

Transportation Revenue Related Legislation Passed During the 2009 Special Session B

Rail

[HB 1-B](#) makes comprehensive changes to commuter rail and high speed rail systems in Florida:

- Creates Florida Statewide Passenger Rail Commission for the purpose of monitoring the publicly funded passenger rail systems in the state. Also creates the Florida Rail Enterprise, which is responsible for developing and operating high-speed rail, directing funding for passenger rail and coordinating interoperability issues between passenger rail systems and freight systems.
- Changes percent of the transportation portion of Documentary Stamp tax revenue which goes to the Small County Outreach Program from 5% to 10%. Also, effective July 1, 2014, dedicates the first \$60 million in Documentary Stamp revenue which goes to the Transportation Regional Incentive Program to the Florida Rail Enterprise.
- Beginning July 1, 2010, the department shall annually transfer to the South Florida Regional Transportation Authority (SFRTA):
 - a. If SFRTA becomes responsible for the South Florida Rail Corridor, \$15 million plus an amount no less than the work program commitments equal to \$27.1 million for fiscal year 2010-11 as of July 1, 2009 for operating assistance to the SFRTA for the South Florida Rail Corridor.
 - b. If SFRTA does not become responsible for the South Florida Rail Corridor, \$13.3 million plus an amount no less than the work program commitments equal to \$17.3 million for fiscal year 2010-11 as of July 1, 2009 for operating assistance to the SFRTA.
- The department may complete an escrow closing on the pending Central Florida Rail Corridor acquisition (Sunrail); however, the drawdown of such escrowed closing shall not occur unless and until final Federal Transit Administration full-funding grant agreement approval is obtained for the Central Florida Commuter Rail Transit Project Initial Operating Segment.
- Changes the amount of operating costs the department is authorized to fund for an intercity or commuter rail system from 50% to 100% for up to 7 years beginning from the open for service date. Also authorizes the department to use the funds set aside for the Florida Rail Enterprise to fund 50% of the nonfederal share of the costs of any eligible passenger rail capital improvement project, 100% of the planning and development costs of a passenger rail system, fund high speed rail and identify/address anticipated impacts of increased freight traffic resulting from passenger rail.
- Deletes the Florida High Speed Rail Authority.