

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

<b>Lead State</b>	<b>Project</b>	<b>Amount Requested</b>	<b>Non-Federal Match</b>	<b>Track</b>	<b>Total Amount Requested Tracks 1 &amp; 3</b>	<b>Total Amount Requested Track 2</b>
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 <sup>rd</sup> 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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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
Michigan	Track stabilization and acquisition (Chicago-Detroit corridor)	\$251,116,200	0	1a		
Michigan	West Detroit connection track	\$48,615,299	0	1a		
Michigan	MWRRRI 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		
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	

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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 <sup>nd</sup> 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		
Missouri	Herman universal crossover (Kansas City-St. Louis corridor)	\$570,000	\$142,500	1b		
Missouri	3 <sup>rd</sup> 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

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Lead State	Project	Amount Requested	Non-Federal Match	Track	Total Amount Requested Tracks 1 & 3	Total Amount Requested Track 2
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
<b>Total Tracks 1 &amp; 3</b>					<b>\$1,619,934,490</b>	
<b>Total Track 2</b>						<b>\$9,904,343,527</b>

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.

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