to the Connecticut Department of Transportation for the Saugatuck River Bridge Replacement;
- \$200 million grant to the Chicago Transit Authority for Rail Vehicle Replacement;
- \$100 million grant to the Commuter Rail Division of the Regional Transportation Authority for Metra's Modern Railcars Project; and
- \$76 million grant to the Tri-County Commuter Rail Authority for Rail Vehicle Replacement.

Overall, the USDOT released 32 rail grants and 154 transit grants from the following programs:

Federal Railroad Administration

- Consolidated Rail Infrastructure and Safety Improvements (CRISI)- 8 projects (\$69 million)
- Federal-State Partnership- 3 projects (\$83 million)
- Railroad Crossing Elimination- 22 projects (\$28 million)
- Safety Infrastructure Improvement Program- 1 project (\$2 million)

Federal Transit Administration

- All Stations Accessibility Program- 10 projects (\$365 million)
- Buses and Bus Facilities Competitive- 41 projects (\$175 million)
- Ferry Service for Rural Communities- 4 projects (\$195 million)
- Innovative Coordinated Access and Mobility (ICAM)- 14 projects (\$5 million)
- Low or No Emission (Bus) Grants- 26 projects (\$187 million)
- Passenger Ferry- 13 projects (\$69 million)
- Rail Vehicle Replacement- 3 projects (\$372 million)
- Tribal Transit Competitive Program- 43 projects (\$16 million)

[FOR MORE ON THE REACTION TO THE "UNFREEZE", CLICK HERE](#)

California Fires Back at FRA Over High-Speed Report

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

In a sharply worded rebuttal, the California High-Speed Rail Authority (CHSRA) yesterday accused the Federal Railroad Administration of advancing a misleading attack on the state's high-speed rail project—just eight months after the same agency offered a clean bill of health for project compliance.

The FRA's sudden pivot, which threatens to terminate billions in Federal funding agreements, "flies in the face of the FRA's own Monitoring Report from October 2024," writes CHSRA CEO Ian Choudri. That report found no significant compliance issues, yet the FRA now claims California has failed to meet key obligations under two cooperative agreements signed as recently as Fall 2024.

"The proposed termination is apparently based on three broad conclusions: (1) the early operating segment (EOS) between Merced and Bakersfield is unlikely to be completed by 2033, (2) the Authority lacks a plan to fund the Project, and (3) the Authority has missed a project milestone to execute a contract for procurement of trainsets, which 'calls into question the Authority's ability to deliver on its promise to operate high-speed trains on the Central Valley Segment by 2033,'" Choudri writes. "These conclusions are not supported by the facts. And even if they were supported, they do not constitute grounds for terminating the Cooperative Agreements."

The rebuttal letter begins by taking on the idea that there has been no meaningful progress, countering with images of major construction projects, including the complete and, in Choudri's words, "magnificent," San Joaquin River Viaduct in Fresno.

[TO CONTINUE READING ABOUT THE CAHSRA REBUTTAL, CLICK HERE](#)

Business Travel Conference: Why Not Rail?

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

Major corporate travel bookers and the booking-systems companies that support them are beginning to embrace making passenger-rail and transit available in their portals to employees booking business travel as part of a larger strategy to "green" their business travel, but there are still a few obstacles to overcome.

Earlier this week I moderated a panel at the Global Business Travel Association's Sustainability Summit, which focused on finding ways to make business travel more environmentally responsible. While that idea has fallen a bit out of favor in the U.S., in most other countries businesses face pressure from governments and corporate clients alike to reduce emissions and climate effects from business travel.

Attendees were enthusiastic, but the discussion surfaced a few reasons why it's not as easy an answer for U.S. travelers as it might be elsewhere – and pointed the way to a few fixes that could make a big difference.

Routes and availability topped the list. For some business destinations, Amtrak is simply not a feasible choice. For others, Amtrak actually might be a good choice but the business, or the employee, doesn't even know the service exists. The number of attendees I spoke to who didn't realize Amtrak operated corridor services in 30 states was surprising.

An interesting number-two obstacle, however, is a driving force for business-travel agencies and corporate travel offices but not at all something I had thought about until meeting these providers this week – the responsibility of these providers for the safety of the traveling employee. It goes under the buzzword "[duty of care](#)," language that's lifted straight out of the common-law understanding of legal negligence.

Corporate travel managers rely more and more today on tech platforms like SAP Concur, Cytric, Traxo, or Egencia not just to book their tickets and itineraries, but to track their employees and even to deliver automated risk alerts based on flight disruption, civil unrest in a destination country, or disease outbreaks. Amtrak and commuter rail interfaces often lack tools to integrate with these platforms (known in the jargon as APIs, or Application Programming Interfaces), can't offer reliable real-time tracking for individual passengers, and are sometimes not even available on global travel booking tools.

That means rail passengers can "go dark" when it comes to location visibility, and [going dark leaves corporate travel managers uneasy](#) as they consider their legal and ethical responsibilities to their traveling employees or clients under the Duty of Care standard. What makes it worse is Amtrak's limited or inaccurate disruption alerts, varying security standards (things like baggage checks, ID verification, and so forth), and patchy communications during delays or service outages.

[FOR MORE FROM JIM, CLICK HERE TO CONTINUE ON OUR WEBSITE](#)

Former Amtrak CEO Anderson Is Norfolk Southern Chair

[By Rail Passengers Staff](#)

Richard Anderson, the former Delta CEO and Chairman who led Amtrak as CEO from 2017 to 2020, was unanimously elected yesterday as the independent Chair of Norfolk Southern's board of directors.

Anderson joined the board last May following a shareholder initiative to shake up the board's composition.

In addition to chairing N-S, Anderson will lead the Executive Committee and the Strategy & Planning Committee, [the railroad said in a press release](#)

[announcing his selection](#). Norfolk Southern added that “the board has agreed to reduce its size to 12 members, and remaining committee chairs will continue in their existing positions.”

“Since the very beginning of his time on our board, Richard has contributed deep, experience-based business insight and a collaborative style that has helped drive cohesion among the newly-constituted Board,” Mark George, President and CEO of Norfolk Southern, said in the prepared statement. “I look forward to working with him in this new capacity as we continue to build on Norfolk Southern’s strong momentum, advance our strategic priorities, and deliver long-term value for our shareholders, customers, and employees.”

The release quoted Anderson as saying, “During my year on the board, I’ve seen firsthand how the Norfolk Southern team has propelled the company forward — delivering strong performance for stakeholders and becoming an even safer, more efficient railroad. Alongside the management team and dedicated employees, the board remains focused on delivering value for all our stakeholders.”

Apart from his Amtrak tenure and leadership at Delta, he previously led Optum Health predecessor United Healthcare as President. An attorney by training, he worked as a prosecutor for the district attorney of Harris County, Tex., before being recruited into a legal role at Continental Airlines.

Field Notes

Urgent Call to Action for Texas Rail Passengers!

Suspension Looms For Unfunded Heartland Flyer

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

Amtrak is warning today that its Heartland Flyer service between Dallas-Fort Worth and Oklahoma City could evaporate by October 1 unless Texas can secure its share of the Flyer’s funding.

TxDOT asked the legislature for \$7.05 million in this year’s session to fund Flyer operations for the next two years, but the legislature didn’t approve it. That leaves the Flyer in real jeopardy, and Amtrak has said that while it’s working with “state and local partners” to find a way out of the problem, the service will have to be suspended absent that funding.

“Reliable rail service provides a vital transportation option for residents and visitors alike, strengthening regional mobility, economic development, and tourism,” Amtrak President Roger Harris said in a prepared statement this afternoon. “With service that supports Texas’ continued economic growth and the region’s connectivity, sustaining the Heartland Flyer is essential to maintaining momentum and ensuring long term mobility in the region.”

Amtrak estimates that the Heartland Flyer generates \$5.3 million in direct economic benefits and an estimated \$23.7 million in overall economic benefits to the two states served. The service also supports jobs that are at risk if funding is not restored.

Amtrak also notes that the Dallas-Fort Worth region is scheduled to host more 2026 World Cup soccer matches than any other U.S. city, making it even more important to keep the Heartland Flyer service in place for transporting fans and visitors from Oklahoma and beyond.

Your Association is working with regional advocacy partners on the best steps we can take together to keep the Flyer in service.

What can you do?

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

US Transit Agencies Celebrate Pride Month

By Philip Mayer, Association Volunteer

June is Pride Month in the United States, celebrating the LGBTQIA community. Transit agencies from around North America are celebrating the month in their own unique ways.

In the Washington, DC, area, WMATA (Washington Metropolitan Area Transit Authority) is offering extended hours on its metro trains and buses. Washington, DC, was also the 2025 host of WorldPride from May 17 to June 8. Attendees were able to ride the system earlier and later than usual on trains wrapped in special Pride themes.

The Chicago Transit Authority (CTA) was the first transit agency to unveil a Pride train in 2017. This year's train, on the red line, features vertical striping along the entire exterior of the 8 car train. At both ends of the train are black and brown stripes meant to signify people of color from within the community. Next are blue, pink, and white stripes which represent the transgender community. In the middle of the train are the classic rainbow colors which have long been used to represent Pride. CTA also has new Pride themed Ventra cards for people to use when paying for transit rides. The traditional Ventra designs are reimagined with bolder Pride colors.

"The CTA is excited to continue the tradition of celebrating the LGBTQ community with the unveiling of the 2025 Pride Train and Pride signature Ventra Card designs," said CTA Acting President Nora Leerhsen. "CTA stands ready to take you to all the fun events that Pride month has to offer."

The entire transit system of Los Angeles Metro was free from June 6 to June 9. This was in part to enable people to attend the various pride events throughout the region, as well as to celebrate the opening of the new rail line and LAX.Metro Transit Center on June 6.

In Philadelphia, impassioned transit riders used the attention of the Philly Pride Festival to voice their concerns for the future of Southeastern Pennsylvania Transportation Authority (SEPTA). Organizers from TransitForwardPhilly met at 13th and Spruce St. at a Pride event on June 1, and with the support of Pride organizers, to urge attendees to contact their legislatures to maintain funding for SEPTA.

AMTRAK did promote their trains as a convenient way to travel to various Pride events. However, in a changing political climate, AMTRAK did pull back Pride sponsorship and participation. This is a part of a nationwide trend which saw other major corporations scaling back Pride involvement such as Target, Citi, Pepsi-Cola, and Walmart.

Transit agencies around the nation seemed to focus their Pride events on buses, which are usually easier to incorporate into a parade than a train. However, passenger train travel was well represented in this year's Pride celebrations.

Eat Your Way Through NY!

[by Rail Passengers Staff](#)

The new 2025/2026 edition of [New York By Rail](#) is out now with a special emphasis on the state's culinary treasures, highlighting all the best ways to use Amtrak service to explore the best places to eat, shop, and stay anywhere in the state.

"Once again, we are proud to partner with Amtrak to publish this beautiful guide that has all the bells and whistles—everything you need to know in order to plan an Amtrak getaway," says Tom Martinelli, publisher of the award-winning *New York By Rail*, created by Content Studio New York. "At a time when flying is a bit stressful, we hope it inspires more folks to think about the train, hop aboard Amtrak and explore all the reachable destinations throughout New York, Vermont and Canada."



Martinelli says this year's 20th Anniversary Edition takes you on a delectable culinary journey through New York, a treat for the foodies in your life, and explores the best places to land everything from diners and donuts to hot dogs and hot wings. *New York By Rail* features a calendar of exciting events that you can get to by train. The guide includes a route map and station services guide to thirty-seven Amtrak stops and connecting bus service along Amtrak's Adirondack, Empire Service, Ethan Allen Express and Maple Leaf routes. Whether you're looking to take in a minor league baseball game in Syracuse, visit a museum in Montreal, sink into a spa in Saratoga or explore some brew pubs in Rutland, Vermont, get there on

Amtrak -- featuring wide, reclining seats with ample legroom, no middle seats, and convenient schedules.

For all the latest information available from *New York By Rail* or to request a hard copy of the guide, visit NewYorkByRail.com.

Please email [Joe Aiello](mailto:joe.aiello@nycbr.com) 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!

[Amtrak's busy Northeast Corridor bracing for 2026 World Cup](#), ESPN

As Boston, NYC/NJ, and Philly gear up to host matches for the 2026 FIFA World Cup, the Northeast Corridor is under pressure. With millions expected to travel, can Amtrak's aging infrastructure handle the surge?

["Fund the 15!" Building Out a True National Network](#), Railway Age

Rail Passengers Board Director and All Aboard Northwest President Dan Bilka writes this Railway Age commentary on the importance of "meeting the moment" and continuing the work done by the FRA's Long Distance Service Study Working Group.

[Regional effort could keep Heartland Flyer passenger train moving until October](#), Fort Worth Report

The Association has been working with our regional partners in both Oklahoma and Texas on grassroots efforts to help keep the Flyer running.

[Sound Transit to run additional service for FIFA Club World Cup in Seattle](#), Fox 13

Seattle's Sound Transit light rail and Sounder commuter rail services will be kicking it into extra time to get the estimated 150,000 visitors around town for the Club World Cup

[\[VIDEO\] Spring 2025 California High-Speed Rail Project Construction Update](#), CAHSRA

The Spring 2025 Construction Update highlights the latest on progress on the nation's first 220 mph high-speed rail project, currently taking shape in the Central Valley.

[Opinion: Why California can — and must — finish high-speed rail \(and benefit SD\)](#), Times of San Diego

Lynn Schenk, former California state and federal official as well as the author of the country's first ever "High-Speed Rail Planning Act", pens this Times of San Diego op-ed to discuss the progress already made by CAHSR and why the "next great legacy project" must be completed.

[Making Wishes Come True — One Train Ride at a Time](#), Amtrak Media

"Trains don't just connect places, they connect people, families, and communities."

[Austin Transit Partnership issues RFQ for light-rail project](#), Progressive Railroading

Austin Transit Partnership has put out a RFQ for the "Austin Light Rail Phase 1" project - the city's 10-mile, 15 station, all electric, mixed-use rail line.

[CTA Launches Annual 'Pride Train' To Run On Red Line Through June](#), Block Club Chicago

After the CTA became the first major transit agency to launch a pride themed wrap in 2017, Chicago's "Ride With Pride" train returns for its 8th year - including matching Ventra cards for riders & collectors

[California awards SMART \\$81M for passenger-rail expansion](#), Progressive Railroading

Less than a month after the grand opening of the brand-new station in Windsor (Sonoma County), CA, the state is awarding \$81M in grant funding to Sonoma–Marin Area Rail Transit for further expansion and equipment upgrades.

[Twelfth daily round-trip Amtrak rail service added from San Diego to](#)

In further efforts to return to full pre-pandemic service levels, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) have announced an expansion for travelers along one of the busiest corridors in the country.



[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

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**, presented the case for passenger rail as a greener business-travel choice at this year's Global Business Travel Association's Sustainability Summit, while closely following developments in the California High Speed Rail program and crafting a support letter to California legislators. He also introduced this year's summer interns to John Robert Smith at Transportation for America, and to Surface Transportation Board Chair Patrick Fuchs.
- **Sean Jeans-Gail, Vice President of Policy**, spent the week analyzing the [USDOT's latest round of unfrozen grants](#) and [Amtrak's Fiscal Year 2026 Legislative Grant Request](#). He also worked with European analysts who are looking to better understand the passenger rail renaissance sweeping the US, while responding to reporter inquiries about the President's FY26 budget request.
- **Jonsie Stone, Chief of Staff**, worked with our interns to plan their summer projects, and joined Jim Mathews at the GBTA Sustainability Summit in DC. She also processed membership dues and donations sent to the DC office and tended to the administrative/operational needs of the Association.
- **Joe Aiello, Director of Community Engagement & Organizing**, is still recovering from surgery but is slowly returning to respond to emails, calls, and association needs.
- **Kimberly Notarianni, Membership Management Consultant**, continues to support our members by addressing inquiries related to the membership portal, assisting with adding family members to eligible membership levels, and troubleshooting access or login issues. It has been a steady and productive week with no significant updates to report at this time.
- **Lili Leonard, Development Assistant**, spent time researching prospective partners (tourism bureaus, convention and visitors' bureaus, rail companies) for our revamped Community Partners program.

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

User Name

Password

☒ Remember me
 [Forgot password?](#)

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](#)

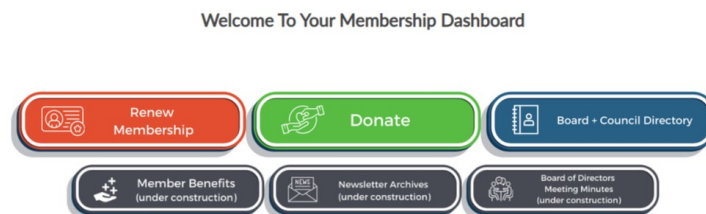
As with any upgrade, there may be minor hiccups. Your Association staff is here to help and if necessary, work with CharityEngine to gain the answers. We are excited by the full complement of options and benefits that will be available to our supporters through one system.

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:



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.

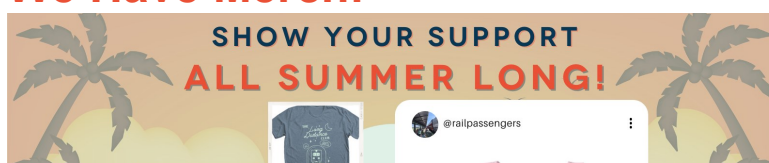
?? About Your New Member Number:

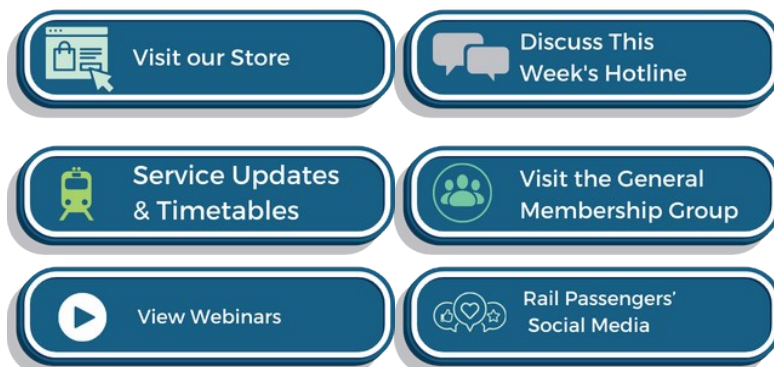
Your new membership number will contain **seven digits**.

?? **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

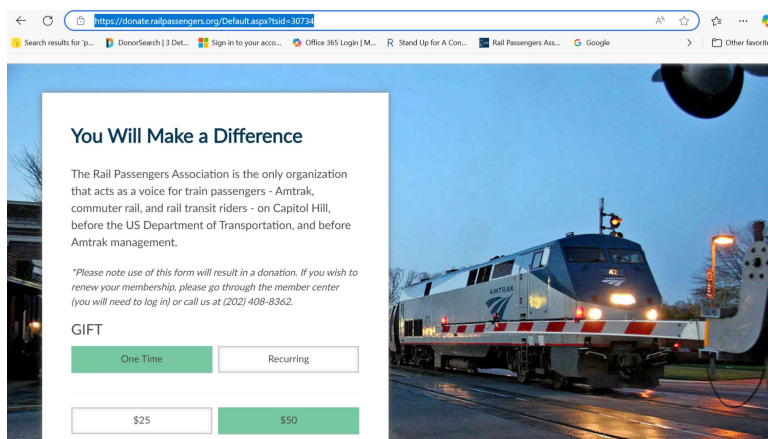
Thanks to a collaborative effort between Rail Passengers NYS Council Member Nathanael Nerode & juckins.net's Chris Juckins, we have been able to completely update our timetables resource page.

[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!

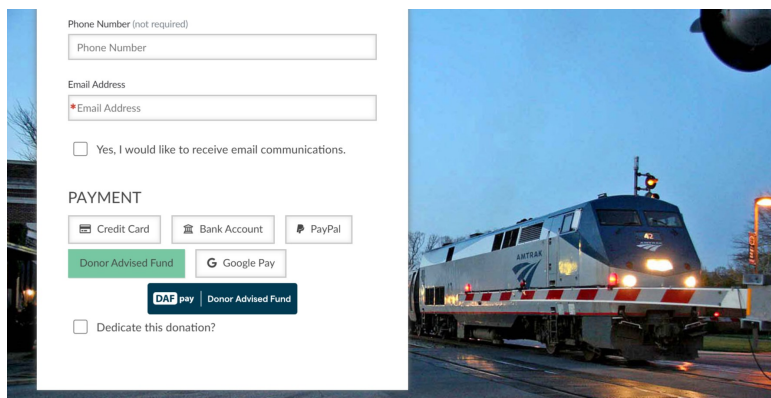
With multiple secure, protected methods of payment, you have more flexibility in the way dues are paid. Skip the hassle and [contact us](#) today for help setting up automatic or online payments.

- 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

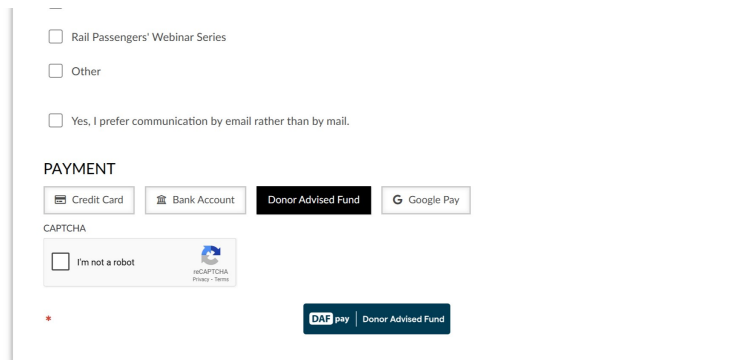
Use Your Donor Advised Fund (DAF) to Donate, Renew or Join Online

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.

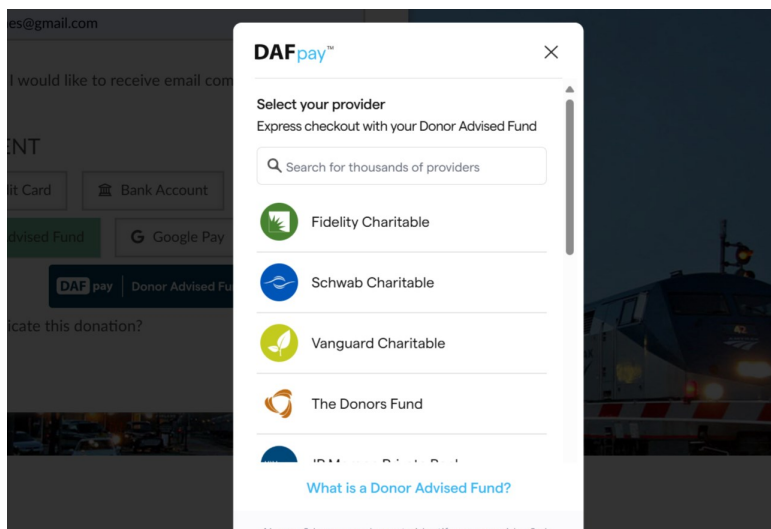
Donation Form:

A screenshot of a web form for donations. The form includes fields for 'Phone Number (not required)' and 'Email Address'. Below these is a checkbox for 'Yes, I would like to receive email communications.' The 'PAYMENT' section offers buttons for 'Credit Card', 'Bank Account', 'PayPal', 'Donor Advised Fund' (highlighted in green), and 'Google Pay'. A 'DAF pay | Donor Advised Fund' button is also present, along with a checkbox for 'Dedicate this donation?'. To the right of the form is a photograph of an Amtrak train at night.

Membership Form:

A screenshot of a web form for membership. It includes checkboxes for 'Rail Passengers' Webinar Series', 'Other', and 'Yes, I prefer communication by email rather than by mail.' The 'PAYMENT' section features buttons for 'Credit Card', 'Bank Account', 'Donor Advised Fund' (highlighted in black), and 'Google Pay'. Below this is a CAPTCHA section with a checkbox for 'I'm not a robot' and a CAPTCHA image. A 'DAF pay | Donor Advised Fund' button is at the bottom right.

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.

A screenshot of the DAFpay provider selection screen. The screen has a title 'DAFpay™' and a subtitle 'Select your provider Express checkout with your Donor Advised Fund'. It features a search bar with the text 'Search for thousands of providers'. Below the search bar is a list of providers: 'Fidelity Charitable', 'Schwab Charitable', 'Vanguard Charitable', and 'The Donors Fund'. At the bottom, there is a link that says 'What is a Donor Advised Fund?'. The background of the screen shows a blurred image of a train.

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.

Charity 
Navigator



★ 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.



Contact Us

THANK YOU TO OUR PARTNERS:



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