

State Transportation Commission

May 19, 2011

**Director Kirk T. Steudle, P.E.
Michigan Department of Transportation**

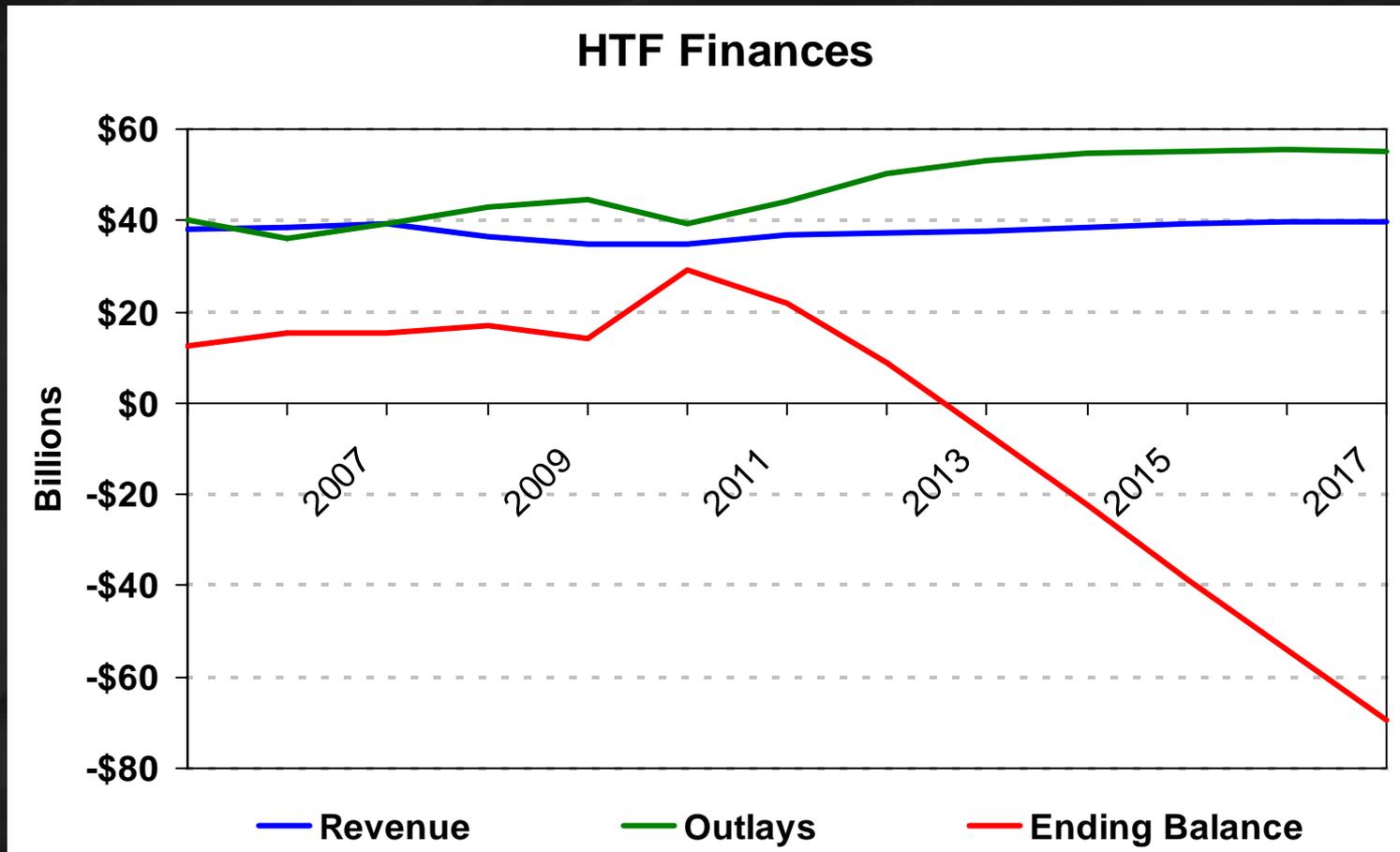
Today's Topics

- Federal Update
- Enhanced Passenger Rail (High Speed Rail)
- State Rail Plan

Federal Update



Deteriorating HTF



House Planning Deep Cuts

- House 2011 rule change made it:
 - Easier to reduce transportation spending
 - More difficult to increase revenue
- House 2012 budget resolution could cut \$30B per year from transportation
 - Does not allow for a “reserve fund” to bring in additional revenue for reauthorization

Reauthorization Activity

- House: Priorities of Rep. Mica (R, FL), New T & I Chairman, include:
 - Stabilizing HTF (spending w/in its means)
 - Re-examine every \$ and every program
 - Innovative financing to maximize funds leveraged
 - Accelerate project delivery
- Senate: still waiting to hear...

FY 2012

- House budget and reauthorization plan could:
 - Reduce highway program by 30%
 - Eliminate transit new starts
 - Cut funding for Amtrak
- Impact to Michigan's highway funding depends on where reductions are made, but estimated reduction ranges from \$175 million to \$365 million per year

Enhanced Passenger Rail (High Speed Rail)



Chicago-Detroit/Pontiac Enhanced Passenger Rail Recent Federal Commitments

Kalamazoo-Dearborn (Service Development Program) \$ 196.5 M

- 100% Federal Funding
- Track/Signal and Train Control Upgrades
- Increase Passenger Train Speeds to 110 mph

Ann Arbor Station Funding \$ 3.5 M

- 80/20 Funding – City of Ann Arbor to Provide Local Match
- Complete Preliminary Engineering and Environmental Work
- Will Position Project for Future Construction Funding
- Michigan's Busiest Intercity Passenger Rail Station

Midwest Next Generation Train Equipment Procurement \$ 268.2 M

- Michigan's Share TBD - 100% Federal Funding
- New Locomotives for Wolverine and Blue Water Services
- New Coaches for all three Michigan Services

Kalamazoo – Dearborn Segment



Chicago-Detroit/Pontiac Enhanced Passenger Rail Previous Commitment

Improvement	Federal	State	Local	Total
Troy Station	\$ 8.5 M	\$ 0M	\$ 0M	\$ 8.5M
Dearborn Station	\$ 28.2 M	\$ 0M	\$ 0M	\$ 28.2M
Battle Creek Station	\$ 3.6 M	\$ 0M	\$ 0M	\$ 3.6M
West Detroit Connection Track	\$ 9.4 M	\$ 8.9M	\$ 0M	\$ 18.3M
Kalamazoo-Dearborn – Acquisition/Corridor Enhancement/ Professional Services	\$150.0 M	\$ 18.75M	\$ 18.75M	\$187.5M
Corridor Investment Plan – Environmental Clearance	\$ 3.2 M	\$ 0.2M	\$ 0.6M	\$ 4.0M
Englewood Flyover (Illinois)	\$133.0 M	\$ 0M	\$ 0M	\$133.0M
Gateway Projects (Indiana)	\$ 71.4 M	\$ 0M	\$ 0M	\$ 71.4M
HSR Porter, IN to New Buffalo (Amtrak)	\$ 32.9 M	\$ 0M	\$ 0M	\$ 32.9M
Total Corridor Investment	\$437.2 M	\$ 18.85M	\$ 19.35M	\$475.4M



MICHIGAN
State Rail Plan

Michigan State Rail Plan

- Required by Passenger Rail Investment and Improvement Act of 2008 (PRIIA)
- Addresses both passenger & freight rail
- Inventory & analysis of existing rail system
- Long-range service & investment program, including list of rail capital projects
- Extensive outreach to railroads, shippers, & public

Michigan Rail Goals

- Promote the Efficient Movement of Passengers
- Promote the Efficient Movement of Freight
- Encourage Intermodal Connectivity
- Enhance State and Local Economic Development
- Promote Environmental Sustainability
- Promote Safe and Secure Railroad Operations

Schedule

- Study began:
May 2010
- Public meetings:
September 2010
June 2011
- Study completed:
July 2011



Thank you!