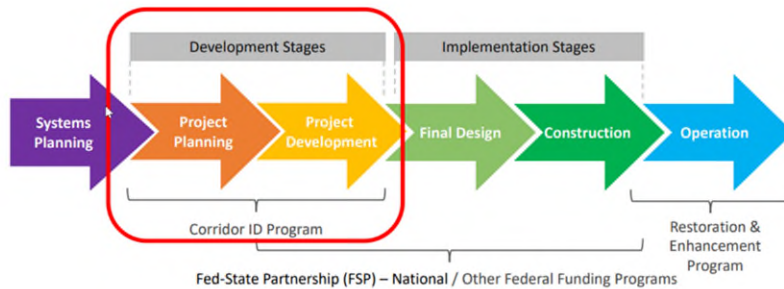


MDOT OFFICE OF RAIL REPORT (3-22-2025)

Federal Grant Projects Managed by Office of Rail with Potential Passenger Rail Benefits

| Grant Project | Project Type | Federal Grant Source | FRA Project Stage | Total Project Cost | Federal Grant | Status |
|--|--------------|----------------------|-------------------|--------------------|---------------|------------------------------|
| Battle Creek Connection | PE/NEPA | 2019 CRISI | Development | \$1.5M | \$750,000 | Expected completion in 2025 |
| MI Line Bridge Reconstruction | PE/NEPA | 2021 SOGR | Development | \$2.1M | \$1.5M | Work in Progress |
| MI Line Signal Infrastructure Upgrades | Construction | 2019 SOGR | Implementation | \$13.0M | \$6.5M | Expected completion in 2025 |
| Safety Enhancement Project | Construction | 2020 CRISI | Implementation | \$31.2M | \$15.6M | Work in progress |
| Jackson Curve Modifications | Construction | 2020 SOGR | Implementation | \$28.8M | \$14.4M | Expected Completion in 2026 |
| Ann Arbor-Owosso Track & Bridge Rehabilitation | Construction | 2021 CRISI | Implementation | \$42.7M | \$21.3M | Pending grant agreement-2025 |
| Manistee River Bridge Reconstruction | Construction | 2022 CRISI | Implementation | \$34.0M | \$20.4M | Pending grant agreement-2025 |
| Detroit/Pontiac-Chicago Service Development Plan W/ Proposed Expansion to Windsor/Toronto (Step 1) | Planning | 2022 CID | Development | \$.5M | \$.5M | Step 1 work in progress |
| Port Huron-Chicago Service Development Plan (Step 1) | Planning | 2022 CID | Development | \$.5M | \$.5M | Step 1 work in progress |
| Grand Rapids-Chicago Service Development Plan (Step 1) | Planning | 2022 CID | Development | \$.5M | \$.5M | Step 1 work in progress |

FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



- Despite ongoing changes at the federal level, we continue to work with FRA to advance all our federal grants through the process.
- For this upcoming construction season, we are hoping to substantially complete work on four of our active grants. This includes PE/NEPA for the Battle Creek Connection, Michigan Line Signal Infrastructure Upgrades, the Jackson Curve modifications and the Manistee River Bridge reconstruction.
- We are actively working on PE/NEPA approval, required for FRA to obligate construction funds, for the Safety Enhancement Project and Ann Arbor-Owosso Track & Bridge Rehabilitation.
- Amtrak is working with FRA, the freight railroads and other Midwest states to finalize an alternatives analysis for the “South of the Lake”, which is a portion of the routes for all three of our passenger rail services. The report will reflect a common understanding and provide a starting point for the respective Service Development Plans.
- Overall, Michigan Amtrak ridership increased by 3,758 or about 8.7% from January 2024. The improvement in ridership was most pronounced on the Wolverine, which saw a 12.0% increase in ridership year-over-year. The Blue Water saw an increase of 5.8% and the Pere Marquette was mostly stable, with a slight decrease in ridership of 0.8%.
- Watco announced an agreement to acquire ownership of the Great Lakes Central (GLC) Railroad. GLC operates on 400 miles of mostly state-owned rail in Michigan. Watco currently operates Grand Elk Railroad in Michigan.
- HNTB has started its work to complete work that is consistent with Step 1 of FRA’s Corridor ID Program for MDOT’s three existing corridors and a potential new Holland-Grand Rapids-Lansing-Detroit service. HNTB estimates that it will take approximately 9-12 months to complete Step 1 requirements.
- MDOT continues to work with local partners on the potential development of a new multi-modal transit facility in the City of Detroit. MDOT received approval from FTA to transfer a \$10M RAISE grant that was previously awarded to MDOT for a new multi-modal station at New Center to a new location, pending successful completion of PE/NEPA.
- Two additional MDOT projects were recently selected under CRISI and the Rail Crossing Elimination (RCE) Grant, but are not included in the table above, as neither are expected to have significant passenger rail impacts. In partnership with Norfolk Southern and the City of Detroit, MDOT was awarded a \$67M CRISI grant for the final design and construction of enhancements at the Livernois Intermodal Facility in Southwest Detroit. Under RCE, MDOT was awarded \$73.5M for the design and construction of a grade separation of M-85 (Fort Street) and Canadian National in Trenton.