Working to implement a 21st century passenger rail system by adding the Midwest Regional Rail Initiative network and additional state-supported corridors to the region’s existing passenger rail infrastructure.

Federal Overview
Positive Train Control (PTC)
FAST Act
FY 2017 Funding
Surface Transportation Board
Positive Train Control (PTC)

Class 1 RRs, Commuter systems threatened Jan 1, 2016, shutdown unless deadline extended.

MIPRC supported extension (Oct. 1, 2015 letter to Midwestern members of Congress).
Congress approved 3-year extension on Oct. 25, 2015.

Fixing America’s Surface Transportation (FAST) Act – HR 22

Signed into law December 2015.
Five-year, $305 billion surface transportation reauthorization bill.
Passenger rail is now a specifically-authorized title.
FAST Act

Includes:

- **Amtrak authorizations** (new accounting and funding structure that separates Amtrak’s accounts into two segments: the Northeast Corridor and the National Network).
- A new **State–Supported Route Committee** (states, Amtrak and FRA) to improve coordination, planning.
- **RRIF (Railroad Rehabilitation and Financing)** grant eligibility expanded: Private commercial and/or residential development near train/multi-modal stations; private corporations eligible in partnership with a public entity.

FAST Act

Passenger rail discretionary grants rearranged:

- **Consolidated Rail Infrastructure & Safety Improvements** for safety technology (PTC), capital projects, grade crossings, line relocation, regional/corridor planning.
- **Federal–State Partnership for State of Good Repair** to improve system repair and performance. Only publically– or Amtrak–owned infrastructure, equipment and facilities are currently eligible, but other regions can tap this upon completing long-range passenger rail plans.
- **Restoration and Enhancement** for new/expanded service on routes under 750 miles. Up to six lines can get tiered 3–year operating grants (80–60–40).
FAST ACT

Since its inception, MIPRC has urged the inclusion of passenger rail within a comprehensive surface transportation authorization.

MIPRC sent a letter (Nov. 17, 2015) to House and Senate conferees, urging support for inclusion of passenger rail title; a predictable, dedicated funding source; and flexibility for investing general fund revenue.

MIPRC will continue talking to Midwestern Members of Congress to fully support and fund the passenger rail title.

FY 2017 THUD Funding

The FAST Act authorized a total of $350.5 million for the three new passenger rail grant programs in FY 2017.

On May 9, 2016, MIPRC sent a letter to all Midwestern Members of Congress stressing that MIPRC would like to see Congress move towards full funding of all the passenger rail–related provisions at the authorized levels within the FAST Act, but we understand the current fiscal constraints facing FY 2017 appropriations.
FY 2017 THUD Funding

*MIPRC urged support for passenger rail appropriations.*

*Asked MOCs to strongly support all of the passenger rail–related appropriations contained within the THUD appropriations legislation passed by the U.S. Senate Appropriations Committee (S. 2844), including:*

1. **Amtrak** ($1.075 billion for the National Network, including up to $2 million for use of the State–Supported Route Committee; and $345 million for the NEC);

2. **Appropriations for all three of the new FAST Act passenger rail–related grant programs** (asked that the $85 million allocated to these programs this fiscal year, and the division of allocation, be strongly protected):
   - *Consolidated Rail Infrastructure & Safety Grants* at $50 million;
   - *Federal–State Partnership for State of Good Repair* at $20 Million; and
   - *Restoration & Enhancement Grants* at $15 million

3. **TIGER (National Infrastructure Investments)** at $525 million

MIPRC Testimony to Senate

*MIPRC Chair Tim Hoeffner testified on Feb. 23, 2016, before the U.S. Senate’s Subcommittee on Surface Transportation and Merchant Marine Infrastructure Safety, and Security. Emphasized:*

- Development of the Midwest Regional Rail Network.
- MIPRC’s work with the FRA to develop long–range plan.
- Critical importance of continuing federal support.
Surface Transportation Board

- Withdrew its proposed definition of “preference” under 49 USC §24308.
- Opted to include arrival times at intermediate stations in definition of “on-time performance.”
- Assn. of American Railroads, Norfolk Southern and CSX are suing to overturn the OTP decision.

*MIPRC argued for, and supports STB’s decisions.*

**Discussion item:** Filing an amicus curiae brief supporting STB OTP ruling.

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This just in...

Surface Transportation & Maritime Security Act S3379, introduced on Sept. 21 by Sens. Jon Thune (South Dakota) and Bill Nelson (Florida):

- **Calls on TSA to develop plans for vetting rail passengers using terrorist “watch” lists.**
Questions?