



*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.*



**MIPRC 2016 Annual Meeting**  
September 28 & 29, 2016  
St. Louis, Missouri

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



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## **Positive Train Control (PTC)**

*Original deadline: Dec. 31, 2015.*

*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.*



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## **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



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## 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.



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## 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).



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## 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.*



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## 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.*



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## 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**



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## 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.



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## 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.*
- *Requires Dept. of Homeland Security’s Inspector General to track TSA compliance with rail security mandates in the 9/11 Commission Act of 2007.*



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# Questions?

