

DRAFT REPORT

STATE RAIL AGENCIES  
THROUGHOUT THE U.S.

- *STRUCTURE*
- *GOVERNANCE*
- *FUNDING*

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## Process and Report Comments

Karen Rae would like to thank Staff for their efforts in completing this survey and draft report. With special thanks and recognition of George Conner, Director Rail Transportation, Kevin Page Manager of Rail Development Programs, and Steven Hennessee, Rail Program Analyst.

The Department of Rail and Public Transportation conducted a survey over the past six weeks to solicit and compile input from other states as to how public rail programs at the state level are structured, the governance of that structure and the funding conduits of which rail related programs and projects are funded. Including the District of Columbia and Puerto Rico, 52 surveys were sent with 41 responses received by the close of the comment period.

The survey report is presented in two parts, a narrative detailing the information compiled, and a matrix outlining the state information in consideration of structure, governance, and funding. Resulting from the compilation of this information, based on prior knowledge and discussions, the Department of Rail and Public Transportation has given consideration to indicate several states as, "Model to Consider". These states through their structure, governance, or funding mechanisms possess qualities, all or in part, of what could be considered for incorporation in the Rail Commission's evaluation and ultimate final recommendation.

## **NARRATIVE**

### **State Rail Funding Program Report**

#### **1. Alabama**

The Bureau of Multimodal Transportation is responsible for all rail functions within ALDOT. The rail section is supervised by Craig Thomas and consists of eight individuals including four Civil Engineers, three Engineering Assistants and one section secretary. The Supervisor reports to the Bureau Chief, who ultimately reports to the Transportation Director.

The Transportation Director is a cabinet member position reporting directly to the Governor. Currently, there are no programs for freight and passenger rail.

#### *Funding –*

Alabama currently does not provide any programs or funding of freight or passenger rail service.

#### **2. Alaska**

The Alaska Rail Coordinator duties are assigned to a planner in the Alaska Department of Transportation and Public Facilities Statewide Program Development Division in Juneau. Rail planning and coordination duties make up only a small portion (less than 10%) of the planner's time. (The Alaska Railroad has its own staff to develop its own capital development program.) The program development division director reports to a deputy commissioner, who reports to the commissioner, who reports to the governor. The DOT&PF Commissioner also sits on the railroad's Board of Directors.

#### *Funding –*

Alaska currently does not provide any programs or funding of freight or passenger rail service.

The Alaska Railroad operates freight and passenger operations over 466 miles of mainline track between Seward and Fairbanks. The Alaska Railroad Corporation is a self-sustaining, full-service railroad serving ports and communities from the Gulf of Alaska to Fairbanks. Owned by the State of Alaska since 1985, the Railroad is overseen by a seven-member Board of Directors appointed by the Governor of Alaska. It receives no subsidies from the State. It has received **substantial assistance** from the Federal government for track and structure improvement and other capital expenses.

The White Pass and Yukon Route Railway, a privately owned company, operates seasonal passenger excursions out of Skagway Alaska into British Columbia and Yukon Territory, Canada. About 20 miles of narrow gage track are within Alaska.

AMTRAK does not operate in Alaska.

### **3. Arizona**

There are seven employees in this new Division. ADOT has 4500 employees with five divisions including public transportation. The Public Transportation Division has one acting director, two managers (a planning manager with three employees and a rail/planning manager with one employee). The State reports to the ADOT director and State Transportation Board.

#### *Funding –*

Arizona provides no funding programs for freight rail, AMTRAK subsidy, or passenger rail subsidy. Refer to the attached chart for details.

### **4. Arkansas**

The Planning and Research Division of AHTD is responsible for conducting rail-planning activities. These activities, conducted in cooperation with railroad companies, include documenting changes in the railroad system and managing databases on railroad operations. Other duties are preparing rail line and railroad bridge studies for track and bridge rehabilitation projects, conducting shipper surveys, maintaining records on rail line abandonments and participating in AASHTO Standing Committee on Rail Transportation (SCORT) activities.

Additional AHTD rail-related activities are: (1) participation in Operation Lifesaver activities; (2) facilitation of Federal programs to improve at-grade crossing safety; (3) approval and regulation of railroad operations in the State; and (4) serving as an information and data source for Amtrak's Texas Eagle route, the Arkansas portion of the South Central High-Speed Rail Corridor and the U.S. Department of Defense's Strategic Rail Corridor Network (STRACNET).

Presently, there are three persons involved with rail planning and rail safety project planning. All activities report to the Arkansas Highway Commission.

#### *Funding –*

The Arkansas State Highway and Transportation Department (AHTD) does not provide funds for rail freight or passenger rail programs. Refer to the attached chart for details.

### **5. California - MODEL TO CONSIDER**

The Rail Division Chief serves as the Director of the Division of Rail of CalTrans and is appointed by the Governor of California.

The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission replaced and assumed the responsibilities of four independent bodies: The California Highway Commission, the State Transportation Board, the State Aeronautics Board, and the California Toll Bridge Authority.

The California Transportation Commission consists of nine members appointed by the Governor, all appointed to staggered four-year terms, and two non-voting ex-officio members, one from the State Senate and one from the State Assembly.

The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission, also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

*Funding –*

California is not providing any rail freight subsidies in its 2003-04 or 2004-05 budgets. The state does have the following funding programs for passenger rail:

*AMTRAK –*

*03-04 Budget –* Operating Subsidy, \$73.1 million from the State Public Transportation Account; New Capital Subsidy, \$106.6 million with the funds coming from Federal (\$2.9M), State (\$95.4M), and Local (\$8.3M).

*04-05 Budget –* Operating Subsidy (not allocated yet but expected to remain unchanged) \$73.1 million from the State Public Transportation Account; New Capital Subsidy, \$16.0 million with the funds coming from Federal (\$4.5M) and State (\$11.5M).

Passenger Rail – California does not provide funding for passenger rail outside of Commuter Lines.

*Commuter Rail –*

Southern California Regional Rail Authority (SCRRA) – “Metrolink”

*03-04 Budget –* Operating Subsidy, \$103.3 million (Fares-\$43.3M/Misc. Operating-\$2.8M/Maint. Of Way-\$8.5M/Member Agency Subsidies-\$48.7M); Rehabilitation-Renovation, \$40.9 million (Member Agency Local-\$17.2M/Federal Formula-\$13.3M/State-\$7.1M/UP RR-\$1.0M/Lease Revenues-\$1.8M/Other Federal-\$0.5M); New Capital, \$128.7 million (Member Agency Local-\$52.5M/Federal-\$52.3M/State-\$16.6M)

*04-05 Budget -* Operating Subsidy, \$108.3 million (Fares-\$46.9M/Misc. Operating-\$3.0M/Maint. Of Way-\$8.6M/Member Agency Subsidies-\$49.8M); Rehabilitation-Renovation, \$23.6 million (Member Agency Local-\$12.8M/Federal Formula-\$10.2M/Lease Revenues-\$0.5M); New Capital, \$17.3 million (Member Agency Local-\$13.0M/Federal-\$4.3M)

(San Francisco) Peninsula Corridor Joint Powers Board – “Caltrain”

*FY2003 Budget –* \$65,790,970 - Operating Revenue Sources - \$27,027,802; AB434/Peninsula Feeder Shuttle - \$827,000; FTA Section 8 Planning Grant - \$41,200; Member Agency Contributions - \$35,057,420; Other Sources - \$2,837,548.

*FY2004 Budget* (adopted) – \$72,004,780 - Operating Revenue Sources - \$28,358,215; AB434/Peninsula Feeder Shuttle - \$1,000,000; FTA Section 8 Planning Grant - \$41,200; Member Agency Contributions - \$35,057,420; Other Sources - \$7,547,945.

North San Diego County Transit District – “Coaster”

*03-04 Budget* – Operating, \$19.2 million (Fares-\$5.2M/Misc. Operating-\$0.6M/Maint. Of Way-\$5.9M/Local Grants-\$5.8M/Federal Grants-\$1.7M); Rehabilitation/Renovation, \$2.0 million (Local Grants-\$0.6M/Federal Grants-\$1.4M)

*04-05 Budget* - Operating, \$20.7 million (Fares-\$5.7M/Misc. Operating-\$0.6M/Maint. Of Way-\$6.5M/Local Grants-\$6.0M/Federal Grants-\$1.9M); Rehabilitation/Renovation, \$7.4 million (Local Grants-\$1.3M/State Grants-\$0.3M/Federal Grants-\$5.8M)

Altamont Commuter Express (Stockton-San Jose) – “ACE”

*FY 2003 Budget* – \$10,466,031 - Fare/Other Revenues - \$4,920,000; Alameda Congestion Management Agency - \$1,663,809; Santa Clara Valley Transportation Authority - \$2,329,333; San Joaquin Regional Rail Commission - \$1,552,889.

*FY 2004 Budget* - \$10,731,651 - Fare/Other Revenues - \$5,103,916; Alameda Congestion Management Agency - \$1,706,070; Santa Clara Valley Transportation Authority - \$2,329,333; San Joaquin Regional Rail Commission - \$1,592,332.

## **6. Colorado**

The rail program in CDOT is decentralized. Passenger rail planning and coordination occurs within the Intermodal Planning Section of the Transportation Planning Branch of the Division of Transportation Development. Freight related issues are coordinated through the Mobility Section of the Information Management Branch of the Division of Transportation Development. Rail crossing/safety issues are coordinated through the Transportation Safety Branch of the Division of Engineering.

*Funding* –

Colorado provides no funding for Freight, AMTRAK, Passenger or Commuter rail.

State owns and leases out one Class II line - Towner Line Operation. The State of Colorado owns a 120 mile long Short Line. It was purchased on 1998 with 10.2 million dollars in State money (rail bank funds, a special one-time legislation). It is the intent that the State will find an operator to purchase the line for 10.2 million dollars and continue to operate the line.

## **7. Connecticut**

In Connecticut all Rail Programs fall under the jurisdiction of the Connecticut Department of Transportation, Bureau of Public Transportation, Office of Rails. A Rail Administrator reports to the Bureau Chief, Public Transportation who reports to the Commissioner of Transportation who reports directly to the Governor. There are no commissions, authorities, etc.

*Funding –*

Connecticut has a program that exempts the railroads from state taxes if they take the money and invest it in Capital improvements. Also, Connecticut owns most of the tracks over which the freights operate so the State also invest in those tracks. The State makes ties, etc. available from the Northeast Corridor as the State makes improvements to the Corridor.

AMTRAK pays Connecticut for the use of tracks in the state. The state operates two commuter railroads in the state. The State invest about \$72 million annually in operating funds and about \$100 million annually in capital investment. Operating funds come from the state DOT budget; capital funds are 80% federal and 20% state match

## **8. Delaware**

Rail programs are managed by the Delaware Department of Transportation, headed by a Cabinet Secretary reporting to the Governor. Within DelDOT, the Division of Planning handles long range planning. Operations and operations planning are assigned to the public transportation division of DelDOT, Delaware Transit Corporation (DTC). DTC was created in 1995 by consolidating several transportation agencies including the Delaware Railroad Administration, which had previously handled rail for the state.

Two sections within DTC have rail responsibilities. Commuter rail is under Contract Operations; DTC contracts with the Southeastern Pennsylvania Transportation Authority (SEPTA) to bring its Regional Rail trains into Delaware. SEPTA operates in Delaware on the Amtrak Northeast Corridor, so Contract Operations also manages most projects or activities involving Amtrak. This includes participation in planning for future passenger rail projects or expansions.

Program Support manages freight rail and rail safety activities including:

- Two active freight railroad lines, operation of which is contracted to a short line railroad.
- Inactive rail rights-of-way owned/railbanked by the state.
- Review of abandonments or acquisitions of railroad property; DelDOT has right of first refusal on sales or abandonments in the state.
- Loans and grants to freight and tourist railroads for annual maintenance or specific projects.
- Grade crossing safety.
- Planning for freight and commuter rail.

*Funding –*

Delaware made a one-time loan to Norfolk-Southern for bridge rehabilitation (\$14M) with the funds coming from the Transportation Trust Fund. The state has the following active programs with funding also from the Transportation Trust Fund -

Other Freight – Maintenance of two State owned RR lines (operations and maintenance contracted to a short line RR) - \$160,000/yr; Tourist Excursion/Freight RR - \$50,000/yr; One time track improvement grant to short line - \$300,000.

Passenger – AMTRAK (Commuter Rail Contract) - \$3,338,199 (FY05), Southeastern Pennsylvania Transportation Authority - \$3,607,522 (FY05)

## **9. District of Columbia**

The District Department of Transportation has five administrations:

- Infrastructure Project Management Administration
- Transportation and Policy and Planning Administration
- Public Space Management Administration
- Traffic Services Administration
- Urban Forestry Administration

DDOT's Office of Mass Transit provides liaison between the DDOT and the Washington Metropolitan Area Transit Authority (WMATA). This office also provides staff assistance to the District's representatives on the WMATA Board of Directors.

### *Funding –*

The District of Columbia provides Operating Assistance to WMATA-Metrorail. The funds, from the General Fund have been:

FY2003 - \$51,078,745

FY2004 - \$44,456,940

## **10. Florida - MODEL TO CONSIDER**

### *Funding –*

*In FY2002-03*, the State of Florida provided \$17,560 (Federal-\$15,661/State-\$1,899) to other Freight operations. For Passenger Rail, they also provided \$60,000 in funding to AMTRAK for repairs to the station in Palatka and \$1,000,000 under Service Development for the purchase/preservation of a piece of abandoned CSX right-of-way for future use. Commuter Rail Subsidies included \$14,875,315 (Operations – Federal-\$4 million/State-\$10,875,315) and \$5,017,906 (Capital Improvements – Federal \$28,580/State - \$4,989,326). Additional Safety funds were \$7,945,525 (Federal - \$6,298,091/State - \$1,647,438).

*In FY2003-04*, the State of Florida spent \$4,000,000 for Class I Freight operations. For Passenger Rail, they also expended \$1,170,137 (\$299,045 Federal/\$871,092 State) under Service Development for the purchase/preservation of a piece of abandoned CSX right-of-way for future use. Commuter Rail Subsidies included \$17,059,112 (Operations – Federal-\$4 million/State-\$13,059,112) and \$13,004,240 (Capital Improvements – Federal \$5,635,866/State - \$7,368,374). Additional Safety funds were \$7,945,525 (Federal - \$7,727,797/State - \$804,049). There is also a Planning item for \$302,427 in the FY03-04 budget

## **11. Georgia**

The Georgia Department of Transportation is an owner, but not an operator, of railroad property. They own nearly 500 miles of rail property in the state (with bits in Alabama and Tennessee). Approximately 90% of the rail properties are leased to a railroad operator. The remaining 10% is either leased to another state agency or used as a bicycle and pedestrian trail (i.e. the Silver Comet Trail in Cobb, Paulding and Polk Counties), or is not leased and is lying “fallow.”

Today, the money the Department receives to either purchase and/or rehabilitate a rail line is specially appropriated money from the legislature. The money comes from the state general fund and usually, once appropriated, a bond program is typically created, bonds are sold, and the proceeds are used to fund the rail purchase and/or rehabilitation project.

The Department has been in the freight rail assistance business since 1981; and they have been in the railroad property ownership business since 1992. Back in the 80’s to mid 90’s, federal money was eligible and available for freight rail assistance and the Department was a conduit for this funding. However, in the mid-to-late 90’s these funding sources dried up. Hence, it has been awhile since the Department has been a conduit of federal funds for rail rehabilitation (mostly because the federal funds available today are not grants, they’re loans and require reimbursement).

All of the railroads that sought Rail Freight Assistance are Class III railroads. Only two Class I railroads operate in Georgia (NS and CSX) and neither of these railroads have sought state funding. There are no Class II railroads operating in the state.

*Funding –*

Rail Rehabilitation Projects – 10 - \$19,191,230

Rail Acquisition Projects – 3 – 1 complete, 2 in process, no amount provided

**12. Hawaii – no response**

## **13. Idaho**

The Rail Planner is housed in the Intermodal Planning Section of the Division of Transportation Planning at the Idaho Transportation Department, which is overseen by the Idaho Transportation Board. The Rail Planner formerly administered the rail planning and rail freight project development functions of the Local Rail Freight Assistance Program (LRFA). Since that federal program has been discontinued, the Rail Planner conducts a limited amount of rail freight and passenger planning as well as other planning duties.

Rail passenger planning is pretty limited as Idaho has only one Amtrak stop with the loss of the Amtrak's Pioneer in 1997. The Idaho Legislature created the Idaho Rail Preservation Program in 2001, which is similar to the LRFA Program, but no funding has been provided to date.

*Funding –*

Idaho provides no funding programs for freight rail, AMTRAK subsidy, or passenger rail subsidy.

#### **14. Illinois - MODEL TO CONSIDER**

The Passenger and Freight are different sections, both report to the Bureau Chief, Bureau of Railroads. The Bureau Chief reports to the Deputy Director of the Office of Planning and Programming, Illinois Department of Transportation. IDOT is an agency that reports directly to the Governor. There is no board, commission, or authority.

The Passenger section is headed by the Passenger Section Chief, who has two direct reports. The Freight section Chief has four direct reports, 2 railway engineers and 2 program managers.

*Funding –*

Refer to the attached chart for details.

#### **15. Indiana**

The Rail Section is part of the Division of Multi-Modal Transportation. The Division Chief of the Multi-Modal Division reports directly to the Deputy Commissioner that is in charge of Planning. This Deputy Commissioner reports directly to the top person at INDOT, the Commissioner. There are five employees of the Rail Section. These are the Rail Section Manager, two Code Enforcement officers, a Freight Rail Planner, and a Passenger Rail Planner. Within INDOT, there are another seven or eight people that are involved with the design of rail grade crossing projects. These people work within the Rail Unit of the Division of Design, which falls under the supervision of the Office of the Chief Engineer for INDOT.

*Funding –* Refer to the attached chart for funding programs

#### **16. Iowa**

The Office of Rail Transportation is one of three offices within the Modal Division of the Iowa Department of Transportation. The Office is joined in the Modal Division by the Office of Aviation and the Office of Transit. The Office of Rail Transportation is a twelve-person shop including the office director. The office director reports to the division head, who in turn reports to the Director of the Iowa Department of Transportation.

Program applications for economic development and rehabilitation projects are reviewed and approved by a five member Iowa Rail Finance Authority (IRFA) board. Board members are appointed by the Governor and provide oversight for the program.

Applications for intermodal pilot projects, crossing signal projects, and highway surface repair projects are reviewed and approved by a seven member Transportation Commission. The Commission provides oversight for department operations with members appointed by the Governor.

*Funding –*

Freight – refer to attached chart for funding programs

Passenger – Iowa does not provide funding for AMTRAK, Passenger, or Commuter subsidies.

## **17. Kansas**

The KDOT Office of Rail Affairs is currently located in the Bureau of Transportation Planning. Staff consists of a program manager and two employees whose responsibilities are 100% rail-related. Currently, one member of the Rail Affairs staff acts as the State Coordinator for Kansas Operation Lifesaver. All programs dealing with rail crossing issues are located in the Coordinating Section in the Bureau of Design.

There is one employee in the Rail Affairs Office whose responsibilities are 50% in Rail Affairs. The other 50% is in the state's bicycle pedestrian program where he acts as the State Bicycle/Pedestrian Coordinator.

Currently discussions are underway, surveys have been sent out to key stakeholders, and an internal committee has been formed to study the benefits of forming a Bureau of Multimodal Transportation within KDOT. If this bureau becomes a reality, the Office of Rail Affairs would be in with the other transportation modes...public transit, bicycle/pedestrian, waterways and aviation.

*Funding –*

Kansas does not provide funding for AMTRAK, Passenger, or Commuter subsidies. The state does provide low interest loans for freight rehabilitation.

## **18. Kentucky**

The Kentucky Division of Rail Planning and Multi-modal Programs is part of the State Highway Engineer's Office, who reports to the Commissioner of Department of Highways. This office covers Rail Planning, Bike/Ped. Programs, and Urban Planning and works closely with the Metropolitan Planning Organizations throughout the state.

*Funding –*

Kentucky does not provide funding for Freight, AMTRAK, Passenger, or Commuter subsidies.

## **19. Louisiana**

The Marine and Rail Section is located under the Deputy Assistant Secretary for Intermodal Transportation, who reports to the Assistant Secretary for Public Works and Intermodal Transportation under the Cabinet Secretary of Transportation and Development.

*Funding –*

Louisiana does not provide funding for Freight, AMTRAK, Passenger, or Commuter subsidies other than Rapid Rail. Refer to the attached chart for details.

## **20. Maine**

Passenger and Freight rail are separate programs within the Office of Passenger Transportation And Office of Freight respectively. The Downeaster passenger rail service has the Northern New England Passenger Rail Authority that provides the oversight and reports to Maine DOT.

*Funding -* Refer to the attached chart for details.

## **21. Maryland –**

*Funding –* Refer to the attached chart for details

## **22. Massachusetts – no response**

## **23. Michigan**

There are three bureaus within the Michigan Department of Transportation with rail responsibilities. The Multi-Modal Transportation Services Bureau is responsible for the 700 miles of state-owned railroad, financial assistance programs for freight and passenger rail, support of Amtrak services, local grade crossing program, and Operation Lifesaver. The Bureau of Transportation Planning maintains selected freight and passenger rail data bases, conducts rail freight and passenger studies, produces the Michigan Official Rail Map, and provides analysis of proposed railroad mergers and acquisitions. The above bureaus also participate jointly in multi-state intercity passenger rail compacts and initiatives. The Bureau of Highway Development is responsible for state trunkline/railroad grade crossings and grade separations.

*Funding* – refer to the attached chart for details

## **24. Minnesota**

The State of Minnesota Department of Transportation has a Division Office of Modal Operations, oversees the Office of Freight and Commercial Vehicle Operations, which includes the Freight, Railroads and Waterways functions. Freight, Railroads and Waterways administers the daily operations of Minnesota Rail Service Improvement Program (MRSI). The Program Manager reports to the Director of Rail Planning. MRSI Program information is provided to the State Legislature annually.

*Funding* –

Freight – refer to the attached chart for details.

Passenger – Minnesota does not provide funding for AMTRAK, Passenger or Commuter subsidies.

## **25. Mississippi – no response**

## **26. Missouri**

The Railroad Section at the Missouri Department of Transportation consists of a staff of 13 headed by a railroad administrator. Staff reports to the administrator. There are six Rail safety inspectors, a Rail Operations Manager, a passenger rail coordinator, two rail engineers, a rail safety specialist, a light rail safety specialist, and a secretary. The section regulates both freight and passenger rail but there is only one employee specifically dedicated to passenger rail since there is only one state-supported Amtrak route in the state. This section is a part of the Multimodal Division, which consists of all non-highway modes of traffic and consists of a total of about 33 people and is headed by a director, who answers directly to the chief engineer, who answers to the director of the entire department, which consists of about 6,000 employees. The director answers to the Missouri Highways and Transportation Commission, a body of six people, appointed by the Governor staggered over six-year terms.

*Funding* –

Missouri provides no Freight Rail funding subsidies. Refer to the attached chart for details on AMTRAK.

## **27. Montana**

At the Montana Dept. of Transportation (MDT) the state has a half time position that is devoted to rail planning and dealing with issues associated with RR's (i.e. abandonments, rail freight and passenger service legislation, safety zones, freight rates, etc.). Rail planning is an integral component of overall transportation planning in the Montana Department of Transportation.

*Funding –*

Freight – refer to the attached chart for details.

Montana provides no funding subsidies for AMTRAK, Passenger or Commuter Rail.

**28. Nebraska – no response**

**29. Nevada**

*Funding –*

Nevada provides no funding subsidies for Freight, AMTRAK, Passenger or Commuter Rail.

**30. New Hampshire**

The Bureau of Rail and Transit includes two full-time and one half-time employees in the rail section: rail safety inspector (FRA certified), railroad operations engineer, and bureau administrator. The Bureau is part of the division of Aeronautics, Rail & Transit. The director of this division reports to the DOT Commissioner. The DOT commissioner is appointed by the Governor.

*Funding –*

Freight – refer to the attached chart for funding program.

Passenger – New Hampshire provides no funding for AMTRAK, Passenger or Commuter Rail subsidies.

**31. New Jersey**

The NJDOT Bureau of Freight Services oversees the State Rail Plan that provides capital funding support to eligible rail projects within the State. The Bureau currently has 13 staff members and is a component of the Division of Intermodal Services within the Office of the Deputy Commissioner.

*Funding –*

Refer to the attached chart for Freight, AMTRAK, and Passenger Rail subsidies.

**32. New Mexico – no response**

**33. New York - MODEL TO CONSIDER**

There are three bureaus reporting to the Office of Division Director – Intermodal Program Evaluation & Service Development Bureau covering Freight Service Evaluation & Port Liaison Section, Rail Passenger Service Evaluation Section, and Technical Assistance & Facility Development Section; Intermodal Project Development Bureau covering Intercity Passenger & Class I Rail Project Section, Grade Crossing Project

Section, and Ports & Regional/Branch Line Project Section; and Economic Development & Administration Bureau covering Economic Development Section, Grants & Administration Section, and Procurement & Special Project Section.

*Funding –*

Refer to the attached chart for funding information.

### **34. North Carolina - MODEL TO CONSIDER**

The North Carolina Department of Transportation is responsible for planning, providing and maintaining a thorough, safe and efficient transportation system. This comprehensive transportation system includes: an extensive highway network, dedicated bicycle routes, railroads, airports, two state owned ports, ferries, city buses and rural transit.

The Secretary of Transportation, who is appointed by the governor, leads the department. The Rail Division was created to help develop and maintain a safe and effective rail system and to enhance local and statewide economic development. Top priorities include: improving safety at railroad-highway crossings, preserving and modernizing railroad tracks, purchasing inactive railroad corridors, and providing, marketing and improving state-sponsored intercity passenger rail service. The Rail Division operates through three branches: Engineering and Safety, Planning and Operations.

The Engineering and Safety Branch develops, funds, implements and maintains a statewide grade crossing protection program. Efforts to improve grade crossing safety include, but are not limited to, preparing crossing safety improvement studies, developing and implementing new technologies at crossings, reviewing designs for rail transit systems and reviewing highway project for impacts on rail facilities. This branch also develops and maintains a database of railroad crossings, recommends designs and reviews railroad improvement projects. Engineering and Safety staff also inspects railroad tracks, motive power and rolling stock, as well as crossing and train control signals. In addition, this unit is responsible for managing and maintaining rail corridors needed for future transportation.

The Planning Branch provides technical assistance to communities and businesses to help preserve and improve railroad service and acquires rail corridors as needed for future transportation. Staff members also participate in regional and statewide planning with Metropolitan Planning Organizations. The Planning Branch prepares plans and studies required to support interstate, state and local rail passenger service improvements and provides environmental study support for the division. In addition, staff manages the industrial access and freight improvement programs that help fund track rehabilitation, capital improvements and new track construction.

The Operations Branch plans, finances, markets and promotes North Carolina's rail passenger services. To support this service, staff contracts for maintenance of the state-owned trains and facilities. In addition, Operations Branch staff works with local communities to plan and finance the rehabilitation of historic train stations or

construction of new multi-modal stations. The group also works with regional transportation agencies to help plan commuter rail service.

Rail Division programs and policies are governed and directed by the General Assembly and North Carolina Board of Transportation with direct oversight by the Board of Transportation's Rail Sub-committee.

*Funding –*

Refer to the attached chart for funding information.

### **35. North Dakota**

The ND rail program resides in the Planning and Programming Division of the North Dakota Department of Transportation (NDDOT). It is staffed by a Rail Planner and a Program Manager in the Planning section. The State Rail Plan and rail related projects, such as infrastructure upgrade and facility development and/or improvement, come under the purview of the Rail Planner. Crossing upgrades/closures are the responsibility of the Program Manager. Funding is as indicated in the survey response above. ND participates in Operation Lifesaver with staff support and an annual grant.

Amtrak's Empire Builder runs through ND and that is the only passenger rail in the state. The Rail Planner deals with both freight and passenger rail issues. They are both under the same program. ND is an associate member of the Midwest Interstate Passenger Rail Coalition (MIPRC). The State has a definite interest in the continuance of passenger rail service in ND and throughout the region.

The North Dakota Public Service Commission is the regulatory agency for railroads in ND.

*Funding*

Freight – refer to the attached chart for funding information.

Passenger – North Dakota provides no funding for AMTRAK, Passenger, or Commuter Rail subsidies.

### **36. Ohio**

ORDC is a Commission. The State has 10 voting members. Six are appointed by the Governor, two are appointed by the General Assembly, and two are ex-officio members, i.e. the Directors of Transportation and Development. Commissioners are unpaid. Meetings are conducted every other month. There are four non-voting Commissioners, two from the House and two from the Senate.

ORDC staff consists of 15 people headed by an executive director. The State has a Safety Section, which handles the Grade Crossing programs (\$15 million per year) and a Project Development Section, which handles the track improvement, branchline

preservation, spur/economic development program (\$1.5 million in grants and loans a year with about \$1 million in grants this year). ORDC has one staff member who works almost exclusively on Ohio's passenger planning efforts.

*Funding –*

Freight – refer to the attached chart for funding information.

Passenger – Ohio provides no funding for AMTRAK, Passenger or Commuter Rail subsidies.

### **37. Oklahoma**

ODOT's Rail Programs Division consists of nine positions handling all federal rail programs, freight and passenger.

*Funding –*

Refer to the attached chart for funding information.

### **38. Oregon**

The administrator of the Rail Division reports to the director. Within the Rail Division are two major sections - Rail Safety and Rail Crossing. The rest of the agency reports directly to the administrator.

ODOT Rail Division is responsible for freight and passenger rail planning and operations, as well as for representing railroad customers on service issues.

*Funding –*

Refer to the attached chart for funding information.

### **39. Pennsylvania – MODEL TO CONSIDER**

The Bureau of Rail Freight, Ports and Waterways operates as part of Pennsylvania Department of Transportation. The Bureau has a vision to maintain rail freight systems and services that exceed customer expectations.

The mission of the Bureau is to:

- Preserve and improve rail freight infrastructure and service
- Promote economic development through the rail freight properties directory and the grant programs
- Provide financial and technical assistance to railroads and businesses
- Facilitate the integration of rail freight movement with other modes of transportation
- Facilitate the resolution of issues between the railroads and the public

*Funding –*

Refer to the attached chart for funding information.

#### **40. Puerto Rico – no response**

#### **41. Rhode Island**

The Rhode Island Department of Transportation's Intermodal Planning Section is responsible for the overall planning, design and construction of all publicly-financed passenger and freight rail projects. The Intermodal Planning Section consists of a total of 12 staff employees and in addition to the Rail Program, is responsible for the Enhancement, CMAQ, Bicycle, Recreational Trails, Ferry Boat and Rideshare programs. The Rail Unit of the Section consists of 2 staff employees. The Chief of Intermodal Planning reports to the Deputy Chief Engineer for Environmental & Intermodal Planning, who reports to RIDOT's Chief Engineer.

*Funding –*

Refer to the attached chart for funding information.

#### **42. South Carolina**

South Carolina DOT has a passenger rail staff of one, who reports directly to the Dep. Dir. of Mass Transit who in turn reports to the DOT Exec. Director. The Transportation Commission approves all policy issues. The freight rail activities are handled in the Engineering Division and involve crossing protection and R/W coordination.

*Funding –*

South Carolina provides no funding for Freight, AMTRAK, Passenger, or Commuter Rail subsidies.

**43. South Dakota** – South Dakota's Rail section consists of 4 people and is part of the DOT. The section is funded by lease payments on state owned rail property. SDDOT owns 850 miles of railroad and has 700 miles leased to various railroads. They do not directly subsidize any rail operations or have passenger rail.

#### **44. Tennessee**

In Tennessee, the Rail and Waterways Office and the Railroad Safety Office report to the Director of the Public Transit, Rail, and Waterways Division. Under the manager of the Rail and Waterways office there are one Transportation Manager, two Specialists, two Planners and a Secretary. Under the Railroad Safety Office Manager are the Rail Crossing Section, one Specialist; and the Railroad Inspections Section, one Manager, five Inspectors and four Specialists.

*Funding –*

Freight – refer to the attached chart for information.

Passenger – Tennessee provides no funding for AMTRAK, Passenger or Commuter Rail subsidies.

**45. Texas – no response**

**46. Utah – no response**

**47. Vermont –**

The Rail Program is a part of the Operations Division of the Agency along with Maintenance, Public Transit, Aviation, and Transportation Buildings Programs. All Rail appropriations are managed by the Rail Unit but most of the "Engineering" functions are performed by the Program Management Division.

The State of Vermont owns 453 miles of rail property in the State. This includes 148 miles of rail trails and 305 miles of active rail line over which several short-line railroads operate.

One of the main responsibilities for the Rail Section is to manage the property including leases, licenses, crossing agreements and overall management of the infrastructure.

The Rail section is also responsible for the Amtrak contract and ongoing relations with Amtrak.

There are seven full time employees but due to the work load The State presently has two additional Temporary positions. The state expects one of those to be converted to a permanent position later this fall.

The overall Rail budget has fluctuated due to the dependence on congressional earmarks for funding of major Rail projects but this year it is a total of \$8M in State Transportation Funds and \$5.5M in Federal funds (mainly earmarks but some Federal work program and 130 funds).

*Funding* – refer to the attached chart for funding information.

**48. Virginia**

The Department of Rail and Public Transportation (DRPT) is responsible for all freight and passenger rail and public commuter rail transit functions. With an at will director reporting to the Cabinet Secretary of Transportation, the governing body of DRPT is the Commonwealth Transportation Board. DRPT consists of four divisions with the Rail Division consisting of a division director and four sections, with a total of ten positions.

Virginia's Governor Mark Warner in 2004 established a Rail Commission to review and establish recommendations for planning, funding, and policy to move rail transportation forward in the 21st century.

In September 2005 the Governor appointed a nine member Rail Advisory Board to recommend a priority of statewide rail needs and develop recommendations, in consultation with the DRPT Director, for funding allocations through the Rail Enhancement Fund. These projects are presented to the Commonwealth Transportation Board for final approval. The Rail Enhancement Fund was enacted on July 1, 2005 to provide \$23 million in annual dedicated funding for passenger and freight rail line improvements in the Commonwealth.

**Funding:**

**Freight** - \$3.0 million of Non-General Funds are distributed annually to projects on Virginia's nine Class II and Class III railroads through DRPT's codified Rail Preservation Program. As codified as the Rail Industrial Access program, \$2.0-3.0 million of Non-General Funds are distributed annually to provide funding for rail access construction or reconstruction to provide rail access into facilities. Federal funding for Section 130 rail safety projects are administered by VDOT.

**Passenger** - The Commonwealth does not provide operating subsidies for Amtrak operations. The Virginia General Assembly in 2000 under a one-time appropriation set out \$65.7 million in Non-General Funds for improvements to the Richmond, VA to Washington, DC corridor with an additional \$13M was set aside by the Commonwealth Transportation Board from SSTP monies. The GA also set out \$9.3 million in funds to initiate train service in the Bristol rail corridor.

**Commuter** - Other than one-time appropriations, commuter rail is funded under the public transportation program administered by DRPT's Public Transportation Division.

**Rail Enhancement Fund (REF)** – A dedicated funding source for passenger and freight rail improvements including study; engineering; acquisition, lease, or improvement to rights of way or facilities, signals and communications equipment, railroad equipment, and rolling stock; environmental mitigation; and site preparation. The REF is funded by a portion of the taxes on rental vehicles in the state.

**Track and Equipment Inspection** - Federal oversight - Performed under agreement with the Federal Railroad Administration by the State Corporation Commission.

**49. Washington – – MODEL TO CONSIDER**

The Washington State Transportation Commission is an independent state agency whose seven citizen members are appointed by the Governor and confirmed by the Senate. The Commission exercises responsibilities in preparing the state's transportation plan, proposing the state's transportation budget, and working with the Governor, the State Legislature, the Secretary of Transportation (whom the Commission appoints) and others across the state in formulating transportation policy. The Commission also oversees the implementation of transportation policy and the operational plans for highways, ferries and intercity passenger rail.

*Funding* – refer to the attached chart for funding information.

## **50. West Virginia**

In West Virginia the Rail Division is a part of the Department of Transportation and report to the Secretary of Transportation. The Agency has 22 employees and operates their own short-line.

*Funding* –  
Freight – refer to the attached chart for funding information.

Passenger – West Virginia provides no funding for AMTRAK, Passenger or Commuter rail subsidies.

## **51. Wisconsin – no response**

## **52. Wyoming**

The bulk of WYDOT's rail program resides in Planning, with some activities being covered by Right-of-Way. There is no passenger service in Wyoming.

*Funding* –  
Wyoming provides no funding for Freight, AMTRAK, Passenger or Commuter Rail subsidies.

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
	Alabama	Bureau of Multimodal Transportation/AIDOT	N/A	N/A	No programs or funding for freight or passenger rail service
	Alaska	Alaska Rail Coordinator/DOT&PF	N/A	N/A	Alaska RR is separate organization
	Arizona	Public Transportation Division/ADOT	FTA Section 5309 grant to LRT	N/A	No programs or funding for freight or passenger rail service
	Arkansas	Planning and Research Division/AHTD  Arkansas Highway Commission has oversight	N/A	N/A	No programs or funding for freight or passenger rail service. State assists Class III in obtaining loans or grants
▶	California	Division of Rail/Caltrans  California Transportation Commission is appointed by the Governor  Secretary of Business, Transportation and Housing represents the Cabinet oversight agency	<i>Passenger</i> – <u>AMTRAK</u> – <i>Operating</i> – 73.1M (NGF), <i>New Capital</i> - \$95.4M State/2.9M Federal/8.3M Local <i>Commuter</i> – <u>Metrolink</u> – <i>Operating</i> – 103.3M other, <i>Rehabilitation</i> – 13.3M Federal/7.1M State/20.5M other, <i>New Capital</i> – 52.3M Federal/16.6M State/59.8M other <u>Caltrain</u> – <i>Operating</i> – FTA Section 8 - \$41,200/Other – 65,749,770 <u>Coaster</u> – <i>Operating</i> – 1.7M Federal/17.5 other, <i>Rehabilitation</i> – 1.4M Federal/0.6M other <u>ACE</u> – <i>Operating</i> – 10.5M other	None	

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
	Colorado	Division of Transportation Development/CDOT	None	None	State owns and leases out one Class II line, purchased 10.2M in 1998, seeking buyer
	Connecticut	Bureau of Public Transportation/CDOT	AMTRAK – <i>Operating</i> – 72.0M GF, <i>Capital Investment</i> – 80.0M Federal/20.0M State	RR exempted from taxes for Capital Improvement Investment	State owns most of tracks in state.
	Delaware	Delaware Transit Corporation/DelDOT	<b>Freight</b> – Maint. of State owned RR lines - \$160,000, Tourist Excursion/Freight Line - \$50,000, Track Improvement Grant (SL) - \$300,000 AMTRAK – 3.3M – State SEPTA – 3.6M – State	None	
	District of Columbia	Office of Mass Transit/DDOT	WMATA/Metrorail – 51.1M – GF	None	
▶	Florida	Rail Office/FDOT  High Speed Rail Authority (no information provided)	<b>Freight</b> – (02-03) \$15,661 Federal/\$1,899 State to other freight operations (03-04) 4.0M State to Class I Rail <b>Passenger</b> – (02-03) \$60,000 State funds for repairs to AMTRAK station, 1.0M State funds to purchase right of way (04-05) \$299,045 Federal/\$871,092 State to purchase right of way <b>Commuter</b> – (02-03) <i>Operations</i> – 4.0M Federal/10.9M State, <i>Capital Improvements</i> - \$28,580 Federal/4.9M State (03-04) <i>Operations</i> – 4.0M Federal/13.0M State, <i>Capital Improvements</i> – 5.6M Fed./7.4M State	None	(02-03) <b>Safety</b> – 6.3M Federal/1.6M State (03-04) <b>Safety</b> – 7.7M Federal/0.8M State, <b>Planning</b> – 0.3M

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
	Georgia	Office of Intermodal Programs/GeorgiaDOT	Class III - Rail Rehabilitation Projects – 19.2M GF/Bond, Rail Acquisition – GF/Bond	None	Funding amount for Rail Acquisition not provided
	Hawaii				No report received
	Idaho	Division of Transportation Planning/Idaho Transportation Department	<i>Freight</i> – no funding , Idaho Rail Preservation Program (not funded) <i>Passenger</i> - no funding to AMTRAK	None	
▶	Illinois	Bureau of Railroads/IDOT	<i>Freight</i> - Rail Freight Loan Program (not Class restricted) – funded by loan repayment <i>Passenger</i> – AMTRAK 12.1M GF Developing higher speed pass. Service to St. Louis w/upgraded signal system.	None	Loan established from GF, now stand alone
	Indiana	Division of Multi-Modal Transportation/INDOT	<i>Freight</i> – Class II and III – Industrial Rail Service Fund (1.2M funded – sales and use taxes), Passive Grade Crossing Program (\$465,000 funded GF) <i>Passenger</i> – Electric Rail Service Fund (\$150,000 funded by property tax), Commuter Rail Service Fund (13.5M funded by sales and use tax revenue)	None	ERSF funded by property tax in Commuter Transportation Districts
	Iowa	Modal Division/Iowa Department of Transportation  DOT Commission has oversight for intermodal pilot projects, crossing signals, and highway surface	<i>Freight</i> – Rehabilitation/economic development (\$30,000-Federal and \$3m State - loan repayments)  Intermodal pilot projects (\$0 – State – loan repayments)	None	No Passenger or Commuter subsidy

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
		IRFA Board has oversight for economic development and rehabilitation  Commission and Board appointed by Governor			
	Kansas	Office of Rail Affairs/KDOT	<b>Freight</b> – Track Rehabilitation/Acquisition Loan/Grant Program (Class III) 3.0M State Comprehensive Transportation Program		No Passenger or Commuter Subsidy
	Kentucky	Division of Multi-modal Programs/Department of Highways	None	None	<b>Safety</b> - Section 130 Highway-Rail Grade Crossing Program only (2.0M FHWA funded)
	Louisiana	Deputy Assist. Secretary for Intermodal Transportation/Cabinet Secretary of Transportation and Development	<b>Passenger</b> – Southern Rapid Rail Transit Commission (\$70,000 Louisiana Transportation Trust Fund), Gulf Coast High Speed Rail Corridor (1/3 matching share)	None	FRA grant of 5.0M for New Orleans Gateway Project Also receives Section 130 Highway-Rail Grade Crossing Program funds
	Maine	Office of Passenger Transportation – Office of Freight/MaineDOT  Northern New England Passenger Rail Authority provides oversight	<b>Freight</b> – Industrial Rail Access Program (1.5M State GF Bonds), Truck/Rail Intermodal Facilities Program (1 – 2M GF Bonds), Upgrade of State owned Rail Lines (30M CMAQ) <b>Passenger</b> – Northern New England Passenger Rail Authority (60M – source not stated)	None	No other Passenger or Commuter funding
	Maryland	Office of Freight	<b>Freight</b> – State Owned Rail (\$400K – 3.0M from State Funds), Other	None	Maryland provides discretionary freight

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
		Logistics/MDOT	Freight – (\$100 – 3.0M from State Funds) <b>Passenger</b> – AMTRAK – subsidy varies based on 5309 Fixed Guideway (Federal), Baltimore Commuter Rail Program – (FY04) 18.6M from 5309 Fixed Guideway (Federal)		money for projects deemed as significant by Secy. of Transportation on a merit and case by case basis.
	Massachusetts				No report received
	Michigan	Multi-Modal Transportation Services Bureau	<p><b>Freight</b> – Approximately \$1.5 million in dedicated state transportation funds are available annually for the Michigan Rail Loan Assistance Program, which provides no-interest loans for rail infrastructure improvements; Approximately \$3-3.5 million of additional dedicated state transportation funds are available annually for the Freight Preservation/Economic Development Program, which provides loans/grants for business development or expansion related to rail and for preservation of the state-owned rail lines.</p> <p><b>Passenger</b> – Currently \$7.1 million in state funds are provided annually to subsidize Amtrak services on two of its three intercity passenger routes in Michigan. Significant investments have also been made to develop higher speed rail service on the</p>		Section 130 Highway-Rail Grade Crossing Safety Program. State and federal funds are provided.

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
			Amtrak route between Chicago and Detroit with upgraded signal systems and infrastructure.		
	Minnesota	Office of Modal Operations/Minnesota DOT	<i>Freight</i> – Minnesota Rail Service Improvement Program – (02-03) – 1.0M Federal/4.2M State GF, (03-04) \$1,987,000 Federal/\$1,413,000 State GF	None	No other Passenger or Commuter funding
	Mississippi				No report received
	Missouri	Multimodal Division, Railroad Unit/Missouri DOT	<i>Passenger</i> – AMTRAK – 6.2M (FY06) from State GF	None	No Freight funding programs
	Montana	PT Planner/Montana DOT	<i>Freight</i> – Dakota, Missouri Valley and Western RR; Dooley to Outlook (\$482,817) and Westby to Raymond (\$352,691) - LFRA (Federal) funds	None	
	Nebraska				No report received
	Nevada	Multimodal System Division/Nevada DOT	No programs	None	In 1998 agreed to provide 2.0M (CMAQ) subsidy to AMTRAK – service is on hold Nevada is lead agency under NEPA for California-Nevada SuperSpeed Train Commission (Maglev)
	New Hampshire	Bureau of Rail and Transit/New Hampshire DOT	<i>Freight</i> – Revolving Loan Program funded by repayment of existing loans, Special Railroad Fund – state owned rail corridors (\$350,000) funded by revenue from operating agreements, leases, crossing agreements, portion of state railroad tax	None	RLP originally funded at \$4.0M funded through the sale of State Capital Bonds

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
	New Jersey	Bureau of Freight Services is part of NJDOT  NJ Transit is governed by a Board of Directors appointed by the Governor	<b>Freight</b> – Class I Grants - 50.0M (25.0M from NS/CSX, 25M from NJDOT – Port Authority of NY and NJ) Class II Grants – 10.0M from the State Transportation Trust Fund <b>Passenger</b> – AMTRAK – 101.0M (65% Federal/35% State) NJ Transit – 156.0M (65% Federal/35% State)	None	
	New Mexico				No report received
▶	New York	Division/NYDOT	<b>Freight</b> – <u>Class I</u> – Grants 11.5M (biennial) from State Dedicated Transportation Funds [state fuel taxes, etc.], <u>Class II</u> – Grants – 15.5M (biennial) from State Dedicated Transportation Funds [state fuel taxes, etc.], <u>Class III</u> – Industrial Access Program – 4.0M from State Budget Allocation <b>Passenger</b> – <u>AMTRAK</u> – 6.7M (biennial) from State Dedicated Funds and Budget Allocation, <u>State Transit Assistance Program</u> – 688M (annual) from State Dedicated Funds	None	
▶	North Carolina	Rail Division/NCDOT  North Carolina Railroad is governed by a Board of Directors appointed by the Governor (5) and the General Assembly (4)	<b>Freight</b> – <u>Class I</u> – Crossing Safety - 13.0M (Federal/State/Local), Rail Industrial Access (not Class restricted) 1.0M in State Funds <b>Passenger</b> – <u>AMTRAK</u> – 1.6M in State Funds, <u>Stations, Staffing, Marketing, Infrastructure</u> - \$140M (to date) in a mix of Federal, State and Local Funds <b>Commuter</b> – <u>Transit New Starts</u> – state provides 25% of project costs		Triangle Levy (Wake, Durham and Orange Cos.) - \$5 annual motor vehicle assessment to support Triangle Transi Authority. Also 5% fee on rental vehicles assessed for TTA. This is dedicated to the development of the regional commuter rail service.

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
	North Dakota	<p>Planning and Programming Division/NDDOT</p> <p>North Dakota Public Service Commission is the regulatory agency for railroads in ND</p>	<p><i>Freight</i> – Class II and Other – <u>Low Interest Loans</u> (approx. 6.0M available in revolving loan account. Funded by LRFA and State Freight Rail Improvement Program</p>	None	<p><i>Safety</i> – Section 130 – Highway-Rail Grade Crossing Safety \$200,000/yr (FHWA)</p>
	Ohio	<p>Safety Section – Project Development Section/Ohio Rail Development Commission (10 members)</p>	<p><i>Freight</i> – <u>Track Rehabilitation, Acquisition, Branchline Preservation, Rail Spur/Economic Development</u> – (1.5M from State GF and Loan pay-backs)</p>	None	<p><i>Safety</i> – Section 130 – Highway-Rail Grade Crossing Safety 15.0M/yr (FHWA)</p>
	Oklahoma	<p>Rail Programs Division/ODOT</p>	<p><i>Freight</i> – Loan Program (max. \$500,000/yr) funded by loan repayment, rail freight taxes and state rail property revenues. <i>Passenger</i> – <u>AMTRAK</u> – 3.5M/yr from state funds for the Heartland Flyer/AMTRAK Passenger Service.</p>	None	
	Oregon	<p>Rail Division/ODOT</p>	<p><i>Freight</i> – <u>Industrial Rail Spur Program</u> - 8M/biennium funded by Lottery backed Bonds, <u>Union Pacific</u> – 23.1M State/6.2M UP, <u>BNSF</u> – 7M State/1.8M BNSF, <u>Short-Line Rehabilitation Program</u> – 1.0M/yr funded through Lottery backed Bonds <i>Passenger</i> – <u>AMTRAK</u> – 10.5/biennium funded by General Fund Tax dollars</p>		<p>Freight programs funded with combination CMAQ, Enhancement Program, earmarks and State Funds backed by Lottery Bonds. Partner in construction of a commuter rail in Portland. \$35M is funded through Lottery backed Bonds.</p>

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
▶	Pennsylvania	Bureau of Rail Freight, Ports and Waterways/ PennDOT	<p><b>Freight</b> – <u>Capital Budget Program</u> (grants to all Classes) – 20.0M/yr funded by State Bond Issue; <u>Rail Freight Assistance Program</u> (RFAP) (grants to Class II) – 8.5M/yr from State GF; <u>State Infrastructure Bank (SIB)</u> (loans to Class II) – 0.5M/yr from State GF; <u>Economic Development Projects</u> – 1.5M from RFAP/State GF</p> <p><b>Passenger</b> – <u>AMTRAK – Keystone Corridor Improvement Program</u> – 73.8M funded by Section 5307/5309 (Federal) and State Bond Issue; <u>Operating Assistance</u> – 7.3M State GF/PA Transportation Assistance Fund; <u>Technical Assistance</u> (to NS RR) - \$250,000 funded by PTAF</p> <p><b>Commuter</b> – Southeastern Pennsylvania Transit Authority (SEPTA) – <u>Annual Block Grant</u> – 199.6M from State GF</p>	None	
	Puerto Rico				No report received
	Rhode Island	Intermodal Planning Section/RIDOT	<p><b>Freight</b> – <u>Providence &amp; Worcester RR Mail Line Rehab and Grade Crossing Improvements</u> – 0.5M – LRFA/Section 130 funds (Federal) Freight Rail Improvement Project (FRIP) - 210M of FRA/FHWA funds for Northeast Corridor.</p> <p><b>Commuter</b> – <u>Providence - Boston Commuter Rail Service</u> – 14M – Section 5309 Rail Mod &amp; New Start (Federal)</p>	None	FRIP Project will provide separate, dedicated freight/commuter line along Amtrak’s NEC.

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
	South Carolina	Dep. Director of Mass Transit/SCDOT  Transportation Commission approves all policy issues	None	None	South Carolina does not pay any passenger or commuter rail subsidies
	South Dakota	Part of DOT	Funded by lease payments on State owned rail property	None	Owns 850 miles of rail, 700 is leased
	Tennessee	Public Transit, Rail and Waterways Division/TnDOT	<b>Freight</b> – Short Line – <u>Track Rehab</u> – 4.4M (03 and 04) funded by Railroad Diesel Fuel Tax; <u>Bridge Rehab</u> – 3.8M (03), 4.4M (04) funded by Highway User Fee	None	Rail Safety Program funded from ton tax money (Class I - \$1,070,843/Shortlines - \$3,500)
	Texas				No report received
	Utah				No report received
	Vermont	Rail Program/Operations Division/Vtrans	<b>Freight</b> – <u>Three-Way Enhancement Program</u> – 0.6M funded State \$200,000/Local \$400,000 <b>Passenger</b> – <u>AMTRAK</u> – from Stage GF 2.67M (03), 2.3M (04), 2.5M (05)	None	
	Virginia	Department of Rail and Public Transportation  Secretary of Transportation  Commonwealth Transportation Board  Rail Advisory Board – nine members appointed for terms of four years	<b>Freight</b> – <u>Rail Preservation</u> , Class II and III – 3.0M/yr – State NGF; <u>Rail Access</u> – 2-3M/yr – State NGF <b>Passenger</b> - \$65.7M Rail Corridor, Richmond to Washington, DC/CTB provided additional 13M in SSTP money for upgrades; 9.3M to initiate train service in Bristol Rail Corridor <b>Commuter</b> – Funded under Public Transit Programs <i>Rail Enhancement Fund</i> - \$23 million in dedicated annual funding for passenger and freight rail improvements, funded by rental car taxes.	Rail Enhancement Fund projects require a minimum 30% match, additive investment to in-state infrastructure, and not preclude dual or joint access for freight and passenger users for consideration.	Virginia does not provide subsidies for AMTRAK. <b>Safety</b> – Section 130 – Highway-Rail Grade Crossing Safety 6-7M/yr (FHWA)-administered by VDOT. Track and Equipment Inspections performed by the State Corporation Commission for FRA.

MODEL TO CONSIDER	STATE	GOVERNANCE DOT-DEPT-AUTH	FUNDING GF-NGF-DED OTHER BY PASSGR./FREIGHT	INCENTIVES PASSGR./FREIGHT	COMMENTS
▶	Washington	Rail Office/WSDOT	<p><b>Freight</b> – <u>Washington State Freight Rail Assistance Program</u> – 13.69M/biennial funded by State of Washington; <u>LRFA</u> loan (federal) - \$256,000</p> <p><b>Passenger</b> – <u>Washington State Intercity Passenger Rail Program</u> – 14.4M from State/8.9M from AMTRAK</p> <p><b>Commuter</b> – <u>Sound Transit Commuter Rail Program</u> – Capital Construction – 350M/biennial, Operating – 15.8M/yr funded from a three county taxing district and FTA (Federal)</p>	None	
	West Virginia	State Rail Authority/WVDOT	<b>Freight</b> – other 3.3M program funded by State GF	None	
	Wisconsin				No report received
	Wyoming	Railroad Program/WYDOT  Transportation Commission has oversight of WYDOT	None	None	No current Freight, Passenger or Commuter subsidy