

Application Status Confirmation

Grants has marked the following application as submitted...

*Please submit signed copies of forms if you have been instructed by your program or grant office.

Federal Railroad Administration Grants Office
 1200 New Jersey Avenue
 Mall Stop 20
 Washington, DC 20590

Applicant: State of Illinois - Illinois Department of Transportation
 Application Number: HSR2011000491
 Program: PFP - Passenger and Freight Railroad Programs
 Announcement: [High-Speed Intercity Passenger Rail \(HSIPR\) Program](#)
 Region: DOT/FRA (Entire US)
 Project Title: Illinois Next Generation Pooled Equipment Procurement
 Due Date: 04/04/2011 08:00 PM (GMT - 05:00) Eastern Time (US & Canada)
 Submitted Date: 04/04/2011 05:54 PM Eastern Time

Application Details

Items	Item Attachments		
	Type	Date Expected	Date Received
SF-424 Application for Federal Assistance (Version 2.0)			
SF-424 A Budget Information - Non-Construction Programs			
SF-424B Assurances - Non-Construction Programs.			
HSIPR Narrative Application Form Part I - Individual FD/Construction (Required for Individual FD/Construction; Upload template as an attachment)			
Filing Detail: Project Period 9/1/2011 to 9/30/2017			
Part I.pdf	Upload N/A		04/04/2011
HSIPR Narrative Application Form Part II SOW - Individual FD/Construction (Required for Individual FD/Construction; Upload template as an attachment)			
Filing Detail: Project Period 9/1/2011 to 9/30/2017			
Part II.pdf	Upload N/A		04/04/2011
HSIPR Budget and Schedule Form - Service Development Program (Required for Service Development Program; Upload template as an attachment)			
Filing Detail: Project Period 9/1/2011 to 9/30/2017			
HSIPR Budget and Schedule Form - FD/Construction (Required for FD/Construction; Upload template as an attachment)			
Filing Detail: Project Period 9/1/2011 to 9/30/2017			
Budget and Schedule.pdf	Upload N/A		04/04/2011
Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)			
Filing Detail: Project Period 9/1/2011 to 9/30/2017			
FRA Assurances	Upload N/A		04/04/2011
Project Planning Documentation (Required; Upload your document as an attachment)			
Filing Detail: Project Period 9/1/2011 to 9/30/2017			
Project Planning	Upload N/A		04/04/2011

Narrative Application Form – Individual FD/Construction Part I



High-Speed Intercity Passenger Rail (HSIPR) Program

Applicants interested in applying for funding under the March 2011 Notice of Funding Availability (NOFA) are required to submit the narrative application forms, parts I and II, and other required documents according to the checklist contained in Section 4.2 of the NOFA and the Application Package Instructions available on FRA’s website. All supporting documentation submitted for this FD/Construction project should be listed and described in Section G of this form. Questions about the HSIPR program or this application should be directed to the Federal Railroad Administration (FRA) at HSIPR@dot.gov.

Applicants must enter the required information in the gray narrative fields, check boxes, or drop-down menus of this form. Submit this completed form, along with all supporting documentation, electronically by uploading them to www.GrantSolutions.gov by 8:00 p.m. EDT on April 4, 2011.

A. Point of Contact and Applicant Information

Applicant should ensure that the information provided in this section matches the information provided on the SF-424 forms.

(1) Name the submitting agency: Illinois Department of Transportation		Provide the submitting agency Authorized Representative name and title: George Weber, Acting Deputy Director of the Division of Public and Intermodal Transportation		
Address 1: JRTC, Suite 6-600	City: Chicago	State: IL	Zip Code: 60601-3229	Authorized Representative telephone: (312)793-4222 ext. N/A
Address 2: 100 West Randolph Street				Authorized Representative email: george.weber@illinois.gov
Provide the submitting agency Point of Contact (POC) name and title (if different from Authorized Representative): ,		Submitting agency POC telephone: () - ext. Submitting agency POC email:		
(2) List out the name(s) of additional State(s) applying (if applicable): Michigan, Missouri and Wisconsin				

B. Eligibility Information

Complete the following section to demonstrate satisfaction of an application’s eligibility requirements.

- (1) Select the appropriate box from the list below to identify applicant type.** Eligible applicants are listed in Section 3.1 of the NOFA.
- State
 - Group of States
 - Amtrak
 - Amtrak in cooperation with one or more States

If selecting one of the applicant types below, additional documentation is required to establish applicant eligibility. Please select the appropriate box and submit supporting documentation to demonstrate applicant eligibility, as described in Section 3.2 of the NOFA, to GrantSolutions.gov and list the supporting documentation under “Additional Information” in Section G.2 of this application.

- Interstate Compact
- Public Agency established by one or more States

- (2) Indicate the planning processes used to identify the proposed FD/Construction project.** As defined in Section 3.5.1 of the NOFA, the process should analyze the investment needs and service objectives of the service that the individual project is intended to benefit. Refer to the FD/Construction Application Package Instructions for more information. The appropriate planning document must be submitted with the application package and listed in Section G.2 of this application.

- State Rail Plan
- Service Development Plan (SDP)
- Service Improvement Plan (SIP)
- Statewide Transportation Improvement Plan (STIP)
- Other, please list this document in Section G.2 with “Other Appropriate Planning Document” as the title
- This project is not included in a relevant and documented planning process

- (3) Verify the completion of Preliminary Engineering requirements.** List the documents that establish completion of Preliminary Engineering for the project covered by this application. Refer to the NOFA and FD/Construction Application Package Instructions for more information. Any document not available online should be submitted with the application package and listed in Section G.2 of this application. If more rows are required, please provide the same information for additional PE requirements in a separate supporting document and list it in Section G.2 of this application.

Documentation	Date of Issue (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link (if available)
N/A	/	<input type="checkbox"/>	
	/	<input type="checkbox"/>	
	/	<input type="checkbox"/>	
	/	<input type="checkbox"/>	
	/	<input type="checkbox"/>	

(4) Verify the completion of NEPA documentation. Indicate the date the document was issued and how the document can be verified by FRA. A NEPA decision document (Record of Decision, Finding of No Significant Impact, or FRA Categorical Exclusion concurrence) is not required for an application but must have been issued by FRA prior to award of a construction grant. Applications that are accompanied by a final NEPA determination will be looked upon favorably during the application review and selection process. Verified documents can be submitted as a supporting document or referenced through an active public URL. Any document not available online should be submitted with the application package and listed in Section G.2 of this application. Refer to the NOFA and FD/Construction Application Package Instructions for more information.

Documentation	Date of Issue (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link (if available)
NEPA Documentation			
<input checked="" type="checkbox"/> Categorical Exclusion Documentation (worksheet)	3/2011	<input checked="" type="checkbox"/>	
<input type="checkbox"/> Environmental Assessment	/	<input type="checkbox"/>	
<input type="checkbox"/> Final Environmental Impact Statement	/	<input type="checkbox"/>	
Project NEPA Determination			
<input type="checkbox"/> Categorical Exclusion	/	<input type="checkbox"/>	
<input type="checkbox"/> Finding of No Significant Impact	/	<input type="checkbox"/>	
<input type="checkbox"/> Record of Decision	/	<input type="checkbox"/>	

(5) Select and describe the operational independence of the proposed FD/Construction project.¹ Refer to Sections 3.4.4 and 3.5.2 of the NOFA for more information about operational independence and applications related to previously-selected projects.

- This project is operationally independent.
- This project is operationally independent when considered in conjunction with previously selected or awarded HSIPR project(s) (identify previously selected or awarded projects below).
- This project is not operationally independent.

Briefly clarify the response:

The purpose of this project is to purchase Next Generation pooled equipment to replace Amtrak owned equipment.

Illinois: Chicago to Carbondale, Chicago to Quincy, and 1 proposed service corridor (Chicago to Dubuque, IA).

Michigan: Blue Water (Chicago to Port Huron), Pere Marquette (Chicago to Grand Rapids), Wolverine (Chicago to Pontiac).

Missouri: River Runner (Saint Louis to Kansas City)

Wisconsin: Hiawatha (Chicago to Milwaukee)

¹ A project is considered to have operational independence if, upon implementation, it will have tangible and measurable benefits, either independently of other investments or cumulatively with projects selected to receive awards under previous HSIPR program solicitations.

C. FD/Construction Project Summary

Identify the title, location, and other information of the proposed project by completing this section.

(1) Provide a clear, concise, and descriptive project name. Use identifiers such as State abbreviations, major cities, infrastructure, and tasks of the individual project (e.g., “DC-Capital City to Dry Lake Track Improvements”). Please limit the response to 100 characters.

Nxt Gen Pool Equip Procur: IL: Chi-Car, Quin and Dub; MI: Chi-PH; GR; Pont; MO: STL-KC; WI: Chi-Mil

(2) If the applicant submitted an application for this project, or a project within the scope, that was not selected, indicate the solicitation under which that application was submitted. Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> ARRA – Track 1 | <input type="checkbox"/> FY 2010 Service Development Program |
| <input type="checkbox"/> ARRA – Track 2 | <input type="checkbox"/> FY 2010 Individual Project – PE/NEPA |
| <input type="checkbox"/> FY 2009 – Track 4 | <input type="checkbox"/> FY 2010 Individual Project – FD/Construction |
| <input type="checkbox"/> FY 2009 Residual | <input checked="" type="checkbox"/> N/A <small>*Since this is a joint application, some of the states have applied for equipment in past rounds.</small> |

(3) Indicate the activity(ies) proposed in this application. Check all that apply.

- Final Design Construction

(4) Indicate the anticipated duration, in months, for the proposed FD/Construction project. Consider that American Recovery and Reinvestment Act funding must be obligated by September 30, 2017.

Number of Months: 72

(5) Specify the anticipated HSIPR funding level for the proposed FD/Construction project. This information must match the SF-424 documents, and dollar figures must be rounded to the nearest whole dollar. All applicants are encouraged to contribute non-Federal matching funds. FRA will consider matching funds in evaluating the merit of the application. See Section 3.3 of the NOFA for further information regarding cost sharing.

HSIPR Federal Funding Request	Non-Federal Match Amount	Total Project Cost	Non-Federal Match Percentage of Total
\$806,845,000	\$0	\$806,845,000	0 %

(6) Indicate the source, amount, and percentage of non-Federal matching funds for the proposed FD/Construction project.
 The sum of the figures below should equal the amount provided in Section C.5. Click on the gray boxes to select the appropriate response from the lists provided in type of source, status of funding, and type of funds. Dollar figures must be rounded to the nearest whole dollar. Also, list the percentage of the total project cost represented by each non-Federal funding source. Provide supporting documentation that will allow FRA to verify each funding source, any documentation not available online should be submitted with the application package and listed in Section G.2 of this application.

Non-Federal Match Funding Sources	Type of Source	Status of Funding ²	Type of Funds	Dollar Amount	% of Total Project Cost	Describe Any Supporting Documentation to Help FRA Verify Funding Source
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
Sum of Non-Federal Funding Sources				\$	%	N/A

(7) Indicate whether the proposed activities in this application are also included as a component project or phase in a Service Development Program application submitted concurrently.

- Yes, all of the activities in this application have also been submitted as a component project or phase of a Service Development Program application.
- Yes, some of the activities within this application have also been submitted as a component project or phase of a Service Development Program application.
- No, this application and its proposed activities have not been submitted as a component project or phase of a Service Development Program application.

(8) Indicate the name of the corridor where the project is located and identify the start and end points as well as major integral cities along the route.

Illinois: Zephyr/Carl Sandburg - Chicago to Quincy, Illini/Saluki - Chicago to Champaign to Carbondale, New Corridor - Chicago to Rockford to Dubuque

² The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g., statutory authority) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state capital investment program or appropriation guidance. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted (i.e., the funds have not yet received statutory approval). Examples include debt financing in an agency-adopted capital investment program that has yet to be committed in the near future. Funds will be classified as budgeted when available funding cannot be committed until the grant is executed or due to the local practices outside of the project sponsors' control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's capital investment program.



Michigan: Blue Water-Chicago to Port Huron, Pere Marquette-Chicago to Grand Rapids, Wolverine-Chicago to Pontiac
 Missouri: River Runner-Saint Louis to Kansas City
 Wisconsin: Hiawatha-Chicago to Milwaukee

(9) Describe the project location, using municipal names, mileposts, control points, or other identifiable features such as longitude and latitude coordinates. If available, please provide a project GIS shapefile (.shp) as supporting documentation. This document must be listed in Section G.2 of this application.

Illinois: Chicago to Carbondale, Chicago to Quincy and 1 proposed corridor from Chicago to Dubuque, IA
 Michigan: Chicago to Port Huron, Chicago to Grand Rapids, Chicago to Pontiac
 Missouri: Saint Louis to Kansas City
 Wisconsin: Chicago to Milwaukee

(10) Provide an abstract outlining the proposed FD/Construction project. Briefly summarize the project narrative provided in the Statement of Work in 4-6 sentences. Capture the major milestones, outcomes, and anticipated benefits that will result from the completion of the individual project.

The purpose of the project is to collectively procure Next Generation pooled equipment on 8 corridors:

Illinois: Chicago to Carbondale (Vehicle Acquisition: Non-electric locomotive [3], Loco-hauled passenger cars w/ticketed space [21: 18 bi-level, 3 business class/café]); Quincy (Vehicle Acquisition: Non-electric locomotive [2], Loco-hauled passenger cars w/ticketed space [8: 6 bi-level, 2 business class/café]) and 1 proposed corridor from Chicago to Dubuque, IA (Vehicle Acquisition: Non-electric locomotive [2], Loco-hauled passenger cars w/ticketed space [8: 6 bi-level, 2 business class/café])
 Michigan: Chicago to Port Huron (Vehicle Acquisition: Non-electric locomotive [3], Loco-hauled passenger cars w/ticketed space [6: 5 bi-level, 1 business class/café]); Chicago to Grand Rapids (Vehicle Acquisition: Non-electric locomotive [3], Loco-hauled passenger cars w/ticketed space [6: 5 bi-level, 1 business class/café]); Chicago to Pontiac (Vehicle Acquisition: Non-electric locomotive [7], Loco-hauled passenger cars w/ticketed space [25: 20 bi-level, 5 business class/café])
 Missouri: Saint Louis to Kansas City (Vehicle Acquisition: Non-electric locomotive [3], Loco-hauled passenger cars w/ticketed space [12: 9 bi-level, 3 business class/café])
 Wisconsin: Chicago to Milwaukee (Vehicle Acquisition: Non-electric locomotive [8], Loco-hauled passenger cars w/ticketed space [14: 12 bi-level, 2 business class/café])

(11) Indicate the type of expected capital investments included in the proposed FD/Construction project. Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Communication, signaling, and control | <input type="checkbox"/> Rolling stock refurbishments |
| <input type="checkbox"/> Electric traction | <input type="checkbox"/> Station(s) |
| <input type="checkbox"/> Grade crossing improvements | <input type="checkbox"/> Structures (bridges, tunnels, etc.) |
| <input type="checkbox"/> Major interlocking | <input type="checkbox"/> Support facilities (yards, shops, administrative buildings) |
| <input type="checkbox"/> Positive Train Control | <input type="checkbox"/> Track rehabilitation and construction |
| <input checked="" type="checkbox"/> Rolling stock acquisition | <input type="checkbox"/> Other (please describe) |

(12) Indicate the anticipated service outcomes of the proposed FD/Construction project. Check all that apply.

- | | |
|--|---|
| <input type="checkbox"/> Additional service frequencies | <input checked="" type="checkbox"/> Improved operational reliability on existing route |
| <input checked="" type="checkbox"/> Service quality improvements | <input type="checkbox"/> Improved on-time performance on existing route |
| <input type="checkbox"/> Increased average speeds/shorter trip times | <input checked="" type="checkbox"/> Other (please describe) Rolling stock acquisition for proposed corridor |

Briefly clarify the response(s) if needed:

The purpose of the project is to collectively procure Next Generation pooled equipment on 8 corridors:

Illinois: Chicago to Carbondale, Chicago to Quincy and 1 proposed corridor from Chicago to Dubuque, IA
 Michigan: Chicago to Port Huron, Chicago to Grand Rapids, Chicago to Pontiac

Missouri: Saint Louis to Kansas City

Wisconsin: Chicago to Milwaukee

(13) Provide the following information about job creation through the life of the proposed FD/Construction project. Please consider construction, maintenance, and operations jobs.

Anticipated number of <u>annual</u> onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis).	FD/ Construction Period	First full Year of Operations	Fifth full Year of Operations
	1200	0	0
Indicate the anticipated fiscal year.	N/A		

(14) Quantify the applicable service outcomes of the proposed FD/Construction project. Provide the current conditions and anticipated service outcomes. Future state information is required only for the service outcomes identified in Section C.11.

	Frequencies ³	Scheduled Trip Time (round-trips, in minutes)	Average Speed (mph)	Top Speed (mph)	Reliability – Provide Either On-Time Performance Percentage or Delay Minutes
Current	Please see attached Section G.2-Optional Supporting Information				
Future					

³ Frequency is measured in daily round-trip train operations. One daily round-trip operation should be counted as one frequency.

(15) Indicate if any FD or Construction activities that are part of this proposed project are underway or completed. Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Final Design activities are complete. | <input type="checkbox"/> Construction activities are complete. |
| <input type="checkbox"/> Final Design activities are in progress. | <input type="checkbox"/> Construction activities are in progress. |
| <input checked="" type="checkbox"/> No Final Design activities are in progress or completed. | <input checked="" type="checkbox"/> No Construction activities are in progress or completed. |

Describe any activities that are underway or completed in the table below. If more space is necessary, please provide the same information for additional activities underway or completed in a supporting document and list in Section G.2 of this application.

Activity	Description	Completed? (If yes, check box)	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Feasibility Study	Chicago to Dubuque, IA	<input checked="" type="checkbox"/>	/	6/2007
		<input type="checkbox"/>	/	/
		<input type="checkbox"/>	/	/
		<input type="checkbox"/>	/	/
		<input type="checkbox"/>	/	/
		<input type="checkbox"/>	/	/
		<input type="checkbox"/>	/	/
		<input type="checkbox"/>	/	/



D. Infrastructure Owner(s) and Operator(s)

Address the section below with information regarding railroad infrastructure owners and operators of the proposed FD/Construction Project. Applicants that own and/or control the infrastructure to be improved by the project or have a service outcomes agreement in place with the infrastructure owning railroad for the proposed project, or an executed agreement that could be amended with the infrastructure owning railroad for a project(s) located on the same corridor as the proposed project, will be looked upon favorably during the application review and selection process.

(1) Provide information regarding Right-of-Way Owner(s). Where railroads currently share ownership, identify the primary owner. Click on the gray boxes to select the appropriate response from the lists of railroad type, right-of-way owner and status of agreement. If the Right-of-Way Owner is not included on the prepopulated list, select “Other” and type the name in the adjacent text box within that field. Should the application have more than five owners, please provide the same information for additional owners in a separate supporting document and list it in Section G.2 of this application.

Type of Railroad	Right-of-Way Owner	Route-Miles	Track-Miles	Status of Agreement to Implement
Please see attached Section G.2-Optional Supporting Information				

(2) Name the Intercity Passenger Rail Operator and provide the status of agreement. If applicable, provide the status of the agreement with the partner that will operate the planned passenger rail service (e.g., Amtrak). Click on the gray box to select the appropriate response from the status of agreement list. Should the proposed service have more than three operators, please provide the same information for additional operators in a separate supporting document and list it in Section G.2 of this application.

Name of Rail Service Operator	Status of Agreement
Please see attached Section G.2-Optional Supporting Information	

(3) Provide information about the existing rail services within the project boundaries (e.g., freight, commuter, and intercity passenger). Click on the gray boxes to select the appropriate response from the list of types of service. If the Name of Operator is not included in the prepopulated list, select “Other” and type the name in the adjacent text box within that field.

Type of Service	Name of Operator	Top Existing Speeds Within Project Boundaries (mph)		Number of Route-Miles Within Project Boundaries (miles)	Average Number of Daily One-Way Train Operations ⁴ within Project Boundaries
		Passenger	Freight		
Please see attached Section G.2-Optional Supporting Information					

⁴ One daily round-trip operation should be counted as two daily one-way train operations.



(4) Estimate the share of benefits that will be realized by non-intercity passenger rail services and select the approximate cost share to be paid by the beneficiary.⁵ Click on the gray boxes to select the appropriate response from the lists of type of beneficiary, expected share of benefits, and approximate cost share. If more than three types of non-intercity passenger rail are beneficiaries, please provide additional information in a separate supporting document, and list it in Section G.2 of this application.

Type of Non-Intercity Passenger Rail	Expected Share of Benefits	Approximate Cost Share
Commuter	Less than 50%	1-25%

⁵ Benefits include service improvements such as increased speed or on-time performance, improved reliability, and other service quality improvements.

E. Additional Response to Evaluation Criteria

Respond to each of the following evaluation criteria in the gray text boxes provided to demonstrate how the proposed FD/Construction project will achieve these benefits.

(1) Project Readiness

Describe the feasibility of the proposed FD/Construction project to proceed promptly to award, including addressing:

- The applicant’s progress, at the time of application, in reaching compliance with NEPA for the proposed project. Although a NEPA decision document (Record of Decision, Finding of No Significant Impact, Categorical Exclusion determination) is not required at the time of application, applications for Individual FD/Construction Projects that are accompanied by a final NEPA determination will be looked upon favorably during the application review and selection process;
- The applicant’s progress, at the time of application, in reaching final service outcomes agreements (where necessary) with key project partners. Applicants that own and/or control the infrastructure to be improved by the project or have a service outcomes agreement in place with the infrastructure owning railroad for the proposed project, or an executed agreement that could be amended with the infrastructure owning railroad for a project(s) located on the same corridor as the proposed project, will be looked upon favorably during the application review and selection process; and
- The quality and completeness of the project’s Statement of Work, including whether the Statement of Work provides a sufficient level of detail regarding scope, schedule, and budget to immediately advance the project to award.

The purpose of this project is to procure Next Generation pooled equipment to replace Amtrak-owned equipment.

Illinois: 2 existing (Chicago to Carbondale, Chicago to Quincy) and 1 proposed service corridors (Chicago to Dubuque, IA). The proposed service corridor has advanced collaboratively with Amtrak and CN.

Michigan: Blue Water (Chicago to Port Huron), Pere Marquette (Chicago to Grand Rapids), Wolverine (Chicago to Pontiac).

Missouri: River Runner (Saint Louis to Kansas City)

Wisconsin: Hiawatha (Chicago to Milwaukee).

(2a) Transportation Benefits

Describe the transportation benefits that will result from the proposed FD/Construction project and how they will be achieved in a cost-effective manner, including addressing:

- Generating improvements to existing high-speed and intercity passenger rail service, as reflected by estimated increases in ridership, increases in operational reliability, reductions in trip times, additional service frequencies to meet anticipated or existing demand, and other related factors;
- Generating cross-modal benefits, including anticipated favorable impacts on air or highway traffic congestion, capacity, or safety, and cost avoidance or deferral of planned investments in aviation and highway systems;
- Creating an integrated high-speed and intercity passenger rail network;
- Encouragement of intermodal connectivity and integration, including a focus on convenient connection to local transit and street networks, as well as coordination with local land use and station area development;
- Ensuring a state of good repair of key intercity passenger rail assets;
- Promoting standardized rolling stock, signaling, communications, and power equipment;
- Improved freight or commuter rail operations, in relation to proportional cost-sharing (including donated property) by those other benefiting rail users;
- Equitable financial participation from benefiting entities in the project’s financing;
- Encouragement of the implementation of positive train control (PTC) technologies (with the understanding that 49 U.S.C. 20147 requires all Class I railroads and entities that provide regularly scheduled intercity or commuter rail passenger services to fully institute interoperable PTC systems by December 31, 2015); and
- Incorporating private investment in the financing of capital projects or service operations.

Benefits include continued State supported service in existing corridors that generate cross-modalism, intergrate a rail network, encourage connectivity and intergration, ensure good repair of assets, promotes Next Generation rolling stock, improves operations, State supported financial participation.

(2b) Other Public Benefits

Describe the other public benefits that will result from the proposed FD/Construction project and how they will be achieved in a cost-effective manner, including addressing:

- The extent to which the project is expected to create and preserve jobs and stimulate increases in economic activity;
- Promoting environmental quality, energy efficiency, and reduction in dependence on oil, including the use of renewable energy sources, energy savings from traffic diversions from other modes, employment of green building and manufacturing methods, reductions in key emissions types, and the purchase and use of environmentally sensitive, fuel-efficient, and cost-effective passenger rail equipment; and
- Promoting coordination between the planning and investment in transportation, housing, economic development, and other infrastructure decisions along the corridor, as identified in the six livability principles developed by DOT with the Department of Housing and Urban Development and the Environmental Protection Agency as part of the Partnership for Sustainable Communities, which are listed fully at <http://www.dot.gov/affairs/2009/dot8009.htm>.

This project demonstrates the continued commitment by the States of Illinois, Michigan, Missouri and Wisconsin to existing service and expansion to new corridors. This, in turn, will continue to create and preserve jobs and stimulate economic activity, enhance environmental quality, and promote livable communities.

(3) Project Delivery Approach

Describe the risk associated with the delivery of the proposed FD/Construction project within budget, on time, and as designed, including addressing:

- The timeliness of project completion and the realization of the project’s benefits;
- The applicant’s financial, legal, and technical capacity to implement the project;
- The applicant’s experience in administering similar grants and projects;
- The soundness and thoroughness of the cost methodologies, assumptions, and estimates;
- The thoroughness and quality of the project management documentation;
- The timing and amount of the project’s future noncommitted investments;
- The adequacy of any completed engineering work to assess and manage/mitigate the proposed project’s engineering and constructability risks; and
- The sufficiency of system safety and security planning.

The States of Illinois, Michigan, Missouri and Wisconsin have a long history of successful passenger rail project implementation. All States are thoroughly experienced in administering grants and projects. The project cost development has been carefully developed and based on recent procurement development experience. Engineering work has been developed and continues to be advanced. The successful safety and security of the systems is well planned and documented.

(4) Sustainability of Benefits

Identify the likelihood of realizing the proposed FD/Construction project’s benefits, including addressing:

- The applicant’s financial contribution to the project;
- The quality of a financial planning documentation that analyzes the financial viability of the HSIPR service that will benefit from the project;

- The availability of any required operating financial support, preferably from dedicated funding sources;
- The quality and adequacy of project identification and planning; and
- The reasonableness of estimates for user and non-user benefits for the project.

Operating financial support is in place for the existing service corridors. The planning work completed for the proposed service from Chicago to Dubuque, IA is thorough and accurate. Estimates of benefits have been well documented and are defensible.

F. Statement of Work

The Statement of Work (SOW) is a required document. This must be submitted using the Narrative Application Form Part II. Statement of Work available on FRA's website to provide the required information. The quality and completeness of this document will be measured as a Project Readiness evaluation criterion, as outlined in Section 5.2.1 of the NOFA.

Please provide the SOW as a separate document and list it in Section G.2 of this application.

The SOW is a description of the work that will be completed under the grant agreement and must address the background, scope, and schedule, and include a high-level budget of the proposed project.

- (1) The SOW is required for a complete application package.
- (2) The SOW should contain sufficient detail so that both FRA and the applicant can:
 - a. Understand the expected outcomes of the work to be performed by the applicant, and
 - b. Track applicant progress toward completing key project tasks and deliverables during the period of performance.
- (3) The SOW should clearly describe project objectives, but allow for a reasonable amount of flexibility regarding how the objectives will be accomplished. It is important to describe the overall approach to and expectations for project/activity completion.
- (4) If the SOW describes work for phases and/or groups of component projects, the larger program should be explained in the background section of the SOW. The remainder of the SOW should be limited to describing the activities that directly contribute to the combined FRA and applicant effort which is funded under the grant agreement.

G. Optional Supporting Information

Provide a response to the following questions, as necessary, for the proposed FD/Construction project.

(1) Please provide any additional information, comments, or clarifications, and indicate the section and question number that being addressed (e.g., Section E.2). Completing this question is optional.

(2) Please provide a document title, filename, and description for all optional supporting documents. Ensure that these documents are uploaded to GrantSolutions.gov with the narrative application form and use a logical naming convention.

Document Title	Filename	Description and Purpose
Table C.13	Part I.pdf	Job Creation Documentation
Table C.14	Part I.pdf	Applicable Service Outcomes of the Proposed FD/Construction Project
Table D.1	Part I.pdf	Right-of-Way Owners
Table D.2	Part I.pdf	Intercity Passenger Rail Operator and Status of Agreement
Table D.3	Part I.pdf	Existing Rail Services Within The Project Boundaries
Statement of Work (SOW)	Part II.pdf	Narrative Application Form Part II
IL Transportation Plan	http://www.illinoistransportationplan.org/index.html	Long Range Plan
MI State Rail Plan	http://www.michigan.gov/mdot/0,1607,7-151-11056-242455--,00.html	Long Range Plan
MO State Rail Plan	http://www.modot.mo.gov/Multimodal/	Long Range Plan
WI Rail Plan 2030	http://www.dot.wisconsin.gov/projects/state/railplan-chapters.htm	Long Range Plan
Proposed Amtrak Service; Chicago to Rockford, IL to Galena, IL to Dubuque, IA	http://www.dot.state.il.us/amtrak/RCK_Feasibility.pdf	Feasibility Report (by Amtrak)
CE Worksheet	Section 5.2.pdf	NEPA Document
Project Management Documentation	Section 6.1.pdf	Project Management Documentation
Financial Planning Documentation	Section 6.2.pdf	Financial Planning Documentation
Safety System Planning Documentation	Section 6.3.pdf	Safety System Planning Documentation
Railroad & Project Sponsor Agreements	Section 6.4.pdf	Railroad & Project Sponsor Agreements
Memorandum of Understanding (MOU)	Section 6.4.pdf	Illinois with Michigan, Missouri, Wisconsin
Letter of Support	Section 6.4.pdf	From Amtrak

(Table C.13) Provide the following information about job creation through the life of the proposed FD/Construction project. Please consider construction, maintenance, and operations jobs.

	FD/Construction Period	First full Year of Operations	Fifth full Year of Operations
Anticipated number of annual onsite and other jobs created (on a 2080 work-hour per year, full-time equivalent basis).	1200	0	0

Illinois Next Generation Pooled Equipment Procurement: Job Creation

Illinois DOT led procurement of Next Generation pooled equipment to replace existing equipment on 7 existing service corridors and 1 proposed corridor. All procurement projects are operationally independent. Illinois DOT will lead the effort on behalf of the other participating states with a Memorandum of Understanding executed.

The project entails the manufacturing and construction of coaches and locomotives totaling \$806,845,000. As a result, there are no operational jobs estimated as part of this project. All jobs created are estimated as manufacturing jobs that will occur during the construction period of the equipment (72 months).

An order of equipment of this size would result in a boost to the rail equipment industry specifically, and the transportation equipment industry in general. Given that many of the rail equipment and locomotive manufacturing capabilities are located in the metropolitan area of Chicago, the estimate of job creation is partially based on an assumption of the impact of such an order on this type of local industry. Of course, similar increases could be seen in whatever location is chosen for the manufacture of the rail equipment through a competitive bidding process.

Based on industry employment estimates from the State of Illinois (Where Workers Work, <http://lmi.ides.state.il.us/wwwork.htm>), there were more than 12,000 jobs in the transportation equipment sector in the six-county Chicago region as of March 2010.

In order to estimate the jobs created by this level of investment, the impact to the local transportation equipment industry has been estimated at 5% to 15%, with a mid-range estimate of roughly 1,200 jobs created by the construction of these materials.

Industry	Total Employment (March 2010)	Estimated Impact	Jobs Created
Transportation Equipment (NAICS 37)	12,358	Low (5%)	618
		Medium (10%)	1,236
		High (15%)	1,854

Source: Where Workers Work, Illinois Department of Employment Security

(Table C.14) Quantify the applicable service outcomes of the proposed FD/Construction project. Provide the current conditions and anticipated service outcomes. Future state information is required only for the service outcomes identified in Section C.11.

	Frequencies	Scheduled Trip Time (round-trips, in minutes)	Average Speed (mph)	Top Speed (mph)	Reliability —Provide either on-time performance percentage or delay minutes
Current	IL: 4	Saluki (660)	56	79	52.6%
		Illini (660)	56	79	51.7%
		Zephyr (540)	57	79	87.6%
		Sandburg (540)	57	79	95.5%
	MI: 3	Blue Water (840)	45	79	56.2%
		Pere Marquette (480)	44	79	64.5%
		Wolverine (780)	47	79	25.2%
	MO: 1	River Runner (679)	50	79	85.3%
	WI: 1	Hiawatha (180)	57	79	83.6%
Future	IL: 1	Chicago-Dubuque (620)	35	60	N/A

(Table D.1) Provide information regarding Right-of-Way Owner(s). Where railroads currently share ownership, identify the primary owner. Click on the gray boxes to select the appropriate response from the lists of railroad type, right-of-way owner and status of agreement. If the Right-of-Way Owner is not included on the prepopulated list, select “Other” and type the name in the adjacent text box within that field. Should the application have more than five owners, please provide the same information for additional owners in a separate supporting document and list it in Section G.2 of this application.

Type of Railroad	Right-of-Way Owner	Route-Miles	Track-Miles	Status of Agreement to Implement
Class 1 Freight	IL: CN Chicago to Carbondale	309	N/A	Master Agreement in Place
Class 1 Freight	IL: BNSF Chicago to Quincy	258	N/A	Master Agreement in Place
Class 1 Freight	IL: CN Chicago to Dubuque, IA	182	N/A	Host Railroad Consulted, but Support not Final
Class 1 Freight	MI: NS, Amtrak, CN Chicago to Port Huron	319	N/A	Master Agreement in Place
Class 1 Freight	MI: NS, Amtrak, CSX Chicago to Grand Rapids	176	N/A	Master Agreement in Place
Class 1 Freight	MI: NS, Amtrak, CN Chicago to Pontiac	304	N/A	Master Agreement in Place
Class 1 Freight	MO: CN, UP Saint Louis to Kansas City	283	N/A	Master Agreement in Place
Class 1 Freight	WI: Canadian Pacific, Metra Chicago to Milwaukee	86	N/A	Master Agreement in Place

(Table D.2) Name the Intercity Passenger Rail Operator and provide the status of agreement. If applicable, provide the status of the agreement with the partner that will operate the planned passenger rail service (e.g., Amtrak). Click on the gray box to select the appropriate response from the status of agreement list. Should the proposed service have more than three operators, please provide the same information for additional operators in a separate supporting document and list it in Section G.2 of this application.

Names of Rail Service Operator	Status of Agreement
Amtrak (Chicago to Carbondale, IL)	Existing Service Agreement
Amtrak (Chicago to Quincy, IL)	Existing Service Agreement
Amtrak (Chicago to Dubuque, IA)	No agreement, but partner supports project
Amtrak (Chicago to Port Huron, MI)	Existing Service Agreement
Amtrak (Chicago to Grand Rapids, MI)	Existing Service Agreement
Amtrak (Chicago to Pontiac, MI)	Existing Service Agreement
Amtrak (Saint Louis to Kansas City, MO)	Existing Service Agreement
Amtrak (Chicago to Milwaukee, WI)	Existing Service Agreement

(Table D.3) Provide information about the existing rail services within the project boundaries (e.g., freight, commuter, and intercity passenger). Click on the gray boxes to select the appropriate response from the list of types of service. If the Name of Operator is not included in the prepopulated list, select “Other” and type the name in the adjacent text box within that field.

Type of Service	Name of Operator	Top Existing Speeds Within Project Boundaries (mph)		Number of Route-Miles Within Project Boundaries (miles)	Average Number of Daily One-Way Train Operations within Project Boundaries
		Passenger	Freight		
Intercity Passenger	Amtrak Chicago to Carbondale, IL	79	60	309	4
Intercity Passenger	Amtrak Chicago to Quincy, IL	79	60	258	4
Intercity Passenger	Amtrak Chicago to Dubuque, IA	79	60	182	2
Intercity Passenger	Amtrak Chicago to Port Huron, MI	79	60	319	2
Intercity Passenger	Amtrak Chicago to Grand Rapids, MI	79	60	176	2
Intercity Passenger	Amtrak Chicago to Pontiac, MI	79	60	304	6
Intercity Passenger	Amtrak Saint Louis to Kansas City, MO	79	60	283	4
Intercity Passenger	Amtrak Chicago to Milwaukee	79	60	86	14

Narrative Application Form Individual FD/Construction Part II Statement of Work



High-Speed Intercity Passenger Rail (HSIPR) Program

Statement of Work

The quality and completeness of this document will be measured as a Project Readiness evaluation criterion, as outlined in Section 5.2.1 of the NOFA. The applicant must provide a sufficient level of detail regarding scope, schedule, and budget that demonstrates the project is ready to immediately advance to award. Tables have been provided as illustrative examples for capturing data however, applicants can delete or adjust the tables as necessary. This form must be listed in Section G.2 of the Narrative Application Form Part I.

- (1) **Background.** Briefly describe the events that led to the development of this FD/Construction project and the issue the project will address. Also describe the transparent, inclusive planning process used to analyze the investment needs and service objectives of the full corridor on which the individual FD/Construction project is located.

Illinois Next Generation Pooled Equipment Procurement: There is a multi-state need to upgrade existing rail equipment that will be state owned on 7 existing and 1 proposed operationally independent corridors.

- (2) **Scope of Activities.** Clearly describe the scope of the proposed FD/Construction project and identify the general objective and key deliverables.

(2a) **General Objective.** Provide a general description of the work to be accomplished through this grant, including project work effort, project location, and other parties involved. Describe the end-state of the project, how it will address the need identified in Background (above), and the outcomes that will be achieved as a result of the project.

Illinois Next Generation Pooled Equipment Procurement: Illinois DOT led procurement of Next Generation pooled equipment for 7 existing and 1 proposed corridor on behalf of the States of Michigan, Missouri and Wisconsin. The end-state of project will satisfy the need for new equipment. The new equipment will be maintained and operated by Amtrak or a non-Amtrak entity with state agreements.

(2b) **Description of Work.** Provide a detailed description of the work to be accomplished through this grant by task (e.g., FD and Construction) including a description of the geographical and physical boundaries of the project. Address the work in a logical sequence that would lead to the anticipated outcomes and the end state of the activities.

Illinois Next Generation Pooled Equipment Procurement: Illinois DOT led procurement of Next Generation pooled equipment to replace existing equipment on 7 existing service corridors and 1 proposed corridor. All procurement projects are operationally independent. Illinois DOT will lead the effort on behalf of the other participating states with a Memorandum of Understanding executed.

(2c) **Deliverables.** Describe the work products of the project to be completed to FD, or constructed in accordance with the FD that were provided to FRA during the application process or will be completed as a part of this grant. In the table provided, list the deliverables, both interim and final, that are the outcomes of the project tasks.

	Deliverable	Task
1	NEPA	Illinois Next Generation Pooled Equipment Procurement
2	PE	Illinois Next Generation Pooled Equipment Procurement

3	FD	Illinois Next Generation Pooled Equipment Procurement
4	Vehicle Acquisition; Non-electric locomotive (31)	Illinois Next Generation Pooled Equipment Procurement
5	Veh Acq; Loco-hauled passenger cars w/ ticketed space (100)	Illinois Next Generation Pooled Equipment Procurement

(3) Project Schedule. In the table below, estimate the approximate duration for completing each task in months. For total project duration, reference Section C.4 in the Narrative Application Form Part I.

	Task	Duration		
		Start Month	to	End Month
1	Chicago to Quincy, IL	9/2011	to	7/2017
2	Chicago to Carbondale, IL	9/2011	to	7/2017
3	Chicago to Dubuque, IA	9/2011	to	7/2017
4	Chicago to Port Huron, MI	9/2011	to	7/2017
5	Chicago to Grand Rapids, MI	9/2011	to	7/2017
6	Chicago to Pontiac, MI	9/2011	to	9/2017
7	Saint Louis to Kansas City, MO	9/2011	to	7/2017
8	Chicago to Milwaukee, WI	9/2011	to	9/2017
	Total project duration	72 months		

(4) Project Cost Estimate/Budget. Provide a high-level cost summary of FD/Construction work in this section, using the FD/Construction Application Package Instructions, the HSIPR Individual Project Budget and Schedule form, and the Narrative Application Form Part I as references. The figures in this section of the Statement of Work should match exactly with the funding amounts requested in the SF-424 form, the HSIPR Individual Project Budget and Schedule form, and Section C of the Narrative Application Form Part I. If there is any discrepancy between the Federal funding amounts requested in this section, the SF-424 form, the HSIPR Individual Project Budget and Schedule form, or Section C of the Narrative Application Form Part I, the lesser amount will be considered as the Federal funding request. Round to the nearest whole dollar when estimating costs.

The total estimated cost of the proposed FD/Construction project is provided below, for which the FRA grant will contribute no more than the Federal funding request amount indicated. Any additional expense required beyond that provided in this grant to complete the proposed FD/Construction project shall be borne by the Grantee.

FD/Construction Project Overall Cost Summary		
#	Task	Cost in FY11 Dollars
1	Chicago to Quincy, IL (2 non-electric locomotive, 8 loco-hauled passenger cars w/ ticketed space [6 bi-level, 2 business class/café])	\$ 60,710,000
2	Chicago to Carbondale, IL (3 non-electric locomotive, 21 loco-hauled passenger cars w/ ticketed space [18 bi-level, 3 business class/café])	\$ 141,375,000
3	Chicago to Dubuque, IA (2 non-electric locomotive, 8 loco-hauled passenger cars w/ ticketed space [6 bi-level, 2 business class/café])	\$ 60,710,000
4	Chicago to Port Huron, MI (3 non-electric locomotive, 6 loco-hauled passenger cars w/ ticketed space [5 bi-level, 1 business class/café])	\$ 57,525,000
5	Chicago to Grand Rapids, MI (3 non-electric locomotive, 6 loco-hauled passenger cars w/ ticketed space [5 bi-level, 1	\$ 57,525,000

	business class/café)		
6	Chicago to Pontiac, MI (7 non-electric locomotive, 25 loco-hauled passenger cars w/ ticketed space [20 bi-level, 5 business class/café])	\$ 195,715,000	
7	Saint Louis to Kansas City, MO (3 non-electric locomotive, 12 loco-hauled passenger cars w/ ticketed space [9 bi-level, 3 business class/café])	\$ 91,065,000	
8	Chicago to Milwaukee, WI (8 non-electric locomotive, 14 loco-hauled passenger cars w/ ticketed space [12 bi-level, 2 business class/café])	\$ 142,220,000	
	Total FD/Construction project cost	\$ 806,845,000	
Federal/Non-Federal Funding			
		Cost in FY11 Dollars	Percentage of Total Activities Cost
	Federal funding request	\$ 806,845,000	100 %
	Non-Federal match amount	\$ 0	0 %
	Total FD/Construction project cost	\$ 806,845,000	100 %

Detailed Capital Cost Budget

Instructions:

To assist FRA in comparing projects, this form provides a breakdown of capital cost using Standard Cost Categories (SCCs). Definitions of FRA's SCCs can be found in the "Capital Cost Info" tab of this workbook. The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. Enter values in the yellow cells below. You should only provide data for those costs categories associated with this project; leave other cells blank.
2. The light blue cells will auto-populate based on the Contingency rates entered in "General Info."
3. Explain any large discrete, identifiable and/or unique capital investments in the space provided at the bottom of this form. Where an explanation is appropriate, place an asterisk in the far right column to denote that an explanation is provided. Please include the reference to the Cost Category number in your explanation. Example: "10.07: Tunnel at [location], ## miles in length, consists of one twin-tube New Austrian Tunneling Method tunnel with cross-passages located every .25 miles."
4. For purposes of this application "Base Year Dollars" are Fiscal Year (FY) 2011 Dollars.

Project Name: IL Next Gen Pooled Equip Procure

APPLICANT INPUTS

	Unit	Quantity	Unit Cost (Thousands of Base Yr/FY 11 Dollars)	Non-Unit Based Costs	Total Allocated Cost (Thousands of Base Yr/FY 11 Dollars)	Allocated Contingency (Thousands of Base Yr/FY 11 Dollars)	TOTAL COST (Thousands of Base Yr/FY 11 Dollars)	Explanation Provided? (if so use *)
10 TRACK STRUCTURES & TRACK								
10.01 Track structure: Viaduct	Miles				\$ -	\$ -	\$ -	
10.02 Track structure: Major/Movable bridge					\$ -	\$ -	\$ -	
10.03 Track structure: Undergrade Bridges					\$ -	\$ -	\$ -	
10.04 Track structure: Culverts and drainage structures	#				\$ -	\$ -	\$ -	
10.05 Track structure: Cut and Fill (> 4' height/depth)	Miles				\$ -	\$ -	\$ -	
10.06 Track structure: At-grade (grading and subgrade stabilization)	Miles				\$ -	\$ -	\$ -	
10.07 Track structure: Tunnel					\$ -	\$ -	\$ -	
10.08 Track structure: Retaining walls and systems	Miles				\$ -	\$ -	\$ -	
10.09 Track new construction: Conventional ballasted					\$ -	\$ -	\$ -	
10.10 Track new construction: Non-ballasted					\$ -	\$ -	\$ -	
10.11 Track rehabilitation: Ballast and surfacing					\$ -	\$ -	\$ -	
10.12 Track rehabilitation: Ditching and drainage					\$ -	\$ -	\$ -	
10.13 Track rehabilitation: Component replacement (rail, ties, etc)					\$ -	\$ -	\$ -	
10.14 Track: Special track work (switches, turnouts, insulated joints)					\$ -	\$ -	\$ -	
10.15 Track: Major interlockings					\$ -	\$ -	\$ -	
10.16 Track: Switch heaters (with power and control)					\$ -	\$ -	\$ -	
10.17 Track: Vibration and noise dampening					\$ -	\$ -	\$ -	
10.18 Other linear structures including fencing, sound walls	Miles				\$ -	\$ -	\$ -	
20 STATIONS, TERMINALS, INTERMODAL								
20.01 Station buildings: Intercity passenger rail only					\$ -	\$ -	\$ -	
20.02 Station buildings: Joint use (commuter rail, intercity bus)					\$ -	\$ -	\$ -	
20.03 Platforms					\$ -	\$ -	\$ -	
20.04 Elevators, escalators					\$ -	\$ -	\$ -	
20.05 Joint commercial development					\$ -	\$ -	\$ -	
20.06 Pedestrian / bike access and accommodation, landscaping, parking					\$ -	\$ -	\$ -	
20.07 Automobile, bus, van accessways including roads					\$ -	\$ -	\$ -	
20.08 Fare collection systems and equipment					\$ -	\$ -	\$ -	
20.09 Station security					\$ -	\$ -	\$ -	
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS								
30.01 Administration building: Office, sales, storage, revenue counting					\$ -	\$ -	\$ -	
30.02 Light maintenance facility					\$ -	\$ -	\$ -	
30.03 Heavy maintenance facility					\$ -	\$ -	\$ -	
30.04 Storage or maintenance-of-way building/bases					\$ -	\$ -	\$ -	
30.05 Yard and yard track					\$ -	\$ -	\$ -	
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS								
40.01 Demolition, clearing, site preparation					\$ -	\$ -	\$ -	
40.02 Site utilities, utility relocation					\$ -	\$ -	\$ -	
40.03 Hazardous material, contaminated soil removal/mitigation, ground water treatments					\$ -	\$ -	\$ -	
40.04 Environmental mitigation: wetlands, historic/archeology, parks					\$ -	\$ -	\$ -	
40.05 Site structures including retaining walls, sound walls					\$ -	\$ -	\$ -	
40.06 Temporary facilities and other indirect costs during construction					\$ -	\$ -	\$ -	
40.07 Purchase or lease of real estate					\$ -	\$ -	\$ -	
40.08 Highway/pedestrian overpass/grade separations					\$ -	\$ -	\$ -	
40.09 Relocation of existing households and businesses					\$ -	\$ -	\$ -	
50 COMMUNICATIONS & SIGNALING								
50.01 Wayside signaling equipment					\$ -	\$ -	\$ -	
50.02 Signal power access and distribution					\$ -	\$ -	\$ -	
50.03 On-board signaling equipment					\$ -	\$ -	\$ -	
50.04 Traffic control and dispatching systems					\$ -	\$ -	\$ -	
50.05 Communications					\$ -	\$ -	\$ -	
50.06 Grade crossing protection					\$ -	\$ -	\$ -	
50.07 Hazard detectors (dragging equipment, slide, etc.)					\$ -	\$ -	\$ -	
50.08 Station train approach warning system					\$ -	\$ -	\$ -	
60 ELECTRIC TRACTION								
60.01 Traction power transmission: High voltage					\$ -	\$ -	\$ -	
60.02 Traction power supply: Substations	#				\$ -	\$ -	\$ -	
60.03 Traction power distribution: Catenary and third rail					\$ -	\$ -	\$ -	
60.04 Traction power control	#				\$ -	\$ -	\$ -	
Construction Subtotal (10-60)					\$ -	\$ -	\$ -	

Project Name: IL Next Gen Pooled Equip Procure

		APPLICANT INPUTS						
	Unit	Quantity	Unit Cost (Thousands of Base Yr/FY 11 Dollars)	Non-Unit Based Costs	Total Allocated Cost (Thousands of Base Yr/FY 11 Dollars)	Allocated Contingency (Thousands of Base Yr/FY 11 Dollars)	TOTAL COST (Thousands of Base Yr/FY 11 Dollars)	Explanation Provided? (if so use *)
70 VEHICLES								
70.00	Vehicle acquisition: Electric locomotive	#			\$ 620,650	\$ 186,195	\$ 806,845	
70.01	Vehicle acquisition: Non-electric locomotive	#	31	\$ 6,150	\$ -	\$ -	\$ -	
70.02	Vehicle acquisition: Electric multiple unit	#			\$ 190,650	\$ 57,195	\$ 247,845	
70.03	Vehicle acquisition: Diesel multiple unit	#			\$ -	\$ -	\$ -	
70.04	Veh acq: Loco-hauled passenger cars w/ ticketed space	#	100	\$ 4,300	\$ 430,000	\$ 129,000	\$ 559,000	
70.05	Veh acq: Loco-hauled passenger cars w/o ticketed space	#			\$ -	\$ -	\$ -	
70.06	Vehicle acquisition: Maintenance of way vehicles	#			\$ -	\$ -	\$ -	
70.07	Vehicle acquisition: Non-railroad support vehicles	#			\$ -	\$ -	\$ -	
70.08	Vehicle refurbishment: Electric locomotive	#			\$ -	\$ -	\$ -	
70.09	Vehicle refurbishment: Non-electric locomotive	#			\$ -	\$ -	\$ -	
70.10	Vehicle refurbishment: Electric multiple unit	#			\$ -	\$ -	\$ -	
70.11	Vehicle refurbishment: Diesel multiple unit	#			\$ -	\$ -	\$ -	
70.12	Veh refurb: Passeng. loco-hauled car w/ ticketed space	#			\$ -	\$ -	\$ -	
70.13	Veh refurb: Non-passeng loco-hauled car w/o ticketed space	#			\$ -	\$ -	\$ -	
70.14	Vehicle refurbishment: Maintenance of way vehicles	#			\$ -	\$ -	\$ -	
70.15	Spare parts				\$ -	\$ -	\$ -	
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)								
80.01	Service Development Plan/Service Environmental				\$ -	\$ -	\$ -	
80.02	Preliminary Engineering/Project Environmental				\$ -	\$ -	\$ -	*
80.03	Final design				\$ -	\$ -	\$ -	*
80.04	Project management for design and construction				\$ -	\$ -	\$ -	*
80.05	Construction administration & management				\$ -	\$ -	\$ -	*
80.06	Professional liability and other non-construction insurance				\$ -	\$ -	\$ -	
80.07	Legal; Permits; Review Fees by other agencies, cities, etc.				\$ -	\$ -	\$ -	
80.08	Surveys, testing, investigation				\$ -	\$ -	\$ -	*
80.09	Engineering inspection				\$ -	\$ -	\$ -	
80.10	Start up				\$ -	\$ -	\$ -	
Subtotal (10-80)					\$ 620,650	\$ 186,195	\$ 806,845	
90 UNALLOCATED CONTINGENCY							\$ -	
Subtotal (10-90)							\$ 806,845	
100 FINANCE CHARGES							\$ -	
TOTAL CAPITAL COSTS (10-100)							\$ 806,845	

Space provided for additional descriptions of capital costs.
See Example under "Instructions" above. Please include references to specific Cost Category numbers.

- * 80.02 Preliminary Engineering/Project Environmental (6% of Equipment)
- 80.03 Final Design (2% of Equipment)
- 80.04 Project Management for Design and Construction (1% of Equipment)
- 80.05 Construction Administration and Management (8% Equipment)
- 80.08 Surveys, Testing, Investigation (1% Equipment)

Annual Capital Cost Budget

Instructions:

This form provides a breakdown by year of the capital costs entered in the previous "Detailed Capital Cost Budget". The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. In the yellow cells in the "Base Year/ FY 2011 Dollars" table, enter the annual dollar figures for each cost category in thousands of Base Year/FY 2011 Dollars.
2. In the "Base Year/ FY 2011 Dollars" table, the numbers in the "Double Check Total" column will auto-populate from the "Detailed Capital Cost Budget" in the previous tab. The numbers in the "Base Yr/FY 11 Total" column will be the sum of the annual data entered to the left. The two columns should match for each Standard Cost Category. If the entries in the "Double Check Total" column are not identical, the Base Year/FY 11 values you entered in the previous tab do not match the values entered in this tab.
3. The light blue cells in the Year of Expenditure (YOE) table will auto-populate using Inflation rates from the "General Info" tab.

Project Name:

IL Next Gen Pooled Equip Procure

BASE YEAR/ FY 2011 DOLLARS	2011	2012	2013	2014	2015	2016	2017	Base Yr /FY 11 Total*	Double Check Total
10 TRACK STRUCTURES & TRACK	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20 STATIONS, TERMINALS, INTERMODAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
50 COMMUNICATIONS & SIGNALING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
60 ELECTRIC TRACTION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
70 VEHICLES	\$ -	\$ 40,342	\$ 161,369	\$ 161,369	\$ 161,369	\$ 161,369	\$ 121,027	\$ 806,845	\$ 806,845
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)								\$ -	\$ -
90 UNALLOCATED CONTINGENCY		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
100 FINANCE CHARGES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost (10-100)	\$ -	\$ 40,342	\$ 161,369	\$ 161,369	\$ 161,369	\$ 161,369	\$ 121,027	\$ 806,845	\$ 806,845

YEAR OF EXPENDITURE (YOE) DOLLARS	2011	2012	2013	2014	2015	2016	2017	YOE Total**
10 TRACK STRUCTURES & TRACK	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20 STATIONS, TERMINALS, INTERMODAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
50 COMMUNICATIONS & SIGNALING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
60 ELECTRIC TRACTION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
70 VEHICLES	\$ -	\$ 42,158	\$ 176,219	\$ 184,149	\$ 192,436	\$ 201,095	\$ 157,608	\$ 953,664
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
90 UNALLOCATED CONTINGENCY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
100 FINANCE CHARGES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost (10-100)	\$ -	\$ 42,158	\$ 176,219	\$ 184,149	\$ 192,436	\$ 201,095	\$ 157,608	\$ 953,664

* For the purpose of this application, base year dollars are considered FY 2011 dollars.

**Year-of-Expenditure(YOE) dollars are inflation-adjusted Base Year dollars. Applicants may determine their own inflation rate and enter it on the "General Info" tab. Applicants should also explain their proposed inflation assumptions (and methodology, if applicable) in the Application Form, Section A, Point of Contact and Project Information, Question (4).

Schedule - In Calendar Years

Instructions:

1. In the yellow cells below, enter the anticipated "Start Date" and "End Date" for each high level activity (e.g., Final Design, Construction, Service Ops).
2. Illustrate the anticipated timing and duration of each task item on the chart below. Shade the quarters or months for each corresponding year in which work will take place on a task. Shade all cells in the corresponding row in which an activity will take place. Enter an 'X' in a cell to shade that cell.
3. Complete this process for all of the tasks, both high-level tasks (e.g., Final Design) and subtasks (e.g., Issue request for bids, make awards of FD contracts).

Project Name:	IL Next Gen Pooled Equip Procure
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																																	Years 2014-2016 by Quarter																				
			Start Date	End Date	2011					2012					2013					2014					2015			2016			2017																						
					May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
Final Design (FD)	09/01/11	11/01/13																																																			
Issue requests for bids, make awards of FD contracts																																																					
FD Drawings; and cost estimate, schedule refinement																																																					
Issue requests for construction bids																																																					
Submit request / receive FRA approval for construction																																																					
Make awards of construction contracts																																																					
Construction	09/01/13	09/01/17																																																			
Construct infrastructure																																																					
Acquire and test vehicles																																																					
Service Ops - Closeout	09/01/15	09/01/17																																																			
Service Operations																																																					
Completion of project/program close-out, resolution of claims																																																					

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2130-0583.

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
---	---	---

* 3. Date Received: <input type="text"/>	4. Applicant Identifier: Illinois Next Generation Pooled Equipment Procurement
--	--

5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
---	--

State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
---	---

8. APPLICANT INFORMATION:

* a. Legal Name: State of Illinois

* b. Employer/Taxpayer Identification Number (EIN/TIN): 1355033	* c. Organizational DUNS: 133600754
---	---

d. Address:

* Street1: 100 West Randolph Street
Street2: JRTC, Suite 6-600
* City: Chicago
County: Cook
* State: Illinois
Province: N/A
* Country: USA: UNITED STATES
* Zip / Postal Code: 60601-3229

e. Organizational Unit:

Department Name: Transportation	Division Name: Division of Public and Intermodal Transportation
--	--

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text"/>	* First Name: George
Middle Name: <input type="text"/>	
* Last Name: Weber	
Suffix: <input type="text"/>	

Title: Acting Deputy Director
Organizational Affiliation: <input type="text"/>

* Telephone Number: 312.793.4222	Fax Number: 312.793.1251
---	---------------------------------

* Email: george.weber@illinois.gov

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*** Other (specify):**

*** 10. Name of Federal Agency:**

Federal Railroad Administration

11. Catalog of Federal Domestic Assistance Number:

20.319

CFDA Title:

High-Speed Intercity Passenger Rail (HSIPR) Program

*** 12. Funding Opportunity Number:**

FR-HSR-11-001

*** Title:**

High-Speed Intercity Passenger Rail (HSIPR) Program

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

IL: Chicago, Homewood, Kankakee, Gilman, Rantoul, Champaign-Urbana, Mattoon, Effingham, Centralia, DuQuoin, Carbondale, LaGrange, Naperville, Plano, Mendota, Princeton, Kewanee, Galesburg, Macomb, Quincy, West Elgin, Genoa, Rockford, Freeport, Galena, Glenview / IA: Dubuque
MI: New Buffalo, Niles, Dowagiac, Kalamazoo, Albion, Battle Creek, Jackson, Ann Arbor, Greenfield Village, Dearborn, Detroit, Royal Oak, Birmingham, Pontiac, East Lansing, Durand, Flint, Lapeer, Port Huron, St Joseph/Benton Harbor, Bangor, Holland, Grand Rapids / IN: Hammond-Whiting, Michigan City
MO: St. Louis, Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lees Summit, Independence, Kansas City
WI: Sturtevant, Milwaukee

*** 15. Descriptive Title of Applicant's Project:**

Illinois Next Generation Pooled Equipment Procurement

Attach supporting documents as specified in agency instructions.

[Add Attachments](#) [Delete Attachments](#) [View Attachments](#)

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="\$806,845,000"/>
* b. Applicant	<input type="text" value="\$0"/>
* c. State	<input type="text" value="\$0"/>
* d. Local	<input type="text" value="\$0"/>
* e. Other	<input type="text" value="\$0"/>
* f. Program Income	<input type="text" value="\$0"/>
* g. TOTAL	<input type="text" value="\$806,845,000"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

Application for Federal Assistance SF-424

Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

N/A

16. Congressional Districts Of:

State	Route	Congressional Districts
IL	Dubuque	IL-004, IL-005, IL-006, IL-007, IL-008, IL-014, IL-016
	Carbondale	IL-001, IL-002, IL-007, IL-011, IL-012, IL-015, IL-019
	Quincy	IL-003, IL-004, IL-007, IL-011, IL-013, IL-014, IL-017
IA	Dubuque	IA-001
MI	Grand Rapids	MI-002, MI-003, MI-006
	Port Huron	MI-004, MI-005, MI-006, MI-007, MI-008, MI-010
	Detroit/Pontiac	MI-006, MI-007, MI-009, MI-011, MI-012, MI-013, MI-014, MI-015
IN	Port Huron	IN-001, IN-002
	Detroit/Pontiac	IN-001, IN-002
MO	Kansas City to St Louis	MO-001, MO-002, MO-004, MO-005, MO-006, MO-009
WI	Chicago to Milwaukee	IL-005, IL-007, IL-008, IL-009, IL-010, WI-001, WI-004

BUDGET INFORMATION - Non-Construction Programs

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. FR-HSR-11-001	20.319	\$ 806,845,000	\$ 0	\$ 0	\$ 0	\$ 806,845,000
2.						
3.						
4.						
5. Totals		\$ 806,845,000	\$ 0	\$ 0	\$ 0	\$ 806,845,000

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	FR-HSR-11-001				
a. Personnel	\$	\$	\$	\$	\$
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual					
g. Construction	806,845,000				806,845,000
h. Other					
i. Total Direct Charges (sum of 6a-6h)	806,845,000				\$ 806,845,000
j. Indirect Charges	0				\$ 0
k. TOTALS (sum of 6i and 6j)	\$ 806,845,000	\$	\$	\$	\$ 806,845,000
7. Program Income	\$ 0	\$	\$	\$	\$ 0

SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program		(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8.	FR-HSR-11-001	\$ 806,845,000	\$ 0	\$ 0	\$ 806,845,000
9.					
10.					
11.					
12. TOTAL (sum of lines 8-11)		\$ 806,845,000	\$ 0	\$ 0	\$ 806,845,000

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
14. Non-Federal	\$ 0	0	0	0	0
15. TOTAL (sum of lines 13 and 14)		\$ 0	\$ 0	\$ 0	\$ 0

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program	FUTURE FUNDING PERIODS (Years)				
	(b) First	(c) Second	(d) Third	(e) Fourth	
16. FR-HSR-11-001	\$ 0	\$ 40,342,000	\$ 161,369,000	\$ 161,369,000	
17.					
18.					
19.					
20. TOTAL (sum of lines 16 - 19)		\$ 0	\$ 40,342,000	\$ 161,369,000	\$ 161,369,000

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges:	\$806,845,000	▲ ▼	22. Indirect Charges:	0	▲ ▼
23. Remarks:					▲ ▼

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

<p>* SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</p> <p>Completed on submission to Grants.gov</p>	<p>* TITLE</p> <input data-bbox="873 1360 1495 1402" type="text"/>
<p>* APPLICANT ORGANIZATION</p> <input data-bbox="105 1472 852 1514" type="text"/>	<p>* DATE SUBMITTED</p> <p>Completed on submission to Grants.gov</p>

**U.S. Department of Transportation
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,
Drug-Free Workplace Requirements and Lobbying**

**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
(Pursuant to 2 CFR Part 180)**

- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
 - (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

Illinois Department of Transportation

JRTC, Suite 6-600, 100 West Randolph Street

Chicago, IL 60601-3229

Check if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK IF APPLICABLE
CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING
\$100,000
OR
A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.



SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

George Weber, Bureau Chief, Railroads

TYPED NAME AND TITLE

April 4, 2011

DATE

SECTION 5. PROJECT DEVELOPMENT
Illinois Next Generation Pooled Equipment Procurement
Grant Application (Individual FD/Construction Project)

Section 5.1, Appendix B.1 Project Planning Documentation

Feasibility Report on Proposed Amtrak Service Chicago-Rockford-Galena-Dubuque
www.dot.state.il.us/amtrak/RCK_Feasibility.pdf

PROJECT MANAGEMENT
Illinois Next Generation Pooled Equipment Procurement
Grant Application (Individual FD/Construction Project)

Section 6.1 IDOT will follow a PM Plan which is consistent with the already FRA approved IDOT HSR PMP.

Federal Railroad Administration (FRA) CATEGORICAL EXCLUSION WORKSHEET

Note: The purpose of this worksheet is to assist proposal sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for proposals, which may qualify as Categorical Exclusions and to assist the FRA in evaluating requests from project sponsors for categorical exclusion determinations. Categorical Exclusions are categories of actions (i.e. types of projects) that the FRA has determined, based on its experience, typically do not individually or cumulatively have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement or an environmental assessment.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the proposal sponsor's Categorical Exclusion recommendation for NEPA requirements to be met. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in electronic format.

<i>For Agency Use</i>	<i>Date Received:</i>
<i>Reviewed By:</i> <i>Date:</i>	<i>Recommendation for action:</i> <input type="checkbox"/> <i>Accept</i> <input type="checkbox"/> <i>Return for Revisions</i> <input type="checkbox"/> <i>Not Eligible</i>
<i>Comments:</i>	
<i>Concurrence by Counsel:</i> <input type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Approving Official:</i>	<i>Date:</i>

I. PROPOSAL DESCRIPTION

Proposal Sponsor Illinois Department of Transportation	Date Submitted	FRA Identification Number (if any)
Proposal Title Illinois Next Generation Pooled Equipment Procurement		
Location (Include Street Address, City or Township, County, and State) JRTC, 6-600, 100 West Randolph St, Chicago, IL 60601-3229		
Contact Person George Weber	Phone 312.793.4222	E-mail Address george.weber@illinois.gov
<p>Note: Fully describe the proposal including specifics that may be of environmental concern such as: widening an embankment to stabilize roadbed; repairing or replacing bridge piers foundations, including adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating new water discharge; contaminated water needing treatment; building a new or adding on to a shop building; fueling or collection of fuel or oil and contaminated water; building or extending a siding; and building or adding on to a yard.</p>		

Description of Proposal

Illinois Next Generation Pooled Equipment Procurement: Illinois DOT led procurement of Next Generation pooled equipment to replace existing equipment on 7 existing service corridors and 1 proposed corridor. All procurement projects are operationally independent. Illinois DOT will lead the effort on behalf of the other participating states with a Memorandum of Understanding executed.

Vehicle Acquisition; Non-electric locomotive (31)
 Veh Acq; Loco-hauled passenger cars w/ ticketed space (100)

Illinois: Chicago to Carbondale (Vehicle Acquisition: Non-electric locomotive [3], Loco-hauled passenger cars w/ticketed space [21: 18 bi-level, 3 business class/café]); Quincy (Vehicle Acquisition: Non-electric locomotive [2], Loco-hauled passenger cars w/ticketed space [8: 6 bi-level, 2 business class/café]) and 1 proposed corridor from Chicago to Dubuque, IA (Vehicle Acquisition: Non-electric locomotive [2], Loco-hauled passenger cars w/ticketed space [8: 6 bi-level, 2 business class/café])

Michigan: Chicago to Port Huron (Vehicle Acquisition: Non-electric locomotive [3], Loco-hauled passenger cars w/ticketed space [6: 5 bi-level, 1 business class/café]); Chicago to Grand Rapids (Vehicle Acquisition: Non-electric locomotive [3], Loco-hauled passenger cars w/ticketed space [6: 5 bi-level, 1 business class/café]); Chicago to Pontiac (Vehicle Acquisition: Non-electric locomotive [7], Loco-hauled passenger cars w/ticketed space [25: 20 bi-level, 5 business class/café])

Missouri: Saint Louis to Kansas City (Vehicle Acquisition: Non-electric locomotive [3], Loco-hauled passenger cars w/ticketed space [12: 9 bi-level, 3 business class/café])

Wisconsin: Chicago to Milwaukee (Vehicle Acquisition: Non-electric locomotive [8], Loco-hauled passenger cars w/ticketed space [14: 12 bi-level, 2 business class/café])

Purpose and Need of Proposal

Illinois Next Generation Pooled Equipment Procurement: There is a multi-state need to upgrade existing rail equipment that will be state-owned on 7 existing and 1 proposed operationally independent corridors.

II. NEPA CLASS OF ACTION

Answer the following questions to determine the proposal's potential class of action.

A. Will the proposal substantially impact the natural, social and / or human environment?

YES (Contact FRA) NO (Continue)

Actions that will significantly impact the environment require preparation of an Environmental Impact Statement. These proposals typically include construction or extension of rail lines or rail facilities including passenger, high speed, or freight rail activities.

B. Is the significance of the proposal's social, economic or environmental impacts unknown?

YES (Contact FRA) NO (Continue)

C. Does Section 4(f) of the Department of Transportation Act apply? (i.e. proposal requires the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance, as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site.)

YES (Contact FRA) NO (Continue)

D. Is the proposal likely to require detailed evaluation of more than a few potential impacts?

YES (Contact FRA) NO (Continue)

E. Is the proposal likely to generate intense public discussion or concern, even though it may be limited to a relatively small subset of the community?

YES (Contact FRA) NO (Continue)

F. Is the proposal inconsistent with any Federal, State, or local law, regulation, ordinance, or Judicial or administrative determination relating to environmental protection?

YES (Contact FRA) NO (Continue)

G. Is the proposal an integral part of a program of current Federally supported actions which, when considered separately, would not be classified as major actions, but when considered together may result in substantial impacts?

YES (Contact FRA) NO (Continue)

If the answer to any of the questions B through G is "YES", contact the FRA to determine whether the proposal requires preparation of an Environmental Assessment.

H. Is the proposal consistent with one of the following potential Categorical Exclusions?

FRA Procedures for Considering Environmental Impacts, 64 FR 28545 (May 26, 1999)

YES (Mark category and continue as indicated) NO (Contact FRA)

- Financial assistance or procurements solely for planning or design activities that do not commit the FRA or its applicants to a particular course of action affecting the environment. (*stop and submit to FRA*)
- State rail assistance grants for acquisition. (*Continue to Part III*)
- Operating assistance to a railroad to continue existing service or to increase service to meet demand, where the assistance will not result in a change in the effect on the environment. (*stop and submit to FRA*)
- Acquisition of existing railroad equipment, track and bridge structures, electrification, communication, signaling or security facilities, stations, maintenance of way and maintenance of equipment bases, and other existing railroad facilities or the right to use such facilities, for the purpose of conducting operations of a nature and at a level of use similar to those presently or previously existing on the subject properties. (*Complete Part III, Sections H, I, U, & V and submit to FRA*)
- Research, development and/or demonstration of advances in signal, communication and/or train control systems on existing rail lines provided that such research, development and/or demonstrations do not require the acquisition of substantial amounts of right-of-way, and do not substantially alter the traffic density [or operational] characteristics of the existing rail line. (*Continue to Part III*)
- Temporary replacement of an essential rail facility if repairs are commenced immediately after the occurrence of a natural disaster or catastrophic failure. (*Continue to Part III*)
- Changes in plans for a proposal for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action. (*Continue to Part III describing the full consequences of the changes only*)
- Maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; maintenance-of-way and maintenance-of-equipment bases; and other existing railroad-related facilities. ("Maintenance" means work, normally provided on a periodic basis, which does not change the existing character of the facility, and may include work characterized by other terms under specific FRA programs) (*Continue to Part III*)
- Financial assistance for the construction of minor loading and unloading facilities, provided that proposals are consistent with local zoning, do not involve the acquisition of a significant amount of land, and do not significantly alter the traffic density characteristics of existing rail or highway facilities. (*Continue to Part III*)
- Minor rail line additions including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards, provided that such additions are consistent with existing zoning, do not involve acquisition of a significant amount of right of way, and do not substantially alter the traffic density characteristics of the existing rail lines or rail facilities. (*Continue to Part*)

III)

- Improvements to existing facilities to service, inspect, or maintain rail passenger equipment, including expansion of existing buildings, the construction of new buildings and outdoor facilities, and the reconfiguration of yard tracks. *(Continue to Part III)*
- Environmental remediation through improvements to existing and former railroad track, infrastructure, stations and facilities, for the purpose of preventing or correcting environmental pollution of soil, air or water. *(Continue to Part III)*
- Replacement, reconstruction, or rehabilitation of an existing railroad bridge, including replacement with a culvert, that does not require the acquisition of a significant amount of right-of-way. *(Continue to Part III)*

III. **PROPOSAL INFORMATION FOR CATEGORICAL EXCLUSIONS**

Complete Part III unless indicated otherwise in Part II and submit to FRA.

For work to fixed facilities, maps displaying the following, as applicable, are required to be attached for FRA review:

- Proposal vicinity
- Proposal Site Plan indicating the USGS Quadrangle and Section
- Other Information as necessary to complete Part III

A. **Describe how the proposal satisfies the purpose and need identified in Part I:**

The proposal satisfies the purpose and need for new equipment through procurement.

B. **Location & Land Use:** *For fixed facilities, attach a map or diagram, at an appropriate scale, identifying the location of the proposal site and if applicable, the surrounding land uses and zoning of the site and surrounding properties. If the proposal would require many pages of maps or diagrams, include only a location map and contact FRA to determine if additional information is required. A map or diagram that identifies locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences should be included if there is the potential for impacts to these resources.*

Briefly describe the existing land use of the proposal site and surrounding properties and resources.

N/A

C. **Historic Resources:** *If any cultural, historic, or archaeological resources are located in the immediate vicinity of the proposal, check and describe the resource(s) and then describe any potential effect of the proposal on the resource(s). Consultation with the SHPO is necessary when these resources are potentially affected.*

Cultural: None

Historical: None

Archaeological: None

Has consultation with the State Historic Preservation Officer occurred? If so, describe and attach relevant correspondence.

Consultation with SHPO:

D. **Public Notification:** *Briefly describe any public outreach efforts undertaken on behalf of the proposal, if any. Indicate opportunities the public has had to comment on the proposal (e.g., Board meetings, open houses, special hearings).*

N/A

Indicate prominent concerns expressed by agencies or the public regarding the proposal, if any.

N/A

E. Transportation: *Would the proposal have a detrimental effect on other railway operations or impact road traffic, or increase demand for parking?*
 No (continue) Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Include maps or diagrams indicating any impacts and any proposed modifications to existing railways or roadways or parking facilities. Also, summarize any consultation that has occurred with other railroads or highway authorities whose operations this project will impact.

F. Noise and Vibration: *Are permanent noise or vibration impacts likely?*
 No (continue) Yes, describe how the proposal will involve noise impacts. If the proposal will result in a change in noise sources (number or speed of trains, stationary sources, etc.) and sensitive receptors (residences, hospitals, schools, parks, etc.) are present, apply screening distances for noise and vibration assessment found in FRA noise impact assessment guidance manual (and FTA's manual as needed) and compare proposal location with nearest receptor(s). If the screening distance is not achieved, attach a "General Noise and/or Vibration Assessment."

Noise Vibration

As a result of the general assessment(s) are there noise or vibration impacts?

No (continue) Yes (Describe and provide map identifying sensitive receptors):

G. Air Quality: *Does the proposal have the potential to increase concentrations of ambient criteria pollutants to levels that exceed the NAAQS, lead to the establishment of a new non-attainment area, or delay achievement of attainment?*
 No (continue) Yes, attach an emissions analysis for General Conformity regarding Carbon Monoxide (CO), Ozone (O₃), Particulate Matter (PM₁₀), Nitrous Oxides (NO_x), and Carbon Dioxide (CO₂), and include a hot spot analysis if indicated. Describe any substantial impacts from the proposal.

Is the proposal located in a Non-Attainment or Maintenance area?

No (continue) Yes, for which of the following pollutants:

Carbon Monoxide (CO) Ozone (O₃) Particulate Matter (PM₁₀)

H. Hazardous Materials: *Does the proposal involve the use or handling of hazardous materials?*
 No (continue) Yes, describe use and measures that will mitigate any potential for release and contamination.

I. Hazardous Waste: *If the proposal site is in a developed area or was previously developed or used for industrial or agricultural production, is it likely that hazardous materials will be encountered by undertaking the proposal?* (Prior to acquiring land or a facility with FRA funds, FRA must be consulted regarding the potential presence of hazardous materials)

No, explain why not and describe the steps taken to determine that hazardous materials are not present on the proposal site and then continue to question I.

Yes, complete a Phase I site assessment and attach.

If a Phase I survey was completed, is a Phase II site assessment recommended?

No (continue) Yes, describe the mitigation and clean-up measures that will be taken to remediate any hazardous materials present and what steps will be taken to ensure that the local community is protected from contamination during construction and operation of the proposal.

J. Property Acquisition: *Is property acquisition needed for the proposal?*

No (continue) Yes, indicate whether the acquisition will result in relocation of businesses or individuals. **Note:** *To ensure eligibility for Federal participation, grantees may not acquire property with either local matching or Federal funds prior to completing the NEPA process and receiving written FRA concurrence in both the NEPA recommendation and property appraisals.*

K. Community Disruption and Environmental Justice: *Does the proposal present potentially disruptive impacts to adjacent communities?*

No (continue) Yes, provide a socio-economic profile of the affected community. Indicate whether the proposal will have a disproportionately high and adverse effect on minority or low-income populations. Describe any potential adverse effects and any community resources likely to be impacted. Describe outreach efforts targeted specifically at minority or low-income populations.

L. Impacts On Wetlands: *Does the proposal temporarily or permanently impact wetlands or require alterations to streams or waterways?*

No (continue) Yes, show wetlands and waters on the site map and classification. Describe the proposal's potential impact to on-site and adjacent wetlands and waters and attach any coordination with the State and US Army Corps of Engineers.

M. Floodplain Impacts: *Is the proposal located within the 100-year floodplain or are regulated floodways affected?*

No (continue) Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any. If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.

N. Water Quality: *Are protected waters of special quality or concern, essential fish habitats, or protected drinking water resources present at or directly adjacent to the proposal site?*

No (continue) Yes, describe water resource and the potential for impact from the proposal, and any coordination with regulatory entities.

O. Navigable Waterways: *Does the proposal cross or have effect on a navigable waterway?*

No (continue) Yes, describe potential for impact and any coordination with US Coast Guard.

P. Coastal Zones: *Is the proposal in a designated coastal zone?*

No (continue) Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding if available.

Q. Prime and Unique Farmlands: *Does the proposal involve the use of any prime or unique farmlands?*

No (continue) Yes, describe potential for impact and any coordination with the Soil Conservation Service of the US Department of Agriculture.

R. Ecologically Sensitive Areas And Endangered Species: *Are any ecologically sensitive natural areas, designated wildlife or waterfowl refuges, or designated critical habitat areas (woodlands, prairies, wetlands, rivers, lakes, streams, and geological formations determined to be essential for the survival of a threatened or endangered species) within or directly adjacent to the proposal site?*

No (continue) Yes, describe them and the potential for impact. Describe any consultation with the State and the US Fish and Wildlife Service about the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected. If required prepare a biological assessment and attach.

S. Safety And Security: *Are there safety or security concerns about the proposal?*

No (continue) Yes, describe the safety or security concerns and the measures that would need to be taken to provide for the safe and secure operation of the proposal after its construction.

T. Construction Impacts: *Are major construction period impacts likely?*

No (continue) Yes, describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and address air and water quality impacts, safety and security issues, and disruptions of traffic and access to property and attach scale maps as necessary.

U. Cumulative Impacts: *Are cumulative impacts likely?*

A "cumulative impact" is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts may include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or resulting from smaller actions that individually have no significant impact. Determining the cumulative environmental consequences of an action requires delineating the cause-and-effect relationships between the multiple actions and the resources, ecosystems, and human communities of concern.

No (continue) Yes, describe the reasonably foreseeable:

(a) Direct impacts, which are caused by the action and occur at the same time and place.

(b) Indirect impacts, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

V. Related Federal, State, or Local Actions: *Indicate whether the proposal requires any of the following actions (e.g., permits) by other Agencies and attach copies of relevant correspondence. It is not necessary to attach voluminous permit applications if a single cover Agency transmittal will indicate that a permit has been granted. Permitting issues can be described in the relevant resource discussion in sections B-S above.*

Section 106 *Historic and Culturally Significant Properties*

Section 401/404 *Wetlands and Water*

USCG 404 *Navigable Waterways*

- Executive Orders** *Wetlands, Floodplains, Environmental Justice*
- Clean Air Act** *Air Quality*
- Endangered Species Act** *Threatened and Endangered Biological Resources*
- Magnuson-Stevens Fishery Conservation and Management Act** *Essential Fish Habitat*
- Safe Drinking Water Act**
- Other State or Local Requirements** (Describe)

X. Mitigation: Describe mitigation measures which address identified impacts and have been incorporated into the proposal, if any.

N/A

FINANCIAL PLAN

Illinois Next Generation Pooled Equipment Procurement Grant Application (Individual FD/Construction Project)

The purpose of this Financial Plan is to document the recent and forecasted financial condition of the Illinois Department of Transportation (“IDOT”), and the Michigan Department of Transportation (“MDOT”), Wisconsin Department of Transportation (“WisDOT”), and the Missouri Department of Transportation (“MoDOT”) that will provide operating funding for the Illinois Next Generation Pooled Equipment Procurement (“Project”). This operating funding currently exists and includes already committed funding for each State.

A. Introduction

The States of Illinois, Michigan, Wisconsin and Missouri have been an integral part of the U.S. passenger rail network and were part of the original Amtrak network. All States have supported the operation and improvement of rail service as well as the enhancement of the physical aspects of the service for over 40 years. This Project involves the procurement of Next Generation pooled equipment to replace existing equipment on 7 existing service corridors and 1 proposed corridor:

1	Chicago to Quincy, IL (2 non-electric locomotive, 8 loco-hauled passenger cars w/ ticketed space)
2	Chicago to Carbondale, IL (3 non-electric locomotive, 21 loco-hauled passenger cars w/ ticketed space)
3	Chicago to Dubuque, IA (2 non-electric locomotive, 8 loco-hauled passenger cars w/ ticketed space)
4	Chicago to Port Huron, MI (3 non-electric locomotive, 6 loco-hauled passenger cars w/ ticketed space)
5	Chicago to Grand Rapids, MI (3 non-electric locomotive, 6 loco-hauled passenger cars w/ ticketed space)
6	Chicago to Pontiac, MI (7 non-electric locomotive, 25 loco-hauled passenger cars w/ ticketed space)
7	Saint Louis to Kansas City, MO (3 non-electric locomotive, 12 loco-hauled passenger cars w/ ticketed space)
8	Chicago to Milwaukee, WI (8 non-electric locomotive, 14 loco-hauled passenger cars w/ ticketed space)

In March, 2011, the FRA issued a new NOFA. This Financial Plan supports IDOT’s application for the Illinois Next Generation Pooled Equipment Procurement, in response to the March 2011 NOFA.

B. Project Description and Benefit

The Project is the Illinois DOT led procurement of Next Generation pooled equipment to replace existing equipment on 7 existing service corridors and 1 proposed corridor. All procurement projects are operationally independent. Illinois DOT will lead the effort on behalf of the other participating states with a Memorandum of Understanding executed. The benefit is Next Generation Pooled equipment to replace existing equipment.

C. Project Limits

The Project site is located in the States of Illinois, Indiana, Iowa, Michigan, Missouri, and Wisconsin on 7 existing service corridors and 1 proposed (Chicago to Dubuque, IA).

E. Project Timeline

The estimated timeline for each of the proposed tasks is as follows:

	Task	Duration		
		Start Month	to	End Month
1	Chicago to Quincy, IL	9/2011	to	7/2017
2	Chicago to Carbondale, IL	9/2011	to	7/2017
3	Chicago to Dubuque, IA	9/2011	to	7/2017
4	Chicago to Port Huron, MI	9/2011	to	7/2017
5	Chicago to Grand Rapids, MI	9/2011	to	7/2017
6	Chicago to Pontiac, MI	9/2011	to	9/2017
7	Saint Louis to Kansas City, MO	9/2011	to	7/2017
8	Chicago to Milwaukee, WI	9/2011	to	9/2017
	Total project duration	72 months		

F. Program Structure

Illinois Department of Transportation

As the applicant for the subject funds, IDOT will serve as both the technical and administrative head of the program described in the grant application. IDOT will dispense local, State and Federal funds invoiced against specific agreements necessary to effectuate the grant funds.

Amtrak

Amtrak, the National Railroad Passenger Corporation, provides intercity rail passenger service to the general public in the United States. Amtrak was incorporated in 1971 and is authorized to operate a system of passenger rail transportation pursuant to the Federal Rail Passenger Service Act of 1970. Amtrak receives annual appropriations from the Federal government to operate the passenger rail system and maintain the underlying infrastructure. Amtrak has seen record ridership, with numbers rising to 28.7 million in fiscal year 2008 accompanied by record

ticket revenues of \$2.45 billion. A section of the act creating Amtrak allowed states to contract with the carrier for additional service beyond what was provided in the basic system. Illinois was first to take advantage of this provision in 1971 with the Illinois Zephyr service to Quincy. It has continued its support of intercity rail service, adding trains in a number of other corridors over the years, leading Midwestern states in amount of service. Administered by IDOT's Division of Public and Intermodal Transportation, Bureau of Railroads, the program is now second only to California's state-supported passenger rail network. At the end of October 2006, the State of Illinois increased funding for eight additional trips to the existing state-supported services. The scheduling of new trains is of particular significance on both the Carbondale and the Quincy corridors. By providing a morning southbound and an evening northbound departure on each route, the state-supported program now allows a one-day trip in either direction. Previously, it was not possible to use the train for a day trip to Carbondale or to Quincy (or to intermediate downstate destinations). With a morning departure at either end of a corridor, the attractiveness of train travel for quick trips is greatly enhanced.

G. Projected Capital Costs

The Illinois Next Generation Pooled Equipment Procurement Project is estimated to cost \$806,845,000.

FD/Construction Project Overall Cost Summary			
#	Task	Cost in FY11 Dollars	
1	Chicago to Quincy, IL (2 non-electric locomotive, 8 loco-hauled passenger cars w/ ticketed space)	\$ 60,710,000	
2	Chicago to Carbondale, IL (3 non-electric locomotive, 21 loco-hauled passenger cars w/ ticketed space)	\$ 141,375,000	
3	Chicago to Dubuque, IA (2 non-electric locomotive, 8 loco-hauled passenger cars w/ ticketed space)	\$ 60,710,000	
4	Chicago to Port Huron, MI (3 non-electric locomotive, 6 loco-hauled passenger cars w/ ticketed space)	\$ 57,525,000	
5	Chicago to Grand Rapids, MI (3 non-electric locomotive, 6 loco-hauled passenger cars w/ ticketed space)	\$ 57,525,000	
6	Chicago to Pontiac, MI (7 non-electric locomotive, 25 loco-hauled passenger cars w/ ticketed space)	\$ 195,715,000	
7	Saint Louis to Kansas City, MO (3 non-electric locomotive, 12 loco-hauled passenger cars w/ ticketed space)	\$ 91,065,000	
8	Chicago to Milwaukee, WI (8 non-electric locomotive, 14 loco-hauled passenger cars w/ ticketed space)	\$ 142,220,000	
	Total FD/Construction project cost	\$ 806,845,000	
Federal/Non-Federal Funding			
		Cost in FY11 Dollars	Percentage of Total Activities Cost
	Federal funding request	\$ 806,845,000	100 %
	Non-Federal match amount	\$ 0	0 %
	Total FD/Construction project cost	\$ 806,845,000	100 %

H. Operating and Maintenance Estimates

Operating and maintenance costs are assumed to remain as currently budgeted by each individual state Department of Transportation, as the equipment being purchased would replace equipment that is currently in operation.

I. Capital Funding Sources

As this grant application seeks 100% of the costs for purchasing this equipment, there is no additional assumed capital funding on the part of the state Departments of Transportation.

J. Program Operation and Maintenance Funding

Program operation and maintenance funding will continue to be provided at historical levels. IDOT has been a strong supporter of intercity passenger service since Amtrak's 1971 inception. In fact, this includes the oldest state-supported train on Amtrak's system, the Illinois Zephyr between Chicago and Quincy. This support is currently provided on routes from Chicago to St. Louis, Carbondale, Quincy, and (in conjunction with Wisconsin) Milwaukee. This level of funding support, which started in 1971 at about \$939,000, is expected to be about \$28 million in 2010.

K. Risks and Mitigation

Recognized risk assessment and management principles are designed to accomplish the following goals:

- Identify any significant risks that could potentially impact the successful completion of the Program,
- Establish program-wide procedures to evaluate and measure the potential impact(s) of identified risks,
- Assure the development and adoption of appropriate risk treatment alternatives (i.e., avoidance, prevention, risk mitigation/cost control, etc.), and
- Establish appropriate tracking mechanisms to monitor and evaluate the impact of adopted risk treatment alternatives.

Operations and Maintenance Revenue Risk Identification

The State of Illinois through IDOT has a 40 year record of providing the ongoing subsidies in passenger rail services through the State of Illinois General Revenue Bonds.

Cost Risk Identification

Potential unforeseen events that may occur throughout the life of the Project include:

- Changes in design concepts
- Changes in design specifications
- Changes in government rules and regulations
- Increased scope of mitigation
- Litigation
- Material delays, labor disputes, and material costs
- New technology
- Unanticipated federal or state budget changes

IDOT will perform a risk analysis in order to identify project risks, especially those pertinent to IDOT functions.

SYSTEM SAFETY PLAN
Illinois Next Generation Pooled Equipment Procurement
Grant Application (Individual FD/Construction Project)

Section 6.3 IDOT will follow a Safety Plan which is consistent with the already FRA approved Amtrak Safety Plan.

RAILROAD AND PROJECT SPONSOR AGREEMENTS

Illinois Next Generation Pooled Equipment Procurement Grant Application (Individual FD/Construction Project)

Section 6.4 IDOT and participating States will continue to follow existing railroad and sponsor agreements.

Railroad Agreements: This application for Next Generation equipment will not alter agreements in place to operate existing passenger rail service on corridors owned by the carriers as defined in **Table D.1**. Proposed passenger rail service for Chicago to Dubuque has been the subject of a completed feasibility study, during which the right-of-way owner, the Canadian National Railway Company (CN) has been consulted. An executed agreement with the CN is not in place as of the date of this application, but is foreseen as Final Design advances for this proposed rail service corridor.

The **Project Sponsor Agreement** is included, below, in the form of a Memorandum of Understanding between the Illinois DOT, Michigan DOT, Missouri DOT and Wisconsin DOT, dated March 31, 2011.

Memorandum of Understanding
Between Illinois Department of Transportation, Michigan Department of
Transportation, Missouri Department of Transportation, and the Wisconsin
Department of Transportation
for the
Procurement and Purchase of Next Generation Corridor Equipment in Illinois's
High Speed Intercity Passenger Rail Application
March 31, 2011

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is entered into by the Illinois Department of Transportation ("IDOT"), Michigan Department of Transportation ("MDOT"), Missouri Department of Transportation ("MODOT"), and the Wisconsin Department of Transportation ("WisDOT") (collectively, the "Agencies").

WHEREAS, The Agencies desire to achieve safe and reliable passenger rail service throughout the Midwest; and

WHEREAS, IDOT is designated as the lead state in submitting a High Speed Intercity Passenger Rail ("HSIPR") application to the Federal Railroad Administration ("FRA") for funding; and

WHEREAS, IDOT is applying for HSIPR funding under a grant application named *Illinois Next Generation Pooled Equipment Procurement* to procure and purchase Next Generation Corridor Equipment to replace National Railroad Passenger Corporation ("Amtrak") owned equipment for eight (8) operationally independent corridors; and

WHEREAS, IDOT has the legal authority to procure and purchase railroad equipment; and

WHEREAS MDOT has the legal authority to procure and purchase railroad equipment; and

WHEREAS MODOT has the legal authority to procure and purchase railroad equipment; and

WHEREAS WisDOT has the legal authority to procure and purchase railroad equipment; and

WHEREAS, Amtrak currently operates intercity trains on eight (8) operationally independent corridors in Illinois, Michigan, Missouri, and Wisconsin; and

WHEREAS, the federal HSIPR funds which IDOT has applied for to procure and purchase railroad equipment will be disbursed to each state for their respective projects in Illinois's application; and

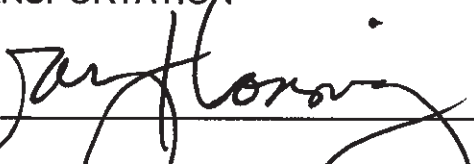
WHEREAS, funding for this application will be conducted under a competitive process through FRA with cooperation among affected stakeholders being essential to obtaining the funding.

NOW, THEREFORE, the Agencies agree that if federal HSIPR funds are made available to each state DOT upon FRA approval of the *Illinois Next Generation Pooled Equipment Procurement* application, then the Agencies agree to perform the following actions:

1. Procure and purchase Next Generation Corridor Equipment to replace Amtrak-owned equipment for the following operationally independent corridors:
 - a. Chicago, IL to Carbondale, IL;
 - b. Chicago, IL to Quincy, IL;
 - c. 1 proposed service corridor (Chicago, IL to Dubuque, IA);
 - d. Blue Water (Chicago, IL to Port Huron, MI);
 - e. Pere Marquette (Chicago, IL to Grand Rapids, MI);
 - f. Wolverine (Chicago, IL to Pontiac, MI);
 - g. River Runner (Saint Louis, MO to Kansas City, MO); and
 - h. Hiawatha (Chicago, IL to Milwaukee, WI)

2. Administer the HSIPR funds in accordance with federal deadlines and requirements:

ILLINOIS DEPARTMENT OF
TRANSPORTATION

By: 
Title: SECRETARY

MICHIGAN DEPARTMENT OF
TRANSPORTATION

By : _____
Title: _____

MISSOURI DEPARTMENT OF
TRANSPORTATION

By: _____
Title: _____

WISCONSIN DEPARTMENT OF
TRANSPORTATION

By : _____
Title: _____

WHEREAS, funding for this application will be conducted under a competitive process through FRA with cooperation among affected stakeholders being essential to obtaining the funding.

NOW, THEREFORE, the Agencies agree that if federal HSIPR funds are made available to each state DOT upon FRA approval of the *Illinois Next Generation Pooled Equipment Procurement* application, then the Agencies agree to perform the following actions:

1. Procure and purchase Next Generation Corridor Equipment to replace Amtrak-owned equipment for the following operationally independent corridors:
 - a. Chicago, IL to Carbondale, IL;
 - b. Chicago, IL to Quincy, IL;
 - c. 1 proposed service corridor (Chicago, IL to Dubuque, IA);
 - d. Blue Water (Chicago, IL to Port Huron, MI);
 - e. Pere Marquette (Chicago, IL to Grand Rapids, MI);
 - f. Wolverine (Chicago, IL to Pontiac, MI);
 - g. River Runner (Saint Louis, MO to Kansas City, MO); and
 - h. Hiawatha (Chicago, IL to Milwaukee, WI)


2. Administer the HSIPR funds in accordance with federal deadlines and requirements:

ILLINOIS DEPARTMENT OF
TRANSPORTATION

By: _____

Title:

MICHIGAN DEPARTMENT OF
TRANSPORTATION

By: 

Title: Director

MISSOURI DEPARTMENT OF
TRANSPORTATION

By: _____

Title:

WISCONSIN DEPARTMENT OF
TRANSPORTATION

By: _____

Title:

WHEREAS, funding for this application will be conducted under a competitive process through FRA with cooperation among affected stakeholders being essential to obtaining the funding.

NOW, THEREFORE, the Agencies agree that if federal HSIPR funds are made available to each state DOT upon FRA approval of the *Illinois Next Generation Pooled Equipment Procurement* application, then the Agencies agree to perform the following actions:

1. Procure and purchase Next Generation Corridor Equipment to replace Amtrak-owned equipment for the following operationally independent corridors:
 - a. Chicago, IL to Carbondale, IL;
 - b. Chicago, IL to Quincy, IL;
 - c. 1 proposed service corridor (Chicago, IL to Dubuque, IA);
 - d. Blue Water (Chicago, IL to Port Huron, MI);
 - e. Pere Marquette (Chicago, IL to Grand Rapids, MI);
 - f. Wolverine (Chicago, IL to Pontiac, MI);
 - g. River Runner (Saint Louis, MO to Kansas City, MO); and
 - h. Hiawatha (Chicago, IL to Milwaukee, WI)

2. Administer the HSIPR funds in accordance with federal deadlines and requirements:

ILLINOIS DEPARTMENT OF
TRANSPORTATION

By: _____

Title:

MICHIGAN DEPARTMENT OF
TRANSPORTATION

By: _____

Title:

MISSOURI DEPARTMENT OF
TRANSPORTATION

By:  _____

4/01/11

Title: Chief Engineer

WISCONSIN DEPARTMENT OF
TRANSPORTATION

By : _____

Title:

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ILLINOIS DEPARTMENT OF
TRANSPORTATION

MICHIGAN DEPARTMENT OF
TRANSPORTATION

By: _____

By: _____

Title:

Title:

MISSOURI DEPARTMENT OF
TRANSPORTATION

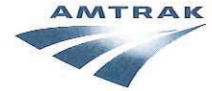
WISCONSIN DEPARTMENT OF
TRANSPORTATION

By: _____

By: Mark Gottlieb

Title:

Title: secretary



March 31, 2011

Mr. George Weber
Acting Deputy Director
Illinois Department of Transportation
100 West Randolph Street, 6-600
Chicago, IL 60601

Dear Mr. Weber:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for Illinois' High Speed Intercity Passenger Rail (HSIPR) grant application submitted in response to the March 16, 2011 Federal Register Notice issued by the Federal Railroad Administration (FRA) for the project listed below. This Notice announced the redistribution of funds authorized and/or appropriated in three pieces of legislation: the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the American Recovery and Reinvestment Act of 2009 (ARRA) and the Fiscal Year 2010 Consolidated Appropriations Act.

Amtrak's support relates to the following project:

Acquisition of rail passenger cars and locomotives for Midwest operations through a multi-state grant application process led by the Illinois Department of Transportation on behalf of the States of Michigan, Missouri, Wisconsin and Illinois. Our support is contingent on the following conditions:

- Equipment would be procured consistent with Sec 305 Committee specifications
- Larger purchase amounts (total units) would:
 - Encourage larger industry competition
 - Build industry capacity
 - Gain scale economies
 - Reduce procurement costs (if jointly procured) including administration, contract management, equipment engineering oversight, testing, etc.
- Equipment acquisition is consistent with Amtrak's Fleet Plan. "The Amtrak Fleet Strategy Plan is publicly available on www.amtrak.com (Inside Amtrak/Reports & Documents Section)"

This project, upon completion, will improve intercity passenger rail service and benefit the Amtrak system. Based on the information made available to us regarding the project's eligibility, and subject to the development of such project-specific agreements as FRA may require, we support its selection for grant funding and ultimate implementation.

George Weber
Page (2)

The advancement of projects like this will help develop high-speed and quality intercity passenger rail service in the United States. We appreciate your leadership in filing this application and look forward to a favorable decision.

Sincerely,



Michael W. Franke
Assistant Vice President, Policy and Development (Central Region)

cc: The Honorable Joseph C. Szabo, Administrator
Federal Railroad Administration



March 31, 2011

Mr. Al Johnson
Supervisor Rail Passenger Unit
Michigan Department of Transportation
Van Wagoner Building
425 W. Ottawa Street
Lansing, MI 48909

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Al Johnson
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Michael W. Franke
Assistant Vice President, Policy and Development (Central Region)

cc: The Honorable Joseph C. Szabo, Administrator
Federal Railroad Administration



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Scott Walker
Governor

Mark Gottlieb, P.E.
Secretary

Office of the Secretary
4802 Sheboygan Avenue, Room 120B
PO Box 7910
Madison, WI 53707-7910

Telephone: 608-266-1113
FAX: 608-266-9912
E-mail: sec.exec@dot.wi.gov

April 1, 2011

Joseph C. Szabo, Administrator
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mr. Szabo:

We are pleased to be a partner in this multi-state joint application with Illinois, Michigan, and Missouri. This application enables the states to replace rolling stock and equipment to capitalize on economy of scales through pooling state dollars to maximize overall buying power.

Wisconsin is committed to the improvements along the Chicago to Milwaukee Corridor. The quality and reliability of service of the Hiawatha Passenger Rail Line has contributed to a doubling of ridership over the past decade. In calendar year 2010 we finished with a record high ridership of 792,848 and are on schedule to continue to set new records in 2011, despite of a very challenging economic recovery.

We believe this project meets the criteria presented in the High Speed Intercity Passenger Rail (HSIPR) Program grant and fully commit to deliver this project expeditiously, ultimately improving our economic competitiveness by enhancing the Milwaukee to Chicago connections.

Sincerely,

A handwritten signature in blue ink that reads "Mark Gottlieb".

Mark Gottlieb, P.E.
Secretary