



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 Midwest High Speed Rail Corridor: Stations (MI Preapp #7)

(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*):
 The project consists of constructing five new stations to replace five existing intercity passenger rail stations, renovating one intercity passenger rail station, and rehabilitating seven intercity passenger stations which are all located on the Chicago-Detroit/Pontiac Midwest High Speed Rail Corridor. Stations to be replaced with new structures have estimated costs ranging from approximately \$8.5 million to \$40 million. These costs include everything except station sidings. The one station to be renovated will cost approximately \$18 million; this includes restoring the building as an historical structure. Rehabilitation includes roofing, painting, brick work repair, landscaping, and parking lot resurfacing and striping. These costs range from approximately \$0.5 million to \$3.0 million.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): Station projects are located on the Chicago-Detroit/Pontiac High Speed Corridor. Station locations are in the following cities: Pontiac, Troy/Birmingham, Detroit, Dearborn, Ann Arbor, Jackson, Albion, Battle Creek, Kalamazoo, Dowagiac, Niles and New Buffalo (please see attached Intercity Passenger Rail Station map).

(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 and IL

(8) Project/program type:

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Refurbishments |
| <input type="checkbox"/> Track-Rehabilitation | <input type="checkbox"/> Rolling Stock Acquisitions |
| <input type="checkbox"/> Track-New Construction | <input checked="" type="checkbox"/> Stations, Terminals |
| <input type="checkbox"/> New Rights-of-Way | <input type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings | <input type="checkbox"/> Grade Crossing Improvements |
| <input type="checkbox"/> Communications, Signaling, Control | <input type="checkbox"/> Electric Traction |
| <input type="checkbox"/> Other (<i>Please describe</i>): | |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): These projects include 3 types of proposed station improvements on Michigan's High Speed Corridor : Station Rehabilitation (7 stations), Station Renovation (1 station), and New Station Construction (5 stations).

(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 accessibility.(9) Project/program milestones (*mm/yyyy*):Construction start date:
01/2010Construction 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	<input type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	3	6	<input type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	26.4%	90%	<input type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	79	110	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)	54mph	63mph	<input type="checkbox"/>	<input type="checkbox"/>

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):
\$130 million (2010 dollar). Approximately \$100 million of this is for the five new stations.

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

(A) Yes If yes, as what percentage of total costs? not sure

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*). Several facilities have acquired property as an in-kind match.

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 benefiting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Assessment (EA)					
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Assessment (EA)					
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(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):

Norfolk Southern Railway

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):

Host railroad consulted, but support is not final

Railroad owner 2 (Name):

Canadian National Railway

Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):

Host railroad consulted, but support is not final

- (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): Some - less than 25%

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.

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.

18. Additions to Right-of-Way Owners Amtrak - Host railroad consulted but support is not final.

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 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**.