

Revenue Sources for the 15 States that Subsidized Passenger Rail Routes as of October 2010

STATE	NUMBER OF DAILY TRAINS (as of 10/10)	TRAIN ROUTE(S)	REVENUE SOURCE(S)
California	68	1)Oakland-Fresno-Bakersfield 2)Sacramento-Oakland-San Jose 3)Santa Barbara-LA-San Diego	Portion of fuel taxes (dedicated)
Illinois	28*	1)Chicago-Carbondale 2)Chicago-St. Louis, MO 3)Chicago-Milwaukee, WI* 4)Chicago-Quincy	General fund allocation (non-dedicated)
Maine	10	Portland-Boston, MA	1) CMAQ 2) General revenue
Michigan	4	1)Grand Rapids-Chicago, IL 2)Port Huron-Chicago, IL	Transportation fund allocation (non-dedicated)
Missouri	4	Kansas City-St. Louis	General fund allocation (non-dedicated)
New York	2	New York City-Montreal	Transportation fund allocation (non-dedicated)
North Carolina	6	1)Charlotte-New York City 2)Charlotte-Raleigh	Lease fees derived from freight railroad operating on state-owned track
Oklahoma	2*	Oklahoma City-Fort Worth TX*	General revenue
Oregon	4	Portland-Eugene	1) Portion of fee charged for customized license plates (dedicated) 2) Transportation Operating Fund (gas tax) (non-dedicated)
Pennsylvania	26	Philadelphia-Harrisburg	Transportation Trust Fund allocation (dedicated)
Texas	2*	Fort Worth-Oklahoma City, OK*	1) Transportation fund allocation (non-dedicated) and 2) leases (non-dedicated)
Vermont	4	1)St. Albans-Burlington-NYC 2)Rutland-NYC	General revenue
Virginia	2	Washington-Lynchburg	transportation funds and General Assembly special budget language (non-dedicated)
Washington	10	Vancouver, BC-Seattle-Portland,OR	Vehicle registration fees
Wisconsin	14*	Milwaukee-Chicago*	General revenue

* Route cost shared with adjacent State.

Prepared by MIPRC from Amtrak Government Affairs chart (Sept. 2008) and report "Funding Strategies for State Sponsored Intercity Passenger Rail" (Nov. 2010)

