

## **SPRC Projects in the Pipeline Survey Spring 2020: Midwest Results**

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The attached two tables are the current results derived from a survey conducted by the States for Passenger Rail Coalition of states' projects that are either 1) "ready for funding" (i.e., near or at final design stage and, in many cases, ready for construction) or 2) projects in the scoping phase or initial step in the project development process, as of May 2020.

**The accompanying two tables consist of 28 projects with a total project cost of approximately \$2.1 billion.**

There are 10 "ready for funding" projects valued at more than \$1 billion. This investment in the Midwest would result in eight new daily roundtrips, four new cities served, six new/improved stations, new next generation equipment including five locomotives and 21 coaches, upgraded public rail crossings, eliminated at-grade crossings and improved reliability for freight and passenger trains. These projects are ready for federal grant funding now.

The remaining 28 "planning phase projects" making up close to \$1.1 billion. This investment results in additional next-generation cars to add capacity, new cities served, new stations, improved stations, track capacity upgrades, bridge upgrades for state-of good repair, and additional frequencies.

These projects represent significant safety, capacity and reliability improvements not only for passenger rail but also to freight rail traffic.

It is important to reflect upon what such an investment in rail would mean for the Midwest. Intercity passenger rail is a key component of the Midwest's transportation network and represents a safe, viable, energy efficient and economically attractive transportation option. Providing additional transportation options will help the Midwest attract and retain talent, maintain a strong workforce, support economic development, and attract businesses and jobs to the region.

## Midwestern States' Passenger Rail Projects Ready for Funding Spring 2020\*

**Table 1: Midwestern projects in the pipeline and ready/almost ready for grant application, final design , construction**

Project Description	State or JPA	Project Status		Project Cost			Description of Project Results
		Design Status	NEPA Status	Total	Federal: 80%	State, Local, Private: 20%	
<b>Michigan Line Rail Infrastructure and Safety Improvements</b> (between Jackson and Ypsilanti)	Michigan	Final design	Complete	\$19,200,000	\$15,360,000	\$3,840,000	Optimizes track geometry for faster passenger train speeds and provides enhanced safety at grade crossings, saving 8 minutes in passenger travel time (per one-way trip).
<b>Jackson Station</b> Platform and Parking Lot Improvements	Michigan	Preliminary design	In progress	\$1,100,000	\$880,000	\$220,000	New ADA-compliant platform. Design contractor is under contract and will be complete by Spring 2021. Environmental clearance is in progress.
<b>Northern Lights Express</b>	Minnesota	Preliminary design	Complete	\$575,000,000	\$460,000,000	\$115,000,000	New passenger rail service with 4 new cities served, 6 new/improved stations, the acquisition of 4 locomotives & 15 coaches; address 126 upgraded public railroad crossings, install 140 new miles of PTC coverage, resulting in capacity improvements that would be beneficial to both passenger rail and freight movement.
<b>Twin Cities–Milwaukee–Chicago</b> <i>Empire Builder</i> route additional frequency	Minnesota/ Wisconsin	Concept design	In progress	\$76,000,000	\$60,800,000	\$15,200,000	This joint Wisconsin/Minnesota project adds one additional frequency on the existing Amtrak <i>Empire Builder</i> route between Chicago, Milwaukee, La Crosse, and the Twin Cities. This additional frequency creates an intercity passenger rail corridor with two round-trips daily; adding a new, regional state-supported route with a trip time 30 minutes shorter than existing service. The railroad improvements required to add the two daily trains would address freight congestion in La Crosse, WI, Winona, MN, and River Junction, MN.
<b>St. Louis to Kansas City</b> Double track from Lee's Summit to Pleasant Hill	Missouri	Preliminary design	Complete	\$134,700,000	\$107,760,000	\$26,940,000	Would enable double tracking to improve capacity for both passenger and freight rail traffic.
<b>St. Louis to Kansas City</b> Hermann Universal Crossover	Missouri	Final design	Complete	\$7,000,000	\$5,600,000	\$1,400,000	Would enable improvements to capacity for both passenger and freight rail traffic.
<b>St. Louis to Kansas City</b> Bonnots Mill Universal Crossover	Missouri	Final design	Complete	\$7,000,000	\$5,600,000	\$1,400,000	Would enable improvements to capacity for both passenger and freight rail traffic.
<b>St. Louis to Kansas City</b> Kingsville Siding	Missouri	Final design	Complete	\$17,000,000	\$13,600,000	\$3,400,000	Would enable improvements to capacity for both passenger and freight rail traffic.
<b>St. Louis to Kansas City</b> Knob Noster <a href="#">Siding</a>	Missouri	Final design	Complete	\$15,000,000	\$12,000,000	\$3,000,000	Would enable improvements to capacity for both passenger and freight rail traffic.
<b>Chicago–Milwaukee</b> <i>Hiawatha</i> Increase to 10 Round-trips	Wisconsin	Concept design	In progress	\$180,000,000	\$144,000,000	\$36,000,000	This project would enable three additional round trips, improve one station, add one locomotive and six coaches, and improve freight flow through the Milwaukee and Chicago areas.
		<b>10 projects to date</b>	<b>TOTAL Table 1:</b>	<b>\$1,032,000,000</b>	<b>\$16,240,000</b>	<b>\$4,060,000</b>	

Midwestern States' Passenger Rail Projects Ready for Funding Spring 2020\*

Midwestern Projects in the Scoping Phase 2020\*

Project Description	State or JPA	Project Planning Status			Project Conceptual Level Cost			Description of Project Results	
		Identified in State Rail Plan?	Feasibility-level Study Complete?	NEPA Started?	Total	Federal: 80%	State, Local, Private: 20%		
<b>Chicago-Carbondale Corridor Improvements</b> Package may include up to 5 individual projects that add capacity to existing CN-owned corridor between Chicago-Carbondale.	Illinois	N	N	N	\$100,000,000	\$80,000,000	\$20,000,000	Would result in 80% on-time-performance with more fluidity to CN corridor with crossovers and sidings.	
<b>Supplemental Single-Level Cars</b> Accommodate future growth of Midwest-owned fleet	Illinois	N	N	N	\$128,000,000	\$102,000,000	\$26,000,000	Preliminary cost for up to 32 additional cars (new total of 120 cars). Supplemental cars would be divided among participating Midwest Fleet Ownership consortium (currently IL, MI, MO & WI), as needed.	
<b>Chicago-Rockford Rail Expansion</b> (2 daily round trips)	Illinois	Y	Y	N	\$275,000,000	\$220,000,000	\$55,000,000	Five new cities served and four new/improved stations.	
<b>Passenger Rail Between Chicago and Indianapolis</b> Local speed improvements	Indiana	Y	N	Y	\$18,000,000	\$14,400,000	\$3,600,000	First of incremental improvements to bring daily service with two round trips and speed of 79 mph over entire <i>Hoosier State</i> line (Chicago to Indianapolis). Realignment and mitigation for local speed restrictions in Monon; Crossing upgrade in Reynolds and improvement in Clermont.	
<b>Moline to Iowa City Intercity Passenger Rail Program</b> Establish service between Moline, IL and Iowa City, IA (extension of Illinois planned service between Chicago and Quad Cities)	Iowa	Y	Y	Y	\$192,800,000	\$154,240,000	\$38,560,000	Investments in the project corridor will generally include: upgrades to track and bridges to handle higher speed passenger trains, extension of existing and/or construction of new track sidings at appropriate intervals to provide capacity necessary for freight trains and passenger trains to meet and pass each other and to mitigate any potential operational conflicts, installation of a Centralized Traffic Control (CTC) wayside signal system and a Positive Train Control system (PTC) overlay to enhance operational efficiency and safety, highway-rail grade crossing signal and surface improvements to enhance safety, and development of a new train station and layover facility in Iowa City to support extension of service from Moline to Iowa City.	
<b>Jackson Station</b> PE/NEPA	Michigan	N	N	N	\$3,500,000	\$2,800,000	\$700,000	PE/NEPA for Jackson Station required to allow for 7 additional frequencies	
<b>Michigan Line</b> Maintenance-of-Way Facility	Michigan	N	N	N	\$15,000,000	\$12,000,000	\$3,000,000		
<b>Battle Creek Station Connection</b>	Michigan	N	Y	Y	20,000,000	\$16,000,000	\$4,000,000	Would allow for 7-10 minute decrease in trip time.	
<b>Chicago-Detroit/Pontiac Passenger Rail Corridor Program</b> Layover Tracks near Detroit Station	Michigan	Y	N	N	\$9,378,041	\$7,502,433	\$1,875,608	Would enable seven additional daily round trips.	
<b>Chicago-Detroit/Pontiac Passenger Rail Corridor Program</b> Station and Terminal Upgrades	Michigan	Y	N	N	\$81,174,600	\$64,939,680	\$16,234,920	Would enable seven additional daily round trips.	
<b>Chicago-Detroit/Pontiac Passenger Rail Corridor Program</b> Glenwood to Niles Double Track	Michigan	Y	N	N	\$68,066,781	\$54,453,425	\$13,613,356	Would enable seven additional daily round trips.	
<b>Chicago-Detroit/Pontiac Passenger Rail Corridor Program</b> Battle Creek Flyover	Michigan	Y	N	N	\$40,457,635	\$32,366,108	\$8,091,527	Would enable seven additional daily round trips.	
<b>Chicago-Detroit/Pontiac Passenger Rail Corridor Program</b> CP Beaubien and CP Milwaukee Jct	Michigan	Y	N	N	\$18,364,548	\$14,691,638	\$3,672,910	Would enable seven additional daily round trips.	
<b>Detroit New Center Multi-Modal Transportation Center</b> New Station: Construction	Michigan	Y	N	N	\$30,000,000	\$24,000,000	\$6,000,000		
<b>Jefferson City</b> Third Main	Missouri	Y	N	N	\$11,000,000	\$8,800,000	\$2,200,000	Adding a third track.	
<b>Independence Street Bridge</b> Construction	Missouri	Y	N	N	\$24,000,000	\$19,200,000	\$4,800,000	Bridge work enhancing passenger and freight rail.	
<b>Jefferson City</b> New station	Missouri	Y	N	N	\$11,000,000	\$8,800,000	\$2,200,000	Development of a new station in the State's Capital.	
<b>Pleasant Hill to Jefferson City</b> Double track (PE and NEPA)	Missouri	Y	N	N	\$10,000,000	\$8,000,000	\$2,000,000	Would enable double tracking for increased capacity.	
		<b>18 projects to date</b>			<b>TOTAL TABLE 2:</b>	<b>\$1,055,741,605</b>	<b>\$844,193,284</b>	<b>\$211,548,321</b>	

**Grand Total of both Tables ---> \$2,087,741,605 \$860,433,284 \$215,608,321**  
**(28 projects)**