# Funding Opportunities Overview

## Northwoods Rail Transit Commission
## Lake States Shippers Association

Joint Meeting, January 18, 2019
GLTPA, Rhinelander, WI

Libby Ogard, Prime Focus LLC

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# Agenda

I. Define Project

II. Funding Programs

   a. Federal Grants
      - Infra
      - Build
      - CRISI

   b. EDA (Department of Commerce)

   c. USDA (Department of Agriculture)

   d. State Grants

III. Success Strategies

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# I. Define the Project

**Attributes**

- Ties
- Rail
- Bridge Improvement
- Siding
- Warehouse
- Land
- Rolling Stock
- Operating Costs

**Public Benefit**

- Economic Impact
- Preservation
- Job Creation
- Congestion Mitigation
- Environmental Benefits
- Economic Competitiveness
- Rural Development
- Hub Zone

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# Eligible Applicants

**Applicants**

- Short Line
- Pubic Agency
- State
- Business Entity
- Port Authority
- Non- profits

**Requirements**

- Matching funds
- Project Readiness
- Permits
- Buy America
- Prevailing wage documents
- Already in a Plan
- Public and Political Support

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# II. Grant/Loan Programs

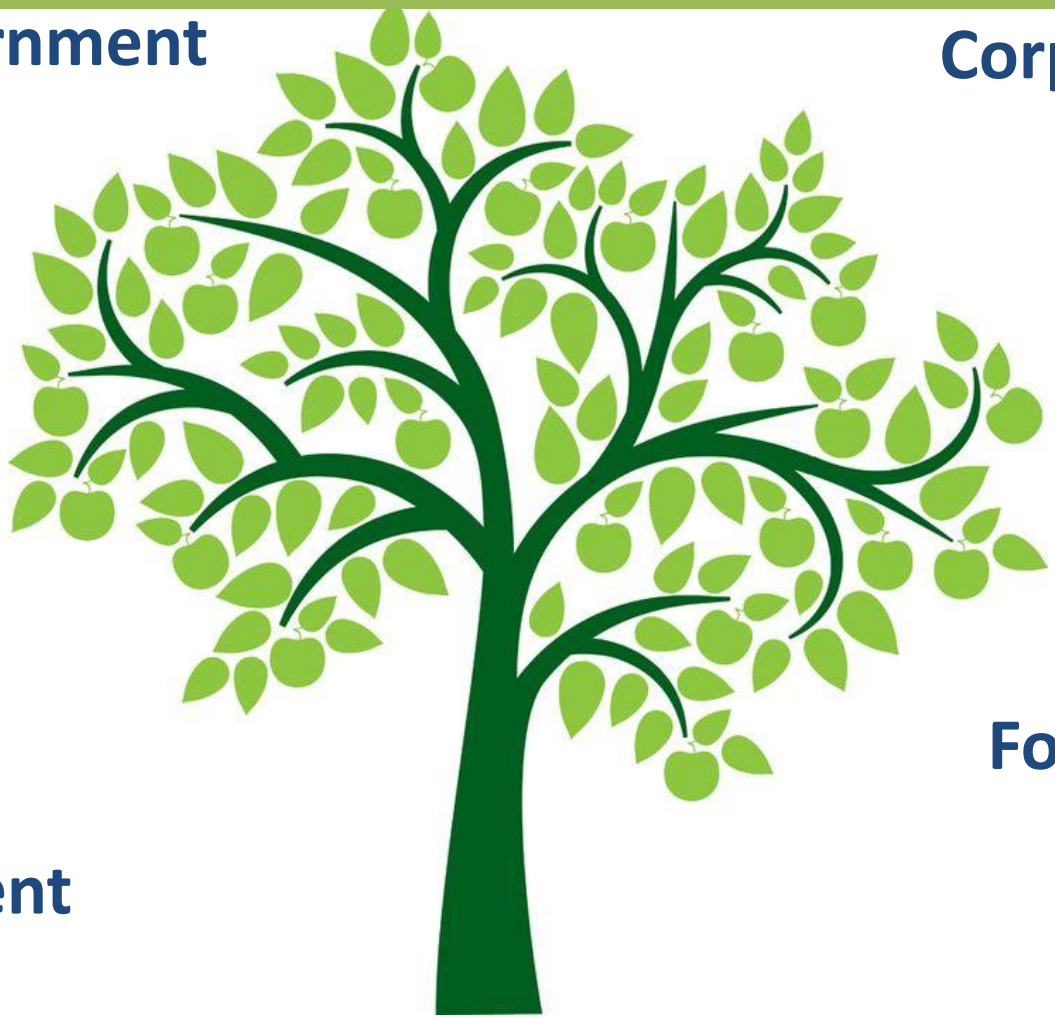
## Government

Federal

State

## Corporations

Public Private Partnerships



## Foundations

## Foreign Investment

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# Infra Grant

- $4.5 Billion Available between FY 2016-2020
- 90% to large projects GT $25 Million
- 10% to small projects minimum of $5 Million
- Due March 4, 2019
- Key Objectives
  - Economic Viability
  - Leverage Federal Funds (TIFIA and RRIF)
  - Innovation and project delivery
  - Accountability

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# Infra Grant Awards

Target: Large Public Private Partnership Projects

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# Build (Tiger) Grants

| TIGER | BUILD |
|---|---|
| **Merit criteria**<br>*Primary criteria*<br>• Safety<br>• State of Good Repair<br>• Economic Competitiveness<br>• Environmental Sustainability<br>• Quality of Life<br>*Secondary criteria*<br>• Innovation<br>• Partnership<br>*Other criteria*<br>• Demonstrated Project Readiness<br>• Project Costs and Benefits<br>• Cost Sharing or Matching<br>*Additional considerations*<br>• Geographic diversity among recipients | **Merit criteria**<br>• Safety<br>• State of Good Repair<br>• Economic Competitiveness<br>• Environmental Protection<br>• Quality of Life<br>• Innovation<br>• Partnership<br>• Non-Federal Revenue for Transportation Infrastructure Investment<br>*Other criteria*<br>• Demonstrated Project Readiness<br>• Project Costs and Benefits<br>*Additional considerations*<br>• Geographic diversity among recipients |

*For additional explanation of the criteria, please see the BUILD NOFO*

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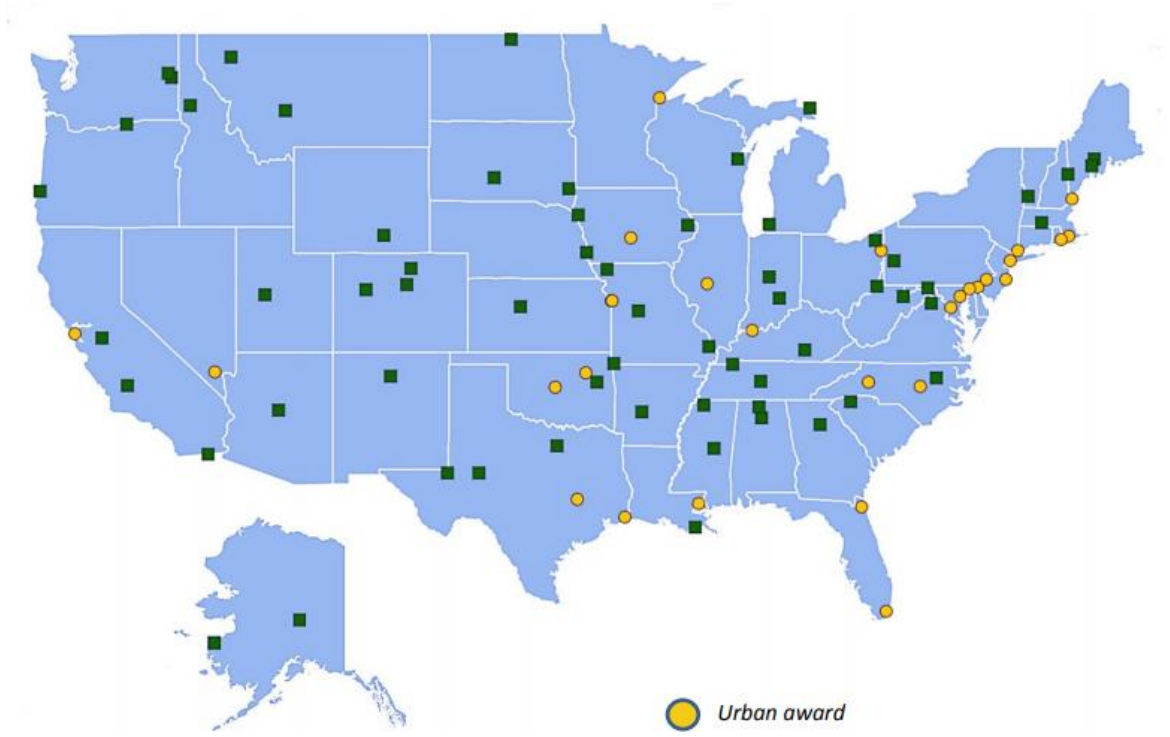
# 2018 Build Awarded Projects




Port Muskogee Rail - $6 Million

Twin Ports Access Project - $20 Million

Des Moines Transload $11 million

Coos Bay Railroad Bridge $20 Million

Target: Multi-factor projects ineligible for other programs

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# CRISI (FRA)

**Eligible Projects:**

Projects eligible for funding under this grant program include:

- Deployment of railroad safety technology (PTC/rail integrity inspection systems)
- Capital projects
- Highway-rail grade crossing improvement projects
- Rail line relocation and improvement projects
- Regional rail and corridor service development plans and environmental analyses
- Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes
- The development and implementation of a safety program or institute

**Eligible Recipients:**

(1) State;
(2) Group of States;
(3) Interstate Compact;
(4) Public agency or publicly chartered authority established by one or more States;
(5) Political subdivision of a State;
(6) Amtrak or another rail carrier that provides intercity rail passenger transportation;
(7) Class II railroad or Class III railroad;
(8) Any rail carrier or rail equipment manufacturer in partnership with at least one of the entities described in (1) through (5);
(9) Transportation Research Board together with any entity with which it contracts in the development of rail-related research, including cooperative research programs;
(10) University transportation center engaged in rail-related research; or
(11) Non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

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# State Rail Programs

**FRPP Grant and FRIIP Loan Projects**

| Contract Year | Organization | Location | Purpose | FRIIP Loans | FRPP Grants | Local Funds | Total Project Cost |
|---|---|---|---|---|---|---|---|
| 2018 | Wisconsin & Southern RR | Merrimac | Merrimac Bridge rehab Phase 2 | $333,290 | $2,666,320 | $333,290 | $3,332,900 |
| 2018 | Escanaba & Lake Superior RR | Green Bay to Crivitz | Track & Bridge Rehabilitation | $300,000 | $2,400,000 | $300,000 | $3,000,000 |
| 2017 | Wisconsin & Southern RR | Wauzeka | Reconstruct bridge B-316 | $564,730 | $4,517,840 | $564,730 | $5,647,300 |
| 2017 | Wisconsin River RTC | Sauk City & Prairie du Sac | Track removal & bridge stabilization | $200,000 | $360,000 | $520,000 | $1,080,000 |
| 2017 | Wisconsin & Southern RR | Walworth to WI/IL State Line | Track rehab including CWR | $942,700 | $7,541,650 | $942,700 | $9,427,050 |
| 2017 | Port of Milwaukee | Port of Milwaukee | Rehabilitate 15 crossings | $0 | $1,763,520 | $440,880 | $2,204,400 |
| 2017 | Wisconsin & Southern RR | Waukesha to Milton | Phase 2 includes installation of ties and renewing crossings and turnouts | $884,410 | $7,075,280 | $884,410 | $8,844,100 |
| 2017 | Wisconsin & Southern RR | Brandon to Ripon | Track rehab including CWR | $492,780 | $3,942,240 | $492,780 | $4,927,800 |
| 2017 | Country Visions Co-op | Plymouth | Installation of spur tracks, conveying | $2,629,258 | | | $2,629,258 |
| 2017 | Wisconsin & Southern RR | Merrimac | Merrimac Bridge rehab Phase I | | $400,000 | $100,000 | $500,000 |
| 2017 | Wisconsin & Southern RR | Prairie Subdivision | Bridge rehab/replacement | $115,824 | $926,592 | $115,824 | $1,158,240 |
| 2017 | Wisconsin & Southern RR | Reedsburg Sub | Bridge rehab/replacement | $130,640 | $1,045,100 | $130,640 | $1,306,380 |
| 2017 | Provision Partners Co-op | Auburndale | Installation of 6,149 feet of new spur trackage and relocation of other track. | $2,182,515 | | | $2,182,515 |
| 2016 | Wisconsin & Southern RR | Madison Subdivision | Rehab & replace 3 bridges | $154,410 | $1,235,278 | $154,410 | $1,544,098 |
| 2016 | Wisconsin & Southern RR | Watertown Subdivision | Rehab & replace 6 bridges | $520,166 | $4,161,328 | $520,166 | $5,201,660 |
| 2016 | Wisconsin & Southern RR | Plymouth Subdivision | Rehab 4 bridges | $36,625 | $293,000 | $36,625 | $366,250 |
| 2016 | Wisconsin & Southern RR | Cambria Subdivision | Rehab 3 bridges | $12,775 | $102,204 | $12,775 | $127,755 |
| 2016 | Wisconsin & Southern RR | Gibson Spur | Rehab one bridge | $5,332 | $42,656 | $5,332 | $53,320 |
| 2016 | Country Visions Co-op | Valders | Rail spur tracks, unloading pit and conveyance equipment | $931,298 | | | $931,298 |
| 2016 | Wisconsin & Southern RR | Prairie Subdivision | Tie replacement | $443,735 | $3,549,876 | $443,735 | $4,437,345 |
| 2016 | Wisconsin & Southern RR | Prairie Subdivision | Reconstruction of Spring Green bridge | $592,580 | $4,740,640 | $592,580 | $5,925,800 |
| 2016 | City of New London | New London | Industrial lead track rehab and crossing installation | | $384,000 | $96,000 | $480,000 |
| 2016 | Wisconsin & Southern RR | Prairie Subdivision | Rail replacement in Prairie du Chien | $176,183 | $1,409,466 | $176,183 | $1,761,833 |
| 2016 | Country Visions Co-op | Wrightstown | Construct rail spur tracks, switches and unloading conveyor system | $2,262,895 | | | $2,262,895 |

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# 2018 EDA Programs

**Technical Assistance Program:** Analyzes feasibility of economic development projects.

**Planning:** Provides investment support to regional economic development. a)Support for District Organizations, b)Support for short-term planning at sub-state level. Development and maintenance of Comprehensive Economic Development Strategy (CEDS)

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# 2018 EDA Programs

**Public Works Program:** Development of infrastructure to facilitate the transition from distressed to competitive. Technology based facilities, smart buildings, multitenant manufacturing.

**Economic Assistance:** Technical, planning and public works assistance, based on changing trade patterns, base or plant closures, natural disasters, environmental changes.

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# AMERICA'S CENTRAL PORT

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# EDA CASE STUDY
## AMERICA'S Central Port

- Since 2002, EDA has made three investments, totaling nearly $5.3 million, to make significant infrastructure improvements needed to support the development of America's Central Port in Granite City, Illinois. Included were improvements made to the rail line that serves the facility.
- The improved rail line enhances the link between area manufacturers and the nation's freight transportation network and increases the site's potential to attract new manufacturing and logistics employers.
- Improving the rail infrastructure has increased business access and has helped make the region more competitive, resulting in the attraction of $300 million in private investment and the creation and retention of nearly 200 jobs. An additional 200 jobs are expected to be created in the next five years.
- Some of the firms attributed to these impacts include an ethanol plant; a welding products and specialty gases company; and a lumber and millwork plant that produces wall panels, building trusses and joists, and related items.
- The new rail infrastructure encouraged other funding agencies to assist in completing multi-modal conveyor system improvements needed to help move agricultural products from truck and rail to river barges.

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# EDA Investment Priorities

**Collaborative Regional Innovation**
**Public/Private Partnerships**
**National Strategic Priorities**

- encourage job growth
- business expansion
- assist communities severely impacted by the declining use of coal;
- increase economic resiliency, including resilience to the effects of natural disasters and climate change;
- assist with natural disaster mitigation and recovery;

**Global Competitiveness**
**Environmentally-Sustainable Development**
**Underserved Communities**

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# USDA Rural Development Grants and Loans

- Enterprise Grants (90%)
- Opportunity Grants (10%)

State Allocations Funded Annually ($300-$500K)

Can be used for Planning and Project Development

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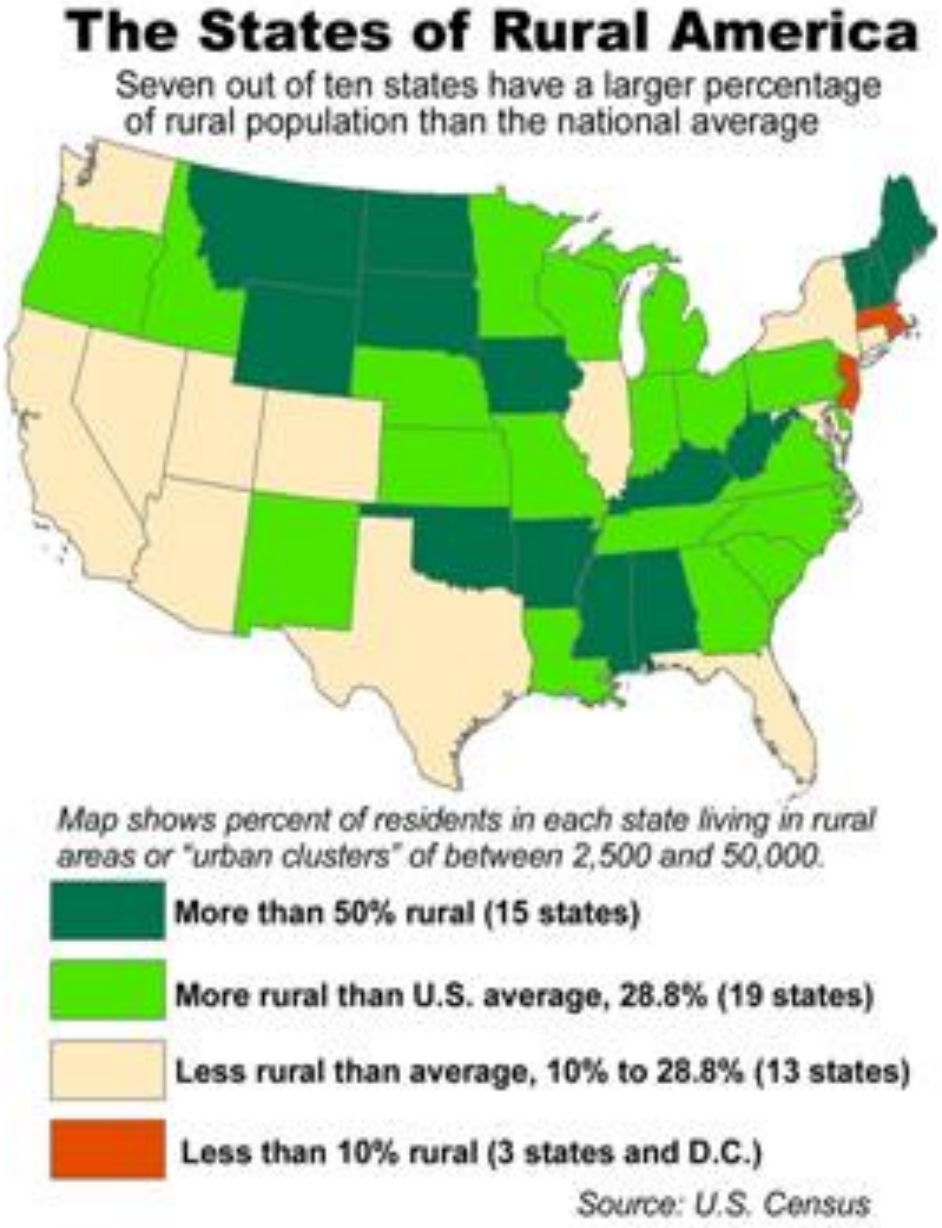


In 2014 Rural America represented 72% of the land and 46.2 million people (15%)

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# Success Strategies

- Exceed Matching Requirements
- Make Sure Project is Ready - CE
- Political and Public Support
- Catalogue independent studies and reports to further define the area/project need
- Data to support Benefit Cost Analysis
- Build Application Folder
- Find Regional Partners

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# LSSA Strategy

- Develop a Grant Strategy and Funding Approach
- Lobby to increase state matching funds eligible for Federal Grants
- Collect data to support:
  - Development of industrial parks (transloads)
  - Improve rail bridges and main lines
  - Rail car equipment
  - Safety statistics
  - Freight movement data

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# Partners?

**Titletown Tech**: A Joint Venture between the Green Bay Packers with Microsoft Corp.

A joint venture between the two organizations that will *spur economic expansion* in Northeastern Wisconsin and beyond by bringing world-class digital innovations and expertise to Greater Green Bay.

Aimed at *catalyzing the Northeastern Wisconsin economy* through digital transformation of the region's business ecosystem, TitletownTech will serve as a creative center where digital solutions are developed for key market challenges. Through partnerships with companies, experts and technologists.

TitletownTech will provide opportunities, guidance and a collaborative environment to help *address challenges that impact the industries* important to Wisconsin.

**Transportation must be a key element to this Venture**

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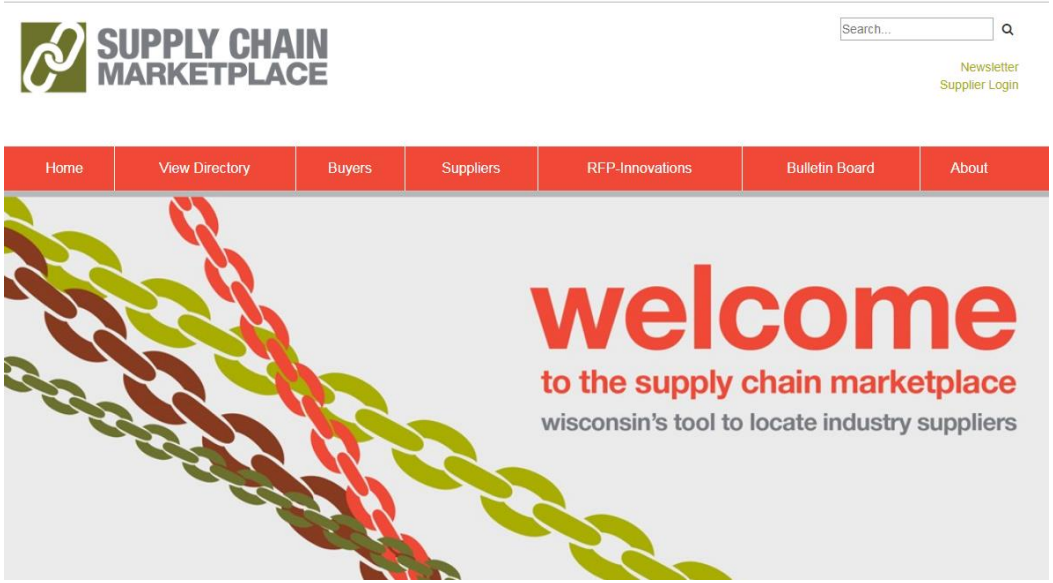
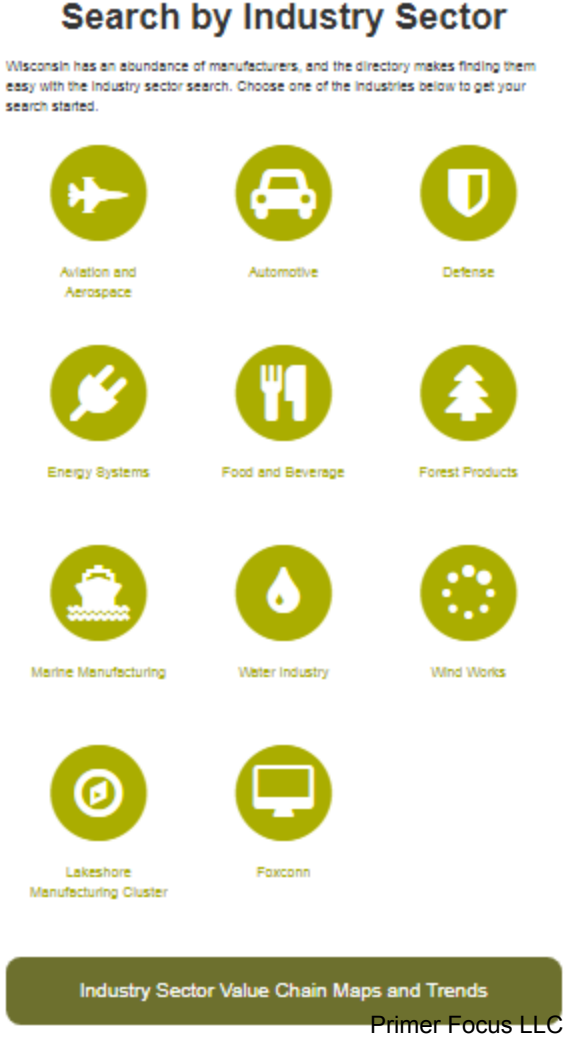
# Partners?

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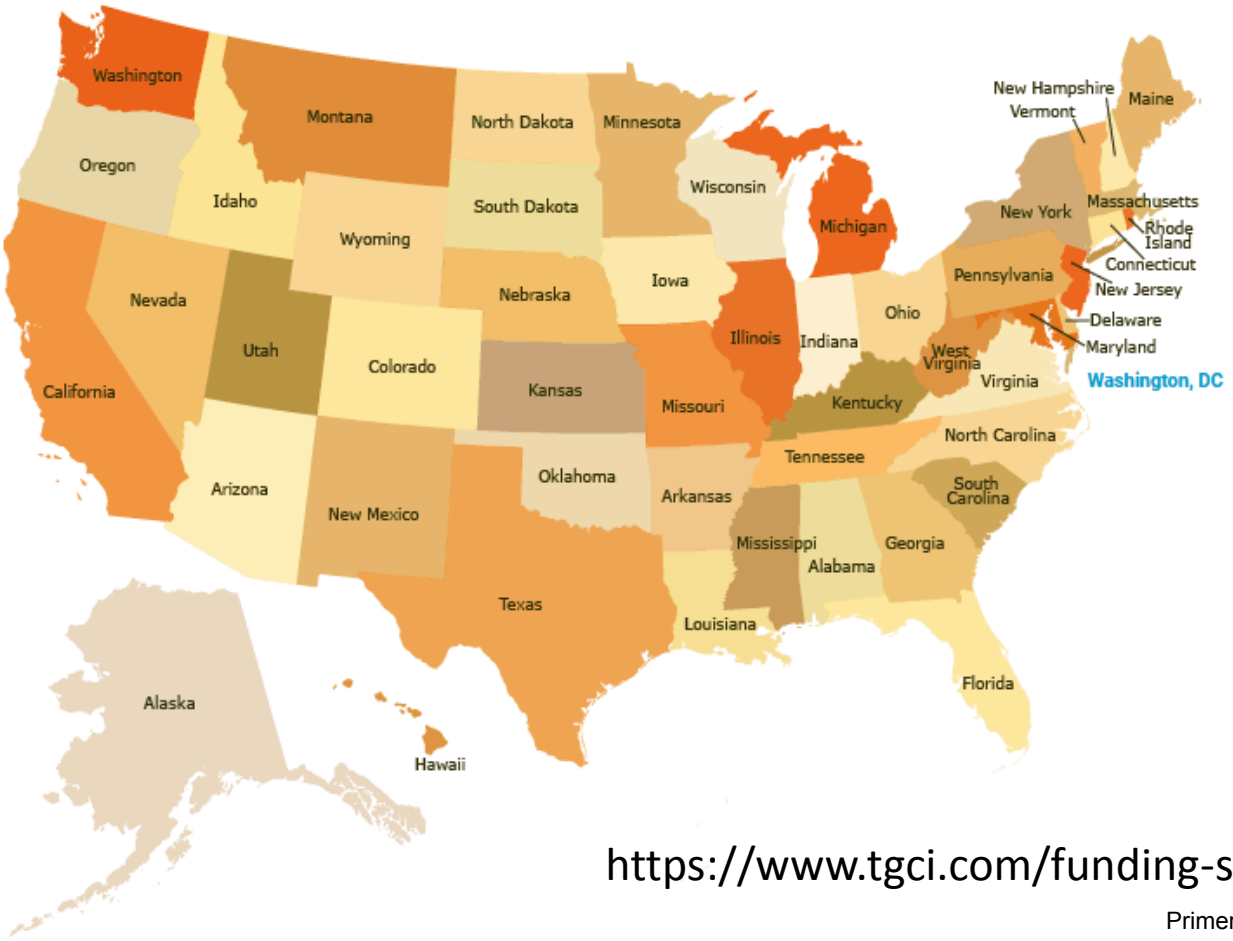
# Funding Sources and Programs

foundation funding | government funding | corporate funding




https://www.tgci.com/funding-sources

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# Questions?

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