

July 8, 2002

Dear Friend of CONEG:

As the debate on the role of intercity passenger rail in the nation's transportation system accelerates, renewed attention is focused on the question of "who pays" to provide intercity passenger rail. Central to this question is an understanding of the substantial financial support already being made by the states across the nation in support of intercity passenger rail service.

The Northeast and MidAtlantic states – from Maine to Virginia – have invested more than \$4 billion since 1992 in infrastructure and operations that directly or indirectly support intercity passenger rail. That is the finding of a report, *The Northeast and MidAtlantic States: Investors in Intercity Passenger Rail That Serves the Region and the Nation*, recently released by the Coalition of Northeastern Governors (CONEG). This state investment includes \$2.8 billion in infrastructure improvements and more than \$1.4 billion in operations support of intercity passenger rail service on the Northeast Corridor and the feeder lines that extend service throughout this 12 state region.

The information contained in this report is important and timely to the debate on the future of Amtrak and intercity passenger rail. It finds that states' support of intercity passenger rail is more extensive than the formal state partnerships and payments to Amtrak. This support also includes direct state investments as well as partnerships with freight and commuter railroads in support of intercity service. However, even with this substantial state support, the level of capital investment needed for safe, reliable intercity passenger rail on the Northeast Corridor system far exceeds the current level of federal funding support made available to Amtrak. Policy leadership and sustained funding support from the federal government are required to maintain and strengthen intercity passenger rail as a vital part of the nation's integrated transportation system.

I hope you find this report helpful and informative. If you have any questions, or need additional information, please do not hesitate to contact me or CONEG Senior Transportation Analyst Lance Giles at (202) 624-8450.

Sincerely,

Anne D. Stubbs
Executive Director

Enclosure

The Northeast and MidAtlantic States:

Investors in Intercity Passenger Rail That Serves the Region and the Nation

Prepared by the CONEG Policy Research Center, Inc.

June 2002

Preface

As the debate on the role of intercity passenger rail in the nation's transportation system accelerates, renewed attention is focused on such questions as "what are the costs" and "who pays" to provide intercity passenger rail. At the heart of the question of who pays is a growing debate about the role and responsibility of states to fund the nation's intercity passenger rail system.

The most visible measure of state support is operating subsidies paid by states to Amtrak for intercity passenger rail service that would not otherwise be provided by Amtrak. However, this measure captures only a portion of states' financial support of intercity passenger rail. States throughout the nation are providing substantial investments in intercity passenger rail that go beyond operating subsidies. This broader support is particularly true in the Northeast-MidAtlantic region where much of the passenger rail infrastructure is publicly owned.

This report looks at what the Northeast and MidAtlantic states are investing in intercity passenger rail service. It complements the U.S. General Accounting Office's report, *Northeast Rail Corridor: Information on Users, Funding Sources and Expenditures* (June 1996), but differs in important ways. The GAO report looked at the Amtrak and non-Amtrak share of overall capital, operating and maintenance costs of the Northeast Corridor; and found that non-Amtrak sources provided approximately one-half of these total costs.

This report does not attempt to determine either the total costs or a state's share of Amtrak's costs of providing intercity passenger rail. Instead it provides a picture of the type and level of support that the Northeast and MidAtlantic states are already investing – directly or indirectly – in support of intercity passenger rail. The analysis is not limited to states' payments to Amtrak, but includes state funding support (i.e., state funds and non-Amtrak federal funds used by states) that directly or indirectly benefit intercity passenger rail. It includes expenditures on infrastructure improvements that directly support intercity service, as well as improvements that mutually benefit intercity and commuter service. These mutual benefit improvements include stations and related facilities used by both commuter and intercity passengers; track improvements to enhance capacity for all users; and bridge and signal/power systems used by both commuter and intercity service. The analysis includes state payments to Amtrak for support of intercity trains as well as payments by commuter railroads for use of Amtrak-owned portions of the NEC. Since Amtrak operates over state/commuter-owned portions of the NEC, the report also includes a portion of the costs assumed by states and commuter railroads to provide operations support to intercity passenger service.

This report was prepared by the CONEG Policy Research Center, Inc. under the guidance of the CONEG Transportation Policy Committee. CONEG thanks the Committee members and the many state and commuter rail officials who provided the information and insights. A special thanks goes to Tom Critzer of the CONEG staff for his work in producing this report.

June 2002



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Executive Summary

Safe, efficient and reliable intercity passenger rail is a vital component of an integrated, adequately financed national transportation system – providing improved mobility, options and access in travel corridors across the nation. Just as the federal government has historically provided essential policy leadership and funding for highways, public transportation, aviation and water transportation as part of a transportation system that promotes the efficient movement of people and goods; so does the federal government have an ongoing responsibility to invest in developing and maintaining intercity passenger rail.

States recognize their responsibility to provide an appropriate share of financial investments for intercity passenger rail service that promotes state and regional economies. However, this state funding role does not diminish the importance of a federal partner to provide the strong, consistent support needed for a safe and reliable passenger rail network. In multi-state corridors, investments that benefit the entire corridor are primarily a responsibility of the federal government, not the host state.

Throughout the Northeast and Mid-Atlantic region, States are substantial investors in the Northeast Corridor (NEC) and its feeder lines. This corridor – the nation’s most complex and heavily used transportation corridor – supports economic development and provides mobility for intercity and commuter travelers and freight movements for the 12 states from Maine to Virginia. These states have invested more than \$4 billion since 1992 in infrastructure and operations that directly or indirectly benefit intercity passenger rail. This investment includes \$2.8 billion in infrastructure improvements and over \$1.4 billion in operations support.

The states’ support of intercity passenger rail extends beyond formal partnerships and payments to Amtrak. It also includes direct investments and partnerships with freight and commuter railroads that benefit intercity passenger rail service. Much of the states’ support takes the form of infrastructure investment, such as improvements to track, signals and right-of-way, as well as stations, tunnels, and platforms. Commuter railroads that use right-of-way owned and maintained by Amtrak pay for a share of maintenance and transportation expenses relative to their use of the infrastructure; just as Amtrak pays a share of these expenses on portions of the NEC owned by the states.

In short, even with this substantial state support, the level of capital investment needed for safe, reliable intercity passenger rail on the Northeast Corridor far exceeds the current level of federal funding support made available to Amtrak. Policy leadership and sustained funding support from the federal government are required to maintain and strengthen intercity passenger rail as a vital part of the nation’s integrated transportation system.

The Northeast and MidAtlantic States: Investors in Intercity Passenger Rail That Serves the Region and the Nation

The Northeast Corridor (NEC) rail network is one of the nation's premier transportation corridors, providing mobility and economic development throughout the Atlantic Coast region. This network – a NEC Spine connecting Washington, DC/New York City/Boston and the feeder lines extending service throughout the 12-state Northeast-MidAtlantic region from Maine to Virginia – is one of the most complex and heavily used corridors in the nation and the world. As part of the national passenger rail system, the NEC is the nation's major publicly-owned intercity passenger rail corridor, with ownership shared among Amtrak, New York, Connecticut and Massachusetts. It supports millions of intercity and commuter travelers, as well as freight movements in a region that accounts for a quarter of the nation's population and jobs. Efficient use of this NEC network dramatically affects the overall viability of the highway, aviation, freight and commuter rail transportation networks that serve the region and the nation. Without the NEC, the region's congested highways and airports would be further stressed.

States recognize their responsibility to provide an appropriate share of financial investments for services that promote state and regional economies. However, this state role in funding intercity passenger rail does not diminish the importance of a federal partner to provide the strong and consistent support that ensures a

safe and reliable passenger rail network. Investments in a multi-state corridor that benefit the entire corridor are primarily a responsibility of the federal government, not the host state. The Northeast and MidAtlantic states are already making substantial investments – over \$4 billion in infrastructure and operations since 1992 – which directly or indirectly benefit intercity passenger rail. This state investment goes beyond partnerships and payments to Amtrak; it also includes

What is the Northeast Corridor Network?

Northeast Corridor Spine: The 460-mile Northeast Corridor (NEC) Spine links the Washington DC/New York City/Boston travel markets, and serves the nation's premier political and financial capitals. It is a nationally significant corridor as well as the nation's most heavily used corridor, carrying over 100 million intercity and commuter riders annually. The NEC is a core element of Amtrak's national system. It also serves cities with four of the nation's seven most congested airports (Reagan National, Newark, LaGuardia, and Logan); and it continues to carry more passengers between Washington and New York City (62 percent) than all the airlines combined. Approximately 60 percent of Amtrak's ridership in fiscal year 2001 used the Northeast Corridor.

Feeder Lines: The Northeast intercity passenger rail network also includes "feeder lines" providing ready access to the travel markets served by the NEC. These feeder lines extend the geographic scope of the NEC, contributing to increased ridership on the NEC as well as the feeders. These feeder lines, which are owned by freight railroads, Amtrak, and states include Boston to Portland, ME; Boston to Albany; St. Albans, VT to New Haven, CT; Empire Corridor to Albany and Buffalo/Niagara Falls with extensions to Montreal and to Rutland, VT; Keystone Corridor from Harrisburg to Philadelphia; and Washington, DC to Richmond, VA.

direct investments and partnerships with freight and commuter railroads that benefit intercity passenger rail. Even with this substantial state support, the level of capital investment needed for safe, reliable intercity service on the Northeast Corridor far exceeds the current level of federal funding support made available to Amtrak.

Since 1992, the 12 states – Maine through Virginia – with rail service on or touching the Northeast Corridor have expended over \$4 billion in state and non-Amtrak federal funds on infrastructure and operations that directly or indirectly benefit intercity passenger rail; and they expect to expend over \$3 billion from 2002-2006. In the Northeast, states’ support of intercity passenger rail frequently takes the form of infrastructure investment, since the public ownership of the Northeast Corridor reduces legal barriers to public investment in private property. In addition, much of the region’s intercity service is operated as part of Amtrak’s national route network, not as state-supported service.

- ▶ Infrastructure: Slightly over \$2.8 billion has been invested by the 12 states since 1992 in the regional rail infrastructure that directly or indirectly serves intercity passenger rail service; with an additional \$2.6 billion committed for 2002-2006.

- ▶ Operations: Over \$1.4 billion has been expended by states and commuter railroads in operational support of intercity passenger rail since 1992. This includes almost \$900 million in payments to Amtrak to help offset the costs of intercity service and commuter operations on this regional network, as well as over \$586 million expended directly by states that own a portion of the Northeast Corridor for basic operations support of infrastructure that benefits intercity as well as commuter service. An additional \$600 million in operating payments to Amtrak is anticipated between 2002-2006.

State Investments In Intercity Passenger Rail Northeast - MidAtlantic Region (\$ millions expended or committed)			
	Infrastructure	Operations	Grand Total
<u>1992-2001</u>			
NEC	1,860.9	1,016.1	2,877.0
Feeders	940.0	462.1	1,402.1
Total	2,800.9	1,478.1	4,279.1
<u>2002-2006</u>			
NEC	1,892.4	447.4	2,339.8
Feeders	746.8	197.4	944.2
Total	2,639.3	644.7	3,284.0
Grand Total	5,440.2	2,122.8	7,563.0

Totals may not add due to rounding.
See attached charts for detail.

Northeast Corridor: The Northeast Corridor is the primary recipient of the states’ investment. Approximately two-thirds of the total state infrastructure investment is on the most heavily traveled Boston-Washington portion of the Northeast network. Over 60 percent of the total state operating payments to Amtrak are for operating support of commuter services on the NEC. Commuter railroads on the Northeast Corridor help defray the operating costs incurred by Amtrak on its portion of the NEC – paying Amtrak in relation to their use of the Corridor infrastructure and its electric traction system. In addition, Amtrak currently has contracts to operate commuter service on the NEC for the Massachusetts Bay Transportation Authority (MBTA) in Massachusetts, the Shore Line East service in Connecticut, and the Maryland Rail Commuter (MARC) in Maryland.

- ▶ New Jersey and New York are investing in life/safety and tunnel improvements in Pennsylvania Station New York, while all states on the NEC are improving the stations, platforms and parking garages that serve intercity service.
- ▶ Track improvement, rail yard and bridge projects in such states as Rhode Island, Connecticut, Delaware, and Maryland are improving the overall quality of the infrastructure, while also supporting the growth of commuter rail services in a manner to mitigate bottlenecks among intercity, commuter and freight train movements.
- ▶ New Jersey Transit (NJT), which operates commuter service on Amtrak-owned portions of the NEC, has a Joint Benefits Agreement with Amtrak under which it makes specific matching investments each year in projects such as track, signals, substations, bridges and other infrastructure elements that benefit each party.
- ▶ Massachusetts, Connecticut, and New York own portions of the NEC that serve intercity and commuter trains. These states – not Amtrak – bear the primary responsibility for maintaining and improving the tracks, stations, signal and power systems, bridges, grade crossings, yards and terminals on these portions of the regional network. Amtrak compensates these states for use of their rights-of-way in a manner consistent with payments to Amtrak for use of its right-of-way. In Connecticut and New York, the Metro-North and Long Island commuter railroads of the Metropolitan Transportation Authority (MTA) assumed approximately \$350 million between 1992-2001 in operations support of NEC infrastructure used by intercity passenger rail service.
- ▶ States' payments to Amtrak for commuter trains operating on Amtrak-owned portions of the NEC reflect a share of expenses such as maintenance of way and transportation services (power, signals, dispatching) relative to the use of the infrastructure. Some "shared costs" are not captured in any formal services agreements. For example, NJT maintains all NEC train stations in New Jersey, and it makes its Atlantic City right-of-way available to Amtrak special trains at no cost. When Amtrak needs additional equipment for peak service in Maryland, it is able to obtain equipment at nominal costs from the Maryland Transit Administration.

NEC Feeder Lines: The Northeast intercity passenger rail network includes valuable intercity service that feeds into the NEC, extending the geographic area served by the NEC and increasing ridership. Maine, New Hampshire, Vermont, New York, Pennsylvania, and Virginia all have feeder lines to the NEC. Approximately one-third of the states' total infrastructure investment has been made in these important feeder lines. Over 25 percent of the total operating support paid by the states to Amtrak supports intercity and commuter service on these feeder lines.

- ▶ The newly restored *Downeaster* service from Boston to Portland reflects joint investment in track and station improvements by the Maine, New Hampshire, Massachusetts and local governments, in partnership with Amtrak and the federal government. Maine helps defray the operating cost of the train.
- ▶ Vermont owns substantial portions of rail rights-of-way as part of the state's rail preservation program. It invests in track, signal, bridge and grade crossing improvements in the state used by Amtrak's *Vermont* and *Ethan Allen* service to link Vermont communities to New York City and points south. Vermont also helps defray the operating costs of these trains.
- ▶ New York's substantial investment in tracks, stations, signal systems, bridges and grade crossings on the Empire Corridor has created the nation's only high speed passenger service off the Northeast Corridor. In upstate New York, the state has also invested in station, signal and track improvements on freight-owned right-of-way that serves the *Adirondack* service to Montreal. On the Empire Corridor, Metro-North Railroad has the primary responsibility for operations support of infrastructure used by Amtrak on the publicly owned right-of-way between New York City and Poughkeepsie.
- ▶ Pennsylvania has committed funds for station, track, communication, signals, grade crossing and other infrastructure improvements which, with joint Amtrak investment, will make the Keystone Corridor between Philadelphia and Harrisburg a sealed corridor with speeds of 110 miles per hour. The track catenary will be upgraded, and electric trains are scheduled to be reintroduced on the corridor in 2002. The state also provides operating assistance for Keystone service, while SEPTA (Southeastern Pennsylvania Transportation Authority) contributes to infrastructure maintenance costs through payments for use of the Amtrak-owned Keystone Corridor.
- ▶ Virginia, in cooperation with CSX and Amtrak, is making a series of investments in improvements to tracks, bridges, grade crossings and stations which, when completed, will expand the capacity of the Richmond-Washington, D.C. corridor to support higher speed intercity service as well as more commuter and freight service. Virginia Railway Express (VRE) also contracts with Amtrak for commuter service to Washington, DC.

In summary, the Northeast Corridor and its feeder lines are a critical component of the nation's transportation network that provides mobility and contributes to economic development throughout the Northeast-MidAtlantic region. The states of this region are already making substantial investments in rail infrastructure and operations that benefit intercity passenger rail. Even with this state investment, a strong consistent federal partnership is needed to provide the policy leadership and stable long-term funding for safe and reliable intercity passenger rail service in this vital multi-state corridor.

Summary Tables:

Table A: Infrastructure & Operations

Table B1: Infrastructure (by time period)

Table B2: Infrastructure (by NEC/Feeders)

Table C1: Operations (by time period)

Table C2: Operations (by NEC/Feeders)

State Investments in Intercity Passenger Rail Northeast - MidAtlantic Region

Table A: Summary of Infrastructure & Operations

(\$millions expended or committed)

By Time Period:

	1992-2001			2002-2006			GRAND TOTAL
	NEC	Feeders	Total	NEC	Feeders	Total	
Infrastructure	1,860.9	940.0	2,800.9	1,892.4	746.8	2,639.3	5,440.2
Operations	1,016.1	462.1	1,478.1	447.4	197.4	644.7	2,122.8
TOTAL	2,877.0	1,402.1	4,279.1	2,339.8	944.2	3,284.0	7,563.0

By NEC-Feeders:

	NEC			Intercity Rail Feeder Lines			GRAND TOTAL
	1992-2001	2002-2006	Total	1992-2001	2002-2006	Total	
Infrastructure	1,860.9	1,892.4	3,753.3	940.0	746.8	1,686.9	5,440.2
Operations	1,016.1	447.36	1,463.4	462.05	197.4	659.4	2,122.8
TOTAL	2,877.0	2,339.8	5,216.8	1,402.1	944.2	2,346.3	7,563.0

Totals may not add due to rounding.

Table includes state investments on the Northeast Corridor Spine (NEC) and its feeder lines that directly or indirectly benefit intercity passenger rail, excluding Amtrak's share of joint projects and Amtrak support of basic infrastructure and intercity operations. It includes infrastructure investments that directly support intercity service, as well as investments in enhanced capacity and jointly used facilities that mutually benefit intercity and commuter service. State investments include state funds and non-Amtrak federal funds expended by states and commuter railroads. Investments from 1992-2001 are for projects completed or underway. Investments from 2002-2006 are for projects under contracts or with funding commitments.

- The Northeast Corridor is Boston to Washington, DC, including Amtrak and state-owned portions. Feeder lines include corridors and lines that feed intercity passenger service into the NEC: Boston to Portland; Boston to Albany; St. Albans, VT to New Haven; Empire Corridor to Albany and Buffalo/Niagara Falls with extensions to Montreal and to Rutland, VT; Keystone Corridor from Harrisburg to Philadelphia; and Richmond to Washington, DC.
- Infrastructure includes stations and related facilities (e.g., tunnels, garages), track improvements, signals and power, bridges affecting rail lines, grade crossings, and such other improvements as terminals, yards, and rights-of-way stabilization.
- Operations include payments to Amtrak and direct state operations. Operations paid to Amtrak include: state-supported intercity trains; payments to Amtrak for commuter trains operating on Amtrak-owned portions of the NEC relative to level of use of the infrastructure; and state subsidy for Amtrak-operated commuter service. Direct state operations are a portion of operations support assumed by the states (CT, NY) to maintain state-owned right-of-way used by Amtrak for intercity service, adjusted for Amtrak reimbursements. Costs include a portion of track maintenance, yard switching, stations, and propulsion fees. Direct state operations (CT, NY) are reported only for 1992-2001. Operations exclude any MBTA expenditures (information not available while contract discussions are underway).

State Investments in Intercity Passenger Rail Northeast - MidAtlantic Region

Table B-1: Infrastructure
By Time Period
(Millions expended or committed)

STATE	1992-2001			2002-2006			GRAND TOTAL
	NEC	Feeders	Total	NEC	Feeders	Total	
Connecticut	412.9	3.5	416.4	728.9	30.0	758.9	1175.3
Delaware	17.8	n/a	17.8	15.5	n/a	15.5	33.3
Maine	n/a	95.0	95.0	n/a	79.0	79.0	174.0
Maryland	46.7	n/a	46.7	80.1	n/a	80.1	126.8
Massachusetts	87.9	435.6	523.5	29.2	20.0	49.2	572.7
New Hampshire	n/a	4.5	4.5	n/a	45.2	45.2	49.6
New Jersey	843.0	n/a	843.0	337.0	n/a	337.0	1180.0
New York	262.5	313.2	575.8	393.7	287.7	681.4	1257.1
Pennsylvania	10.1	7.9	18.0	0.0	93.0	93.0	111.0
Rhode Island	180.0	n/a	180.0	308.0	n/a	308.0	488.0
Vermont	n/a	21.0	21.0	n/a	52.0	52.0	73.0
Virginia	n/a	59.3	59.3	n/a	140.0	140.0	199.3
TOTAL	1,860.9	940.0	2,800.9	1,892.4	746.8	2,639.3	5,440.2
GRAND TOTAL INFRASTRUCTURE			2,800.9			2,639.3	5,440.2

Totals may not add due to rounding.

Table includes state investments on the Northeast Corridor (NEC) Spine and its feeder lines that directly or indirectly benefit intercity passenger rail, excluding Amtrak's share of joint projects and Amtrak support of basic infrastructure and intercity operations. It includes infrastructure investments that directly support intercity service, as well as investments in enhanced capacity and jointly used facilities that mutually benefit intercity and commuter service. State investments include state funds and non-Amtrak federal funds expended by states and commuter railroads.

- C The Northeast Corridor is Boston to Washington, DC, including Amtrak and state-owned portions. Feeder lines include corridors and lines that feed intercity passenger service into the NEC: Boston to Portland; Boston to Albany; St. Albans, VT to New Haven; Empire Corridor to Albany and Buffalo/Niagara Falls with extensions to Montreal and to Rutland, VT; Keystone Corridor from Harrisburg to Philadelphia; and Richmond to Washington, DC.
- C Infrastructure includes stations and related facilities (e.g., tunnels, garages), track improvements, signals and power, bridges affecting rail lines, grade crossings, and such other improvements as terminals, yards, and rights of way stabilization.
- C Investments from 1992-2001 are for projects completed or underway. Investments from 2002-2006 are for projects under contract or with funding commitments. New York - MTA capital commitments are reported only through 2004.

n/a: Not Applicable. State not served by NEC or a feeder line.

For total infrastructure and operations, see Table A. For operating support only, See Table C.

State Investments in Intercity Passenger Rail Northeast - MidAtlantic Region

Table B-2: Infrastructure
By NEC/Feeder
(Millions expended or committed)

STATE	NEC			Intercity Rail Feeder Lines			GRAND TOTAL
	1992-2001	2002-2006	Total	1992-2001	2002-2006	Total	
Connecticut	412.9	728.9	1,141.8	3.5	30.0	33.5	1,175.3
Delaware	17.8	15.5	33.3	n/a	n/a	n/a	33.3
Maine	n/a	n/a	n/a	95.0	79.0	174.0	174.0
Maryland	46.7	80.1	126.8	n/a	n/a	n/a	126.8
Massachusetts	87.9	29.2	117.1	435.6	20.0	455.6	572.7
New Hampshire	n/a	n/a	n/a	4.5	45.2	49.6	49.6
New Jersey	843.0	337.0	1,180.0	n/a	n/a	n/a	1,180.0
New York	262.5	393.7	656.2	313.2	287.7	600.9	1,257.1
Pennsylvania	10.1	0.0	10.1	7.9	93.0	100.9	111.0
Rhode Island	180.0	308.0	488.0	n/a	n/a	n/a	488.0
Vermont	n/a	n/a	n/a	21.0	52.0	73.0	73.0
Virginia	n/a	n/a	n/a	59.3	140.0	199.3	199.3
TOTAL	1,860.9	1,892.4	3,753.3	940.0	746.8	1,686.9	5,440.2
GRAND TOTAL INFRASTRUCTURE			3,753.3			1,686.9	5,440.2

Totals may not add due to rounding.

Table includes state investments on the Northeast Corridor (NEC) Spine and its feeder lines that directly or indirectly benefit intercity passenger rail, excluding Amtrak's share of joint projects and Amtrak support of basic infrastructure and intercity operations. It includes infrastructure investments that directly support intercity service, as well as investments in enhanced capacity and jointly used facilities that mutually benefit intercity and commuter service. State investments include state funds and non-Amtrak federal funds expended by states and commuter railroads.

- C The Northeast Corridor is Boston to Washington, DC, including Amtrak and state-owned portions. Feeder lines include corridors and lines that feed intercity passenger service into the NEC: Boston to Portland; Boston to Albany; St. Albans, VT to New Haven; Empire Corridor to Albany and Buffalo/Niagara Falls with extensions to Montreal and to Rutland, VT; Keystone Corridor from Harrisburg to Philadelphia; and Richmond to Washington, DC.
- C Infrastructure includes stations and related facilities (e.g., tunnels, garages), track improvements, signals and power, bridges affecting rail lines, grade crossings, and such other improvements as terminals, yards, and rights of way stabilization.
- C Investments from 1992-2001 are for projects completed or underway. Investments from 2002-2006 are for projects under contract or with funding commitments. New York - MTA capital commitments are reported only through 2004.

n/a: Not Applicable. State not served by NEC or a feeder line.

For total infrastructure and operations, see Table A. For operating support only, See Table C.

State Investments in Intercity Passenger Rail Northeast - MidAtlantic Region

**Table C-1: Operations Support
By Time Period**
(\$millions expended or committed)

	1992-2001			2002-2006			Combined Total
	NEC	Intercity Rail Feeder Lines	Total	NEC	Intercity Rail Feeder Lines	Total	
State Support/Intercity Service	82.8	37.2	120.0	71.5	69.1	140.6	260.6
Amtrak Operated Commuter Service	52.1	144.0	196.1	36.4	98.3	134.7	330.8
Other Operating Payments to Amtrak	530.4	45.3	575.7	339.5	30.0	369.5	945.1
SUBTOTAL Payments to Amtrak	665.3	226.5	891.7	447.4	197.4	644.7	1,536.4
Direct State Operations	350.8	235.6	586.4	na	na	na	586.4
GRAND TOTAL OPERATIONS	1,016.1	462.1	1,478.1	447.4	197.4	644.7	2,122.8

Totals may not add due to rounding.

Intercity: Most intercity passenger service in the Northeast (NEC, Empire Corridor) is part of the Amtrak national system. State supported intercity service from 1992-2001 includes *Keystone, Adirondack, Clockers, Ethan Allen* and *Vermonters*; for 2002-2006, it includes these trains plus the *Downeaster*.

Amtrak Operated Commuter: Amtrak operates commuter service for Shore Line East (CT); MARC (MD), VRE (VA); and MBTA (MA). Reported payments include state subsidy only; and do not include MBTA payments (Information on MBTA operating support is not available while contract discussions are underway).

Other Operating Payments: Payments to Amtrak for commuter trains operating on Amtrak-owned portions of the NEC. Payments reflect a share of such expenses as maintenance of way and transportation service (power, signals, dispatching) relative to use of the infrastructure.

Direct State Operations: Operations support assumed by the state to maintain state owned right-of-way and stations used by Amtrak for intercity service, adjusted for Amtrak reimbursement to state for cost to support Amtrak service. Costs include a portion of track maintenance, yard switching, station costs, propulsion fees, and incentive payments for achievement of on time performance goals. Reported payments include Long Island Railroad and Metro-North Railroad (NY, CT); and do not include MBTA (information not available while contract discussions are underway).

No information on direct state operations support is available for 2002-2006.

For total infrastructure and operations, see Table A. For infrastructure only, See Table B.

State Investments in Intercity Passenger Rail Northeast - MidAtlantic Region

**Table C-2: Operations Support
By NEC/Feeders
(\$millions expended or committed)**

	NEC			Intercity Rail Feeder Lines			Combined Total
	1992-2001	2002-2006	Total	1992-2001	2002-2006	Total	
State Support/ Intercity Service	82.8	71.5	154.3	37.2	69.1	106.3	260.6
Amtrak Operated Commuter Service	52.1	36.4	88.5	144.0	98.3	242.3	330.8
Other Operating Payments to Amtrak	530.4	339.5	869.8	45.3	30.0	75.3	945.1
SUBTOTAL Payments to Amtrak	665.3	447.4	1,112.6	226.5	197.4	423.8	1,536.4
Direct State Operations	350.8	na	350.8	235.6	na	235.6	586.4
GRAND TOTAL OPERATIONS	1,016.1	447.4	1,463.4	462.1	197.4	659.4	2,122.8

Totals may not add due to rounding.

Intercity: Most intercity passenger service in the Northeast (NEC Spine, Empire Corridor) is part of the Amtrak national system. State supported intercity service from 1992-2001 includes *Keystone, Adirondack, Clockers, Ethan Allen* and *Vermont*; for 2002-2006, it includes these trains plus the *Downeaster*.

Amtrak Operated Commuter: Amtrak operates commuter service for Shore Line East (CT); MARC (MD), VRE (VA); and MBTA (MA). Reported payments include state subsidy only; and do not include MBTA payments (Information on MBTA operating support is not available while contract discussions are underway).

Other Operating Payments: Payments to Amtrak for commuter trains operating on Amtrak-owned portions of the NEC. Payments reflect a share of such expenses as maintenance of way and transportation service (power, signals, dispatching) relative to use of the infrastructure.

Direct State Operations: Operations support assumed by the state to maintain state owned right-of-way and stations used by Amtrak for intercity service, adjusted for Amtrak reimbursement to state for cost to support Amtrak service. Costs include a portion of track maintenance, yard switching, station costs, propulsion fees, and incentive payments for achievement of on time performance goals. Reported payments include Long Island Railroad and Metro-North Railroad (NY, CT); and do not include MBTA (information not available while contract discussions are underway).

No information on direct state operations support is available for 2002-2006.

For total infrastructure and operations, see Table A. For infrastructure only, See Table B.