Preapplication for HSIPR Program

OMB No. 2130-0583

Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes**.
- Applicants should complete and submit this form electronically to: HSIPR@dot.gov.

A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance *(Check the appropriate box from the list)*:

☒ State

☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States

☐ Interstate Compacts

☐ Public Agency established by one or more States

☐ Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: Michigan Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group *(if applicable)*: N/A

(4) Application point of contact (POC): Al Johnson		POC title: Supervisor - Office of High Speed Rail and Innovative Project Advancement		
Street address: 425 West Ottawa P.O. Box 30050	City: Lansing	State: MI	Zip code: 48909	Telephone number: 517/335-2549
Fax: 517/373-7997		Email: johnsonal@michigan.gov		

What is your project?

(5) Project/program name: MWRRS/Michigan's High Speed Rail Corridor: Amtrak Sidings (MI Preapp #6)

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage *(less than 1000 characters)*:
This project consists of constructing three sidings, including the associated turnouts on the segment of the Chicago-Detroit-Pontiac Corridor owned by Amtrak. Two are in the vicinity of Dowagiac resulting in a 20-mile passing siding. The third extends from Three Oaks to the Michigan/Indiana state line resulting in an 11-mile passing siding. All work will take place in exisiting railroad right-of-way. These improvements will have independent utility and can be constructed and placed into existing services on an individual basis, thus providing immediate incremental benefits as full implementation progresses. MDOT's process for categorical exclusion is underway and is expected to be completed by August 24, 2009 or early fall.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) *(less than 250 characters):* Amtrak Sidings (MI Preapp #6) includes three siding extensions/turnouts on this rail line. Glenwood to Dowagiac (MP170.90 to MP 180.50), Dowagiac to Niles (MP 180.50 to MP192.30), and Three Oaks to State Line (MP 211.61 to MP 221.21). Please see the attached corridor segment map. End points are global mile posts.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) *(less than 250 characters)*: Chicago-Detroit/Pontiac High Speed Rail Corridor. This corridor serves 13 Michigan stations consisting of Pontiac, Birmingham, Royal Oak, Detroit, Dearborn, Ann Arbor, Jackson, Albion, Battle Creek, Kalamazoo, Dowagiac, Niles and New Buffalo. This corridor serves stations outside of Michigan at Michigan City, Hammond-Whiting and Chicago.

(C) State(s) in which the project/program investment is/are located: MI

(D) State(s) in which the benefiting service(s) is/are located: MI, IN, IL

(8) Project/program type:

(A) Types of capital investments contemplated *(Check all that apply)*:

- ☒ Structures (bridges, tunnels, etc.)
- ☐ Track-Rehabilitation
- ☒ Track-New Construction
- ☐ New Rights-of-Way
- ☐ Major Interlockings
- ☒ Communications, Signaling, Control
- ☐ Other *(Please describe)*:
- ☐ Rolling Stock Refurbishments
- ☐ Rolling Stock Acquisitions
- ☐ Stations, Terminals
- ☐ Support Facilities (Yards, Shops, etc.)
- ☒ Grade Crossing Improvements
- ☐ Electric Traction

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) *(less than 500 characters)*: Michigan will make three siding extensions with high speed turnouts: Glenwood to Dowagiac (MP170.90 to MP 180.50), Dowagiac to Niles (MP 180.50 to MP192.30), and Three Oaks to State Line (MP 211.61 to MP 221.21)

(C) Service attributes *(Check all that apply)*:

☒ Additional Frequencies on Existing Route ☒ Improved On-Time-Performance on Existing Route

☐ New Service ☒ Increased Average Speeds/Shorter Trip Times

☒ Other (*Please describe)*: Increased safety, reduced passenger/freight congestion, reductions in emissions resulting from travelers being diverted from the automobile and air travel modes, ADA compliance, passenger safety and accessability.

(9) Project/program milestones *(mm/yyyy)*:

Construction start date: 01/2010

Construction completion date: 12/2011

Service improvements realized: 12/2011

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles	100,621,238	164,862,000	☐	☐
Average daily round trips (weekday)	3	6	☐	☐
On-time performance (OTP) (at endpoint terminals)	26.4%	90%	☐	☐
Top speed (mph)	95 mph	110 mph	☐	☐
Average operating speed (mph) (between endpoint terminals)	54 mph	63 mph	☐	☐

What will your project/program cost & how will it be funded?

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding): $37.5 million (in 2010 dollars)

(12) Will your project/program proposal include matching funds?

(A) ☐ Yes If yes, as what percentage of total costs?

☒ No

(B) Proposed source(s) of capital matching funds *(Please check all that apply):*

☐ State ☐ Local ☐ Private ☐ Other *(Please specify):* ☒ N/A ☐ Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters).* N/A

Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

☒ Yes ☐ No ☐ Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu):*

Annual State appropriations If other is selected, please specify:

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu):*

Other If other is selected, please specify: Michigan will continue to invest state funds in this corridor as it has since 1974, with over $50 million in capital & operating investments made since 2002. New equipment will first replace existing equipment then expand service frequencies.

D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	☐	☐	☐	☒ 2007	☐
Service/Operating Plan	☐	☐	☐	☒ 2004	☐
Prioritized Capital Plan	☐	☐	☐	☒ 2004	☐
Ridership/Revenue Forecast	☐	☐	☐	☒ 2004	☐
Operating Cost Forecast	☐	☐	☐	☒ 2004	☐
Tier 1 Programmatic (or "service") NEPA *(Identify document from dropdown menu)* Categorical Exclusion (CE)	☐	☐	☐	☐	☒
Assessment of Benefits	☐	☐	☐	☒ 2007	☒
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	☐	☐	☐	☐	☒
Tier 2 (project-level) NEPA *(Identify document from dropdown menu)* Categorical Exclusion (CE)	☐	☐	☐	☐	☒
Detailed Capital Cost Estimates	☐	☐	☐	☒ 2008	☐
Assessment of Benefits	☐	☐	☐	☒ 2008	☐
General Planning Studies/Documents					
Project Management Plan	☐	☐	☐	☒ 2004	☐
Financial Plan (capital & operating – sources/uses)	☐	☐	☐	☒ 2004	☐

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? ☐ Yes ☒ No ☐ Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? ☐ Yes ☒ No ☐ Not sure

(A) Who are your partners & what are their commitments?

(18) **Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements.) *(If more than two railroads, please include additional information in question 24.)*

Railroad owner 1 (Name):	Amtrak
Status of railroad owner 1 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	No agreement, but host railroad supports project
Railroad owner 2 (Name):	
Status of railroad owner 2 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	No host railroad involved

(19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). *(Click on the appropriate option from the dropdown menu shaded in gray)*:

No agreement, but partner supports project

(20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (*Click on the appropriate option from the dropdown menu shaded in gray)*: None

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? ☐ Yes ☐ No ☒ N/A ☐ Not sure

(B) Which track is the best fit for your project/program?

(21) Anticipated HSIPR funding track *(Click on the appropriate option from the dropdown menu shaded in gray)*:

Track 1 (Projects) FD/Construction

If unsure, please explain:

(22) Anticipated application filing date *(Check the appropriate box)*:

☒ 2009 – first round

☐ Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

(C) What help do you need?

(23) Describe any areas in which you could use technical assistance, best practices, advice or support from others *(less than 500 characters)*: Michigan will contract with the host railroads and draw on their expertise where applicable to construct infrastructure improvements. MDOT will seek Amtrak support for technical assistance to extend the Incremental Train Control System (ITCS) to the east of Kalamazoo. In addition, Michigan will seek Amtrak support for development of train schedules, projection of ridership and revenues, projection of annual operating funding requirements, station development, negotiation/coordination with host railroads, and engineering design support. Michigan will also seek FRA assistance with new equipment inspections.

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. MDOT has been working toward integrating all modes of transportation as evidenced through our Mission Statement and Strategic Plan. By addressing this several years ago, MDOT set the stage for a new multimodal approach to solving transportation problems. MDOT has been drawing on expertise throughout the department to deliver intercity passenger rail capital projects. The most recent example of this has been with the West Detroit Track Connection Project. Working through this effort has allowed MDOT to see what would formally need to take place in an organizational structure to handle a robust intercity passenger rail program. As a result, MDOT created a new Office of High Speed Rail and Innovative Project Advancement that reports directly to the Director and is responsible for program delivery.

(25) Michigan, Amtrak, FRA, and General Electric Global Transportation Systems have partnered to introduce the Incremental Train Control System, building on $40 million in equipment and infrastructure improvements, to reach passenger speeds of 95 mph.

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