SO YOU WANT MORE PASSENGER RAIL...
LOOKING AT THE FUNDING LANDSCAPE
Why Rail?

Environment
Economic Development
Tourism
Roadway Maintenance
Safety
Mainer Pride
Future Passenger Rail Interest

Portland – Lewiston/Auburn
- $107-234M
- 30-46k riders
- Diesel Multiple Units (DMU)

Lewiston/Auburn – Montreal
- $676-899M
- 200k riders
- Intercity train, Hotel Train?

From “Portland to Lewiston/Auburn & Montreal Intercity Passenger Rail Feasibility Study,” August, 2011
Layers – The Reality

- Commuter
- Intercity
- Freight
# Funding Sources

## FTA Formula Funding

- **5307 Urbanized Area Funding**
  - $9.9M Portland, $1.2M NNEPRA
- **5337 State of Good Repair**
  - $6.4M to NNEPRA (determined by track miles)

## Transfers

- Maine CMAQ ($6.85M)
- Mostly funds Downeaster now
- Maine STP ($32.4M)

## DOT Discretionary

- TIGER
- New Starts
- Unscheduled Discretionary Programs (Ladders, etc.)
FTA Funds Commuter Rail

- **Current Definition**
  - 50% have to ride 3 days per week.

- **New Definition under consideration:**
  - Systems 2012 and prior grandfathered in
  - 50% of passengers at key rail stations must make a same-day return trip
  - Does not say *by which mode*
  - **Key Rail Stations**
    - End of the Line
    - Key transfer point
    - Otherwise accounts for substantial portion of boardings
  - “Corridor Services” are not commuter rail
## “Corridor Services” vs. “Competitive Contracts”

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Discretionary Programs

- **TIGER**
  - Funding is limited, no 2015 Grant more than $25M – Sara Mildred Long project one of two largest
  - Transit a larger recipient than passenger rail
  - Multi-modal projects with environmental benefits good

- **New/Small Starts Grants**
  - Officially 80/20 match, but 40-60% match is more typical and realistic
  - Subject to appropriation by Congress (today’s bill $100M short, for example)
  - Sell the benefits
  - Multi-modal projects successful
Transit received a far higher share of TIGER dollars than either Freight or Passenger Rail.
Average Federal Share for Transit projects over $3 million was 33%
Case Study – Knowledge Corridor

$70M ARRA Funds through FRA + $70M State Funds

Moved the route back into population centers

Freight -> Intercity -> Commuter

Commuter-rail cost was mostly the cost of building full-length platforms + additional train sets.

Feasibility Study documented the benefits of the project – reduced roadway maintenance, economic development, environmental benefits, etc.
Case Study – Knowledge Corridor

Interconnected Benefits

...but can we invent a simpler model?
Case Study – Knowledge Corridor

- Benefits for existing riders
- Time travel savings for new riders
- Cost Savings for Individuals
- Amenity/Convenience Factor
- Benefits to Freight
- Economic Development Benefits
- Road System Benefits
  - Emission Benefits
  - Pavement Maintenance
  - Accident reduction
  - Congestion Relief
Scenario I – Build Intercity Bus First

- Demonstrates Need, affordable to try
- Infrastructure Already underway
  - Exit 75 Bus Stop
  - Great Falls Plaza Bus Stop
- But, Relative demand is dissimilar
  - Commuter rail, 46k riders
  - Intercity Bus, 7k riders
Scenario II – DMU Conversion

- Add Lewiston/Auburn leg with DMUs, convert whole system simultaneously
- More efficient to use one vehicle type over whole Boston-Brunswick-LA Corridor
- Piggyback off MBTA Procurement
- Lower operating costs = less CMAQ used
- Fewer political complications with quieter, more efficient vehicles
- Brand NNEPRA as a Maine-centered service
DMU Option

Budd Cars on the B&M Railroad

Old Colorado Railcar & other cars – see MBTAs procurement for more information
Scenario III - Montreal Train First

- Hold out for future rail appropriation
- Add intercity & commuter over same tracks, marginal cost
- Very long-term solution
  - Freight Benefits?
  - Tourism benefits?
Overall Recommendations

- Consider how freight, intercity, and commuter rail can complement each other
- Sell the benefits
- Lay groundwork (or “track”) for the future through continued planning
- Make intercity bus exceed expectations
- Other capital/operating models; inquire re: MBTA DMUs
MORE INFORMATION:

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