

News Release

Midwestern states submit \$11.6 billion in applications for ARRA passenger rail funding

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LOMBARD, IL — According to information gathered by the Midwest Interstate Passenger Rail Commission (MIPRC), eight Midwestern states have submitted applications to receive federal funding for the development of passenger rail corridors. Illinois, Indiana, Iowa, Kansas, Michigan, Missouri, Ohio and Wisconsin met the Oct. 2 deadline for submitting applications for multi-year passenger rail corridor program funding from the Federal Railroad Administration (FRA) under its High Speed Intercity Passenger Rail program. Together, these states asked for almost \$10 billion in “Track 2” funding to fully develop corridors and purchase train sets for new service.

This is in addition to the \$1.6 billion in project and planning grant applications that Midwestern states submitted by August 24 (the deadline for Tracks 1, 3 & 4 applications as set by the FRA). Funding requests between Track 2 and the other application tracks are not necessarily mutually exclusive, though. Applications submitted earlier for specific projects may also be included in the Track 2 submissions.

The American Recovery and Reinvestment Act, signed into law by President Obama in February, provided \$8 billion for state passenger rail capital investments. In June, the FRA issued interim application guidance for awarding the funding available for this first significant federal investment in state passenger rail development.

The guidance established four “tracks” under which states could submit applications. The “Track 2” applications had the latest deadline (October 2). These applications are typically multi-year plans for fully developing a specific corridor to enable new and/or high-speed passenger service.

Yesterday, FRA Administrator Joseph Szabo announced he was moving the deadline for announcing awards. “Due to the overwhelming response and our desire to lay the groundwork for a truly national high-speed and intercity passenger rail program, we will be announcing all awards this winter,” he said in a statement.

The FRA statement also indicated that 24 states submitted a total of 45 applications under the Track 2 corridor program category, for a total request of approximately \$50 billion. Thirty-four states had applied under the August deadline (for Track 1, 3 & 4 applications), together submitting 214 applications totaling \$7 billion for corridor planning and smaller projects.

On October 2, MIPRC submitted a letter to Administrator Szabo explaining the benefits of the Midwest’s two multi-state initiatives – the Midwest Regional Rail Initiative (MWRRI) and the Ohio Hub. The letter explained that that the two initiatives have been planned by Midwestern states for over a dozen years and that the build-out of the MWRRI and Ohio Hub will bring over \$30 billion in economic benefit to the region, while creating an average of more than 20,000 jobs annually during construction and approximately 75,000 permanent new jobs. The letter asked the FRA to consider the following when awarding the \$8 billion in ARRA funding:

1. priority be given to state/regional passenger rail projects based on longevity of plan development;
2. the funding assist in developing corridors that have regional/multistate significance and benefits, as well as state and regional stakeholder support;
3. application awards be provided for corridor planning and development as well as for specific projects.

(more)



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*Bringing Together
State Leaders from
Across the Region
to Advocate
for Passenger Rail
Improvements*

The Midwest Interstate Passenger Rail Commission is a 10-state interstate compact commission that promotes, coordinates and supports regional improvements to passenger rail service. Our member states include Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio and Wisconsin

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A brief explanation of Midwestern states “Track 2” project submissions follows:

Lead State	Project	Amount Requested
Illinois	Dwight to St. Louis – reconstruction allowing for 110 mph service (Chicago-St. Louis corridor)	\$1,142,324,000
Illinois	Chicago-St. Louis corridor double track	\$3,131,000,000
Illinois/ Iowa	Chicago-Rockford-Dubuque corridor engineering/ construction to implement new passenger rail service	\$139,700,000
Indiana	Chicago-Cleveland Corridor engineering/ construction/ equipment procurement to implement high speed rail services	\$2,816,658,000
Iowa/ Illinois	Chicago-Quad Cities-Iowa City corridor engineering/ construction/ equipment procurement to implement new passenger rail service	\$256,695,000
Kansas	Signal and cross upgrades along proposed Heartland Flyer extension	\$10,000,000
Michigan	Chicago-Detroit/Pontiac corridor improvements (Infrastructure improvements and acquisition, new equipment and maintenance facilities, station improvements)	\$986,566,527
Missouri	Kansas City-St. Louis corridor new locomotive and passenger equipment	\$50,000,000
Ohio	“3-C” (Cleveland-Columbus-Cincinnati) start-up service (capacity additions, track upgrades, grade crossing upgrades, stations, train maintenances & layover facilities, train sets)	\$563,800,000
Wisconsin	Chicago-Milwaukee-Madison corridor start-up	\$817,600,000
Total	Track 2 (Midwestern States)	\$9,914,343,527

Source: MIPRC compilation of information from state applications/conversations with state DOT officials

“We’ve been working together on a plan longer than anyone, as well as putting down infrastructure to relieve freight congestion. Many states in the Midwest have been subsidizing rail,” said Missouri state Rep. Charlie Schlottach, MIPRC’s chair. “We have a good working relationship with the federal government and Amtrak. We also have established good working relationships with the freights. We’ve tried to work through on-time performance and reliability issues. We’ve worked politically, at the local, regional, state and federal level in order to foster relationships that will enable us to strategically move forward on rail issues, and I think we’re just light years ahead of anybody on those elements.”

A complete listing of Midwestern states Track 1, 2 & 3 project applications is attached. More information will be available in the coming days on the MIPRC website: www.miprc.org.

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Since 2000, the Midwest Interstate Passenger Rail Commission has worked on behalf of its member states to promote, coordinate and support improvements to passenger rail service. A primary objective of the commission is to help build the strong federal-state partnership necessary to advance passenger rail improvements in our region and nation. The MIPRC is a 10-state compact of Midwestern states – Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio and Wisconsin.

Midwestern States' Applications for Passenger Rail-Related ARRA Funds (as of 10/7/09)

Lead State	Project	Amount Requested	Non-Federal Match	Track	Total Amount Requested Tracks 1 & 3	Total Amount Requested Track 2
Illinois	Dwight-Joliet siding improvements	\$83,466,040	\$4,589,636	1a		
Illinois	Dwight-St. Louis siding improvements	\$92,592,646	\$4,873,297	1a		
Illinois	Galesburg congestion relief project	\$44,950,365	\$7,338,930	1a		
Illinois	HSR Bridge CP Wadsworth	\$7,620,350	\$401,070	1a		
Illinois	PE/NEPA study for lines surrounding Chicago Terminal (Chicago-Rondout, Chicago-Aurora, Chicago-Dwight, Chicago to Porter and Chicago Union Station)	\$145,000,000	5,000,000	1b		
Illinois	Chicago-St. Louis double track NEPA	\$1,250,000	\$1,250,000	3		
Illinois	Planning for feasibility of 220 mph service between Chicago and St. Louis	\$5,000,000	\$5,000,000	3		
Illinois	CREATE Program (Railroad Improvement Project at 63 rd and State streets; Phase I Project report and design approval)	\$132,687,845	\$7,000,000	1a		
					\$512,567,246	
Illinois	Dwight to St. Louis – reconstruction allowing for 110 mph service (Chicago-St. Louis corridor)	\$1,142,324,000	\$60,122,000	2		
Illinois	Chicago-St. Louis double track	\$3,131,000,000	83,610,800	2		
Illinois/Iowa	Chicago-Rockford-Dubuque corridor engineering/ construction to implement new passenger rail service	\$139,700,000	\$7,400,000	2		
						\$4,413,024,000
Indiana	Improvements to the Indiana Gateway in NW Indiana on the existing NS routes (Chicago-Detroit and Chicago-east)	\$71,364,980	0	1a		
					\$71,364,980	
Indiana	Chicago-Cleveland Corridor engineering/ construction/ equipment procurement to implement high speed rail services	\$2,816,658,000	0	2		
						\$2,816,658,000

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Lead State	Project	Amount Requested	Non-Federal Match	Track	Total Amount Requested Tracks 1 & 3	Total Amount Requested Track 2
Iowa	Chicago-Omaha planning	\$1,000,000	\$1,000,000	3		
Iowa	Track rehabilitation on Ottumwa Subdivision (California Zephyr route, BNSF)	\$26,754,574	0	1a		
Iowa	Crossovers (4) on Ottumwa Subdivision (California Zephyr route, BNSF)	\$17,309,080	0	1a	\$45,063,654	
Iowa/ Illinois	Chicago-Quad Cities-Iowa City corridor engineering/ construction/ equipment procurement to implement new passenger rail service	\$256,695,000	0	2		\$256,695,000
Kansas	Track rehabilitation between Emporia and Barclay (Southwest Chief route)	\$7,685,989	0	1a		
Kansas	Service development plan between Newton, KS and Oklahoma City, OK connecting the Southwest Chief service with the Heartland Flyer service, as well as potential new service connecting Kansas City and Dallas/Fort Worth	\$250,000	\$250,000	3	\$7,935,989	
Kansas	Signal and cross upgrades along proposed Heartland Flyer extension	\$10,000,000	0	2		\$10,000,000
Michigan	Track stabilization and acquisition (Chicago-Detroit corridor)	\$251,116,200	0	1a		
Michigan	West Detroit connection track	\$48,615,299	0	1a		
Michigan	MWRRI Phase 1 implementation (track/grade crossing improvements, signalization upgrades, siding construction, rail rehabilitation & replacement, track ballast replenishing, rail ties replacement, positive train control expansion)	\$413,556,288	0	1a		
Michigan	Detroit Intermodal Freight Terminal (DIFT) external interlocker improvements	\$72,910,259	0	1a		

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Lead State	Project	Amount Requested	Non-Federal Match	Track	Total Amount Requested Tracks 1 & 3	Total Amount Requested Track 2
Michigan	Ann Arbor station PE/NEPA	\$6,500,000	0	1b		
Michigan	Battle Creek station final design/construction	\$3,620,552	0	1a		
Michigan	Dearborn station final design/construction	\$28,204,450	0	1a		
Michigan	Kalamazoo station PE/NEPA	\$400,000	0	1b		
Michigan	Troy station final design/construction	\$8,485,212	\$2,350,000	1a	\$805,203,810	
Michigan	Chicago-Detroit/Pontiac corridor improvements (Infrastructure improvements and acquisition, new equipment and maintenance facilities, station improvements)	\$986,566,527	\$6,954,851	2		\$986,566,527
Minnesota	Construction of multimodal transit hub at St. Paul Union Depot	\$135,800,000	\$53,600,000	1a		
Minnesota	Service NEPA for Twin Cities-Milwaukee segment of Chicago-Milwaukee-Twin Cities corridor	\$600,000	\$600,000	3	\$136,400,000	
Missouri	Construction of 2 nd bridge over Osage River (Kansas City-St. Louis corridor)	\$22,640,000	\$5,660,000 (UP)	1a		
Missouri	Rail crossing safety improvements (Kansas City-St. Louis corridor)	\$1,887,000	\$1,258,000	1a		
Missouri	Webster universal crossover (Kansas City-St. Louis corridor)	\$3,520,000	\$880,000	1a		
Missouri	Bonnots Mill universal crossover (Kansas City-St. Louis corridor)	\$611,000	\$152,800	1b		
Missouri	Knob-Noster passing siding extension (Kansas City-St. Louis corridor)	\$836,800	0	1b		

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Lead State	Project	Amount Requested	Non-Federal Match	Track	Total Amount Requested Tracks 1 & 3	Total Amount Requested Track 2
Missouri	Herman universal crossover (Kansas City-St. Louis corridor)	\$570,000	\$142,500	1b		
Missouri	3 rd mainline track in Jefferson City yard	\$744,000	\$186,000	1b		
Missouri	Kingsville passing siding	\$958,000	0	1b		
Missouri	Strasburg grade separation	\$850,000	\$850,000	1b		
Missouri	Double track Lee's Summit to Pleasant Hill	\$1,418,000	0	1b		
Missouri	Real-time passenger information display	\$700,000	50,000	1b	\$34,734,800	
Missouri	Kansas City-St. Louis corridor new locomotive and passenger equipment	\$50,000,000	0	2		\$50,000,000
Ohio	"3-C" (Cleveland-Columbus-Cincinnati) start-up service (capacity additions, track upgrades, grade crossing upgrades, stations, train maintenances & layover facilities, train sets)	\$563,800,000		2		\$563,800,000
Wisconsin	6 turn-outs in Truesdell	\$14,000,000		1a		
Wisconsin	Milwaukee airport station platform extension	\$600,000		1a	\$14,600,000	
Wisconsin	Chicago-Milwaukee-Madison corridor start-up	\$817,600,000		2		\$817,600,000
Total Tracks 1 & 3					\$1,627,870,479	
Total Track 2						\$9,914,343,527

Source: MIPRC compilation of information from state applications/conversations with state DOT officials

Brief explanation of tracks:

Track 1a Projects: final design/construction projects (non-federal match is not required)

Track 1b Projects: Preliminary Engineering/National Environmental Policy Act projects (non-federal match is not required)

Track 2 – Corridor Programs (non-federal match is not required). Applications for individual projects (Track 1) may also be included in Track 2 applications. Track 2 applications are typically multi-year, and are calculated in Year of Expenditure (YOE) dollars.

Track 3 – Planning (50 percent non-federal match required)

Track 4 – FY 2009 Appropriations Projects (50 percent non-federal match required)

Notes: Final applications for Tracks 1, 3 & 4 were due on August 24. Final applications for Track 2 were due October 2.