

BIPARTISAN INFRASTRUCTURE LAW: RAIL FUNDING

- Consolidated Rail Infrastructure and Safety Improvements (CRISI)
 - \$1B /yr nationally
 - Capital Improvements for Freight and Passenger Rail
 - PAN AM and MaineDOT received for mainline improvements grants in 2020 and 2018
- Federal-State Partnership for Intercity Passenger Rail
 - \$7.2B /yr nationally
 - Final rules for program(s) to be written.
 - Likely that up to \$22B of this funding will be AMTRAK grants
 - Privately sponsored services eligible could include current Brightline service in Florida, L/A to Las Vegas corridor, Texas proposals.
 - Existing projects that need additional funding to complete such as California High Speed Rail can apply.
 - Funding will require at least a 20% sponsor match and operating funding identified
- USDOT RAISE (formally TIGER)
 - very competitive,
 - all surface modes compete for TIGER funds.
 - Tiger awards are capped at \$25M per project
- USDOT INFRA (formally Fastlane)
 - \$1B nationally, Freight only
 - highway Freight program but they do consider a small percentage of rail and port projects
 - a minimum 50% match.
- FTA New Starts/Small Starts
 - \$3B /yr nationally,
 - typically for commuter transit/rail projects.
 - minimum qualifications based on ridership, equity, congestion, local operating funding etc.. Once you qualify then it becomes a competitive program.
 - several years of backlog on chosen projects to get funding.