Intercity Passenger Rail – Federal Funding Process

presented by:
Minnesota Department of Transportation
Passenger Rail Office
Passenger Rail Investment and Improvement (PRIIA)

- Enacted October 2008
- Reauthorized Amtrak
- Focused on current intercity passenger rail
  - Long distance routes
  - Northeast Corridor
  - State sponsored corridors
- Development of high speed rail corridors
High Speed Intercity Passenger Rail Program (HSIPR)

- Strategic Plan released in April 2009
- New vision for HSR development in America
- Near term: economic recovery efforts
  - Targeted investments in infrastructure, equipment and connections
- Long term: build efficient HSR network
  - Connecting major population centers 100 - 600 miles apart
- Ten major corridors identified
VISION for HIGH-SPEED RAIL in AMERICA

- Pacific Northwest
- California
- Chicago Hub Network
- South Central
- Gulf Coast
- Florida
- Northern New England
- Empire
- Keystone
- NEC
- Southeast
High Speed Intercity Passenger Rail Program (HPIPR)

- PRIIA - Established three new competitive grant programs for HSR/intercity rail improvements
  - $92 million in FY’08-’09
- American Recovery and Reinvestment Act (ARRA)
  - $8 billion in FY ‘09, $2.5 billion FY’10
FRA’s HSIPR Program

- Interim Program Guidance released on June 17, 2009
- Applications due on August & October, 2009 depending on track
FRA’s HSIPR Program

• Four HSIPR funding “Tracks”
  – Capital projects ready to go
  – Corridors projects existing rail or HSR
  – Service/corridor planning
  – Service/corridor development (long term)
FRA’s HSIPR Program
ARRA Awards

- Awards announced January 28, 2010
- 259 grant applications from 37 states totaling $57 billion
- 79 grants awarded to 31 states totaling $8 billion
- $2.6 billion to Midwest states
Midwest Regional Rail Initiative

• Multi-state effort that started in the mid 1990’s
• Chicago-hubbed service
• Corridors are in various stages of development
Midwest Regional Rail Initiative

• Some state funded conventional service exists (79mph)
• New high speed service is being developed (110mph)
Midwest Regional Rail Initiative
Minnesota’s Involvement with MWRRI

- Active since Memorandum of Agreement signed in 1995
- Lead state on Milwaukee to Twin Cities segment
- 2008 state bonding to match federal funds for corridor development
- Priority in State Rail Plan
FRA’s HSIPR Program
MWRRI ARRA Awards

• $2.6b in the MWRRI service area
• $823m Milwaukee – Madison
  – Construction 110 mph service
• $600k Twin Cities to Madison
  – Service level NEPA
  – Alternatives analysis
  – Position the project for federal PE/EIS application 2010 - 2011
FRA’s HSIPR Program

MWRRI ARRA Awards

• $1.13b  Chicago – St. Louis – Kansas City
  – Construction 110mph service

• $244m  Pontiac – Detroit – Chicago
  – Construction, stations 110 mph service

• $400m  Cleveland – Columbus- Dayton – Cincinnati
  – Construction 79mph service
Twin Cities to Chicago Timeline

• Service NEPA /Tier 1 environmental documentation - Fall 2010
• Environmental Impact Statement/Preliminary Engineering Spring 2011 - 2013
• Design/ Construction 2013 - 2015
• Service begins- 2015 /2016

* Subject to funding availability, successful negotiations with railroads, securing necessary federal approvals, minimal environmental mitigation factors, ability to secure necessary R/W, identified operating and maintenance funding, equipment availability, and continued legislative support.