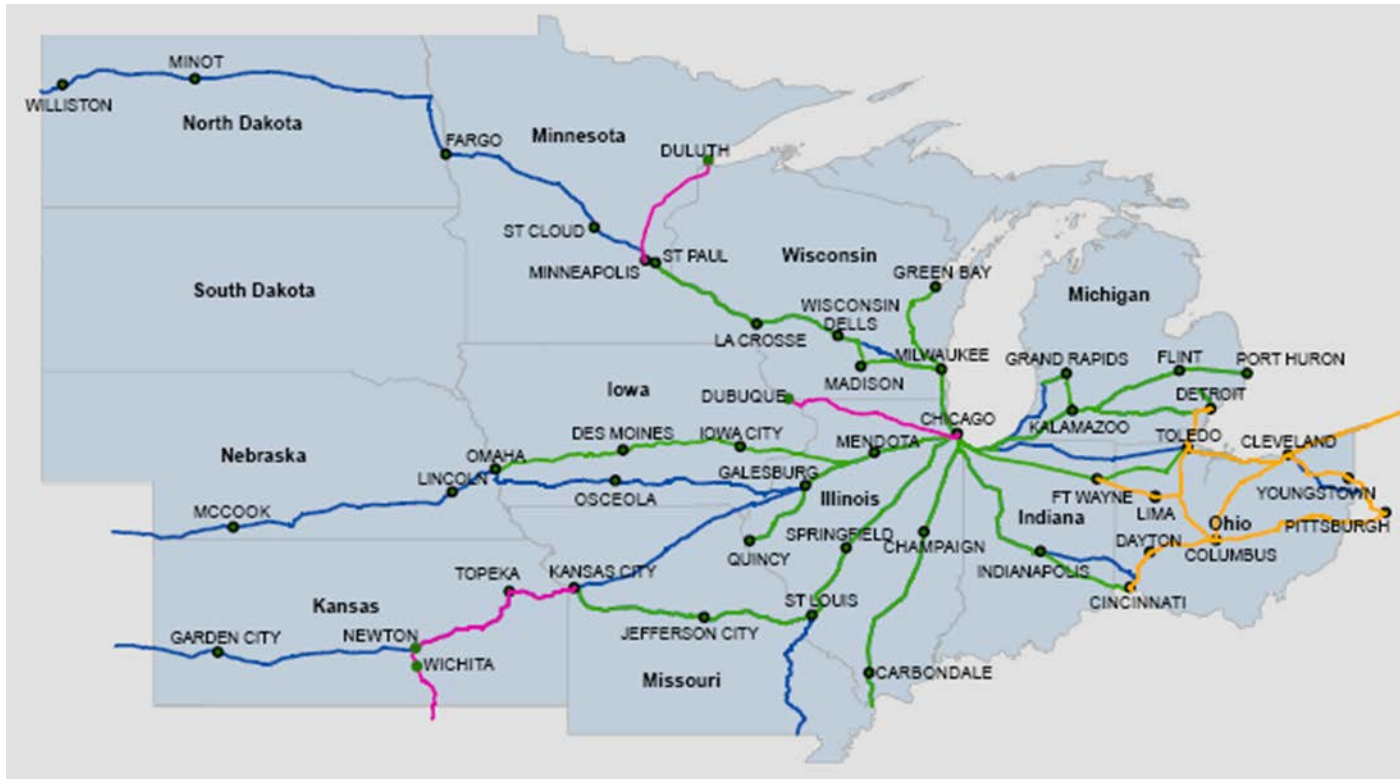


MIPRC

Midwest Interstate
Passenger Rail
Commission



Working to implement a 21st century passenger rail system by adding the Midwest Regional Rail Initiative network and additional state-supported corridors to the region's existing passenger rail infrastructure.



MIPRC 2013 Annual Meeting

October 7 & 8, 2013

Chicago, Illinois

Methods for State Funding of Passenger Rail Operations

Service, Finance and Operating Characteristics of State-Supported Amtrak Trains

State	Train Route(s)	Revenue Sources
California	1) Oakland-Fresno-Bakersfield 2) Sacramento-Oakland-San Jose 3) Santa Barbara-LA-San Diego	Portion of sales tax on gas tax (dedicated)
Connecticut	<i>New Haven-Springfield*</i>	TBD
Illinois	1) Chicago-Carbondale 2) Chicago-St. Louis, MO 3) Chicago-Milwaukee, WI* 4) Chicago-Quincy	General revenue
Indiana	<i>Indianapolis-Chicago</i>	TBD
Maine	Boston-Portland-Brunswick	1) 80% Congestion Mitigation Air Quality funds from FTA 2) 20% car rental sales tax
Michigan	1) Grand Rapids-Chicago 2) Port Huron-Chicago 3) <i>Pontiac-Detroit-Chicago</i>	Comprehensive Transportation fund (non-dedicated)
Missouri	Kansas City-St.Louis	General revenue
New York	1) New York-Montreal 2) <i>New York-Niagara Falls</i>	General revenue
North Carolina	1) Charlotte-Raleigh 2) Charlotte-New York	State Rail Funds from the North Carolina Highway Fund (annual appropriation)

* Cost shared with another state

Under the federal Passenger Rail Investment and Improvement Act (PRIIA), Section 209, state required to pay for this service beginning Oct. 1, 2013.

Sources: Amtrak (July 2013), MIPRC interviews with state DOT representatives from Maine, Michigan, North Carolina, Oregon, Pennsylvania, Virginia, Washington (September 2013)

Service, Finance and Operating Characteristics of State-Supported Amtrak Trains *(cont.)*

State	Train Route(s)	Revenue Sources
Oklahoma	Oklahoma City-Ft. Worth*	General revenue
Oregon	Eugene-Portland	1) Fee charged for customized license plates 2) Transportation Operation Fund (portion of gas tax from fuel in snowmobiles and lawn mowers) 3) FTA 5307 funds (current biennium only) 4) TBD
Pennsylvania	1) New York-Philadelphia-Harrisburg 2) <i>New York-Pittsburgh</i>	1) Pennsylvania Public Transportation Trust Fund, which is funded by 4.4% of sales tax revenues 2) Anticipates using FTA 5307 program funding (NYC-Harrisburg qualifies as commuter service)
Texas	Ft. Worth-Oklahoma City*	General revenue
Vermont	1) St. Albans-New York 2) Rutland-New York	Transportation Fund (primarily fuel taxes) (non-dedicated)
Virginia	1) <i>Norfolk-Washington</i> 2) <i>Newport News-Washington</i> 3) <i>Richmond-Washington</i> 4) Lynchburg-Washington	Intercity Passenger Rail Operating and Capital Fund (portion of sales taxes and use tax)
Washington	Vancouver, BC-Seattle-Portland, OR	Multimodal Transportation Account, funded from vehicle registration fees and some retail sales taxes, such as surcharge on car rental
Wisconsin	Milwaukee-Chicago*	General revenue

* Cost shared with another state

Under the federal Passenger Rail Investment and Improvement Act (PRIIA), Section 209, state required to pay for this service beginning Oct. 1, 2013.

Sources: Amtrak (July 2013), MIPRC interviews with state DOT representatives from Maine, Michigan, North Carolina, Oregon, Pennsylvania, Virginia, Washington (September 2013)

Oregon

- ❑ In 2011, the Oregon DOT convened a Rail Funding Task Force made up of 14 diverse representatives of Oregon industries, passenger rail advocates, local governments and community leaders to identify a long-term sustainable funding source for passenger and freight rail in Oregon. The task force submitted its final report to the Oregon Transportation Commission in December 2011.
- ❑ The funding recommendation described in the report includes five components: the creation of a special district; allocation of lottery proceeds to rail; reallocation of railroad property taxes to rail; a telephone access fee; and a rail investment tax credit.
- ❑ These sources would generate an estimated \$75-\$80 million annually for rail.

http://www.oregon.gov/ODOT/RAIL/Pages/Rail_Funding_Task_Force.aspx

Setting Up a Passenger Rail Program

- ❑ PRIIA 2008 Section 209 was a game changer for Virginia
- ❑ DRPT reacted quickly to begin setting up a funding program for regional intercity passenger rail and capital development of expanding conventional service and higher speed rail
- ❑ Virginia followed a three step approach to program development
 - SJ63 2010 called for DRPT to study and recommend funding strategies for state sponsored intercity and high speed passenger rail. Report published as Senate Document 14 of the VA General Assembly
 - 2011 DRPT authors legislation to establish the Intercity Passenger Rail Operating and Capital Fund (IPROC) and provided 2 years of funding for stop gap security to start Amtrak Section 209 funding
 - 2013 Landmark transportation funding legislation includes dedicated funding for IPROC