



**In order to preserve and improve
intercity passenger rail in the region:**

- our states need the federal government to develop an enduring collaboration with the states for passenger rail development and implementation similar to other modes of transportation

9/23/2015



MIPRC Priorities:

**1. There must be adequate federal financial
investment in operating long-distance train service:**

- Amtrak continues a period of revenue and ridership growth made all the more impressive by the challenges of weather, aging equipment and on-time performance issues.
- Freight routes along which Amtrak's long-distance passenger rail service travels must be maintained and/or improved, with funding for additional capacity provided as needed, to allow for on-time performance by these passenger trains

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MIPRC Priorities:

2. The continued development and implementation of a national intercity passenger rail system is a crucial component of our nation's transportation network. Authorize & annually appropriate funding for:

- The high-performance passenger rail program (PRIIA Sections 301, 302 and 501);
- TIGER;
- The Next Generation Equipment Committee (PRIIA Section 305);
- State-Supported Route Advisory Committee (PRIIA Section 209);
- Implementation of Positive Train Control (PRIIA Section 105);
- Rail Line Relocation & Improvement Capital Grant Program (SAFETEA-LU Section 9002);
- The National Cooperative Rail Research Program (NCRRP)

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MIPRC Priorities:

3. Create a dedicated source of funding for passenger rail development and implementation:

- Creation of a dedicated funding source deposited in a trust fund and distributed in large measure by formula would end, forever, the annual intercity passenger rail debate. The time could not be more appropriate, given the Highway Trust Fund dilemma, to establish a true transportation trust fund rather than a highway trust fund alone. Many potential revenue sources to seed such a fund have been put forth, and we encourage Congress to choose from them a path forward.

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