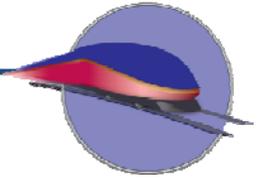


Individual FD/Construction Project Application Form

High-Speed Intercity Passenger Rail (HSIPR) Program



Applicants interested in applying for funding of Final Design (FD)/Construction Projects under the FY10 Individual Project solicitation are required to submit this application form and other required documents as outlined in Section H of this application. List and describe any supporting documentation submitted in Section G. Applicants should reference the FY10 Individual Projects Notice of Funding Availability (NOFA) for more specific information about application requirements. If you have questions about the HSIPR Program or this application, please contact the Federal Railroad Administration (FRA) at HSIPR@dot.gov.

Applicants must use this form by entering the required information in the gray narrative fields, check boxes, or drop-down menus. Submit this completed form, along with any supporting documentation, electronically by uploading them to GrantSolutions.gov by 5:00 p.m. EDT on August 6, 2010.

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: Michigan Department of Transportation (MDOT)		Provide the submitting agency Authorized Representative name and title: Kirk T. Steudle, Director		
Street Address: 425 W Ottawa	City: Lansing	State: MI	Zip Code: 48909	Authorized Representative telephone: 517-373-2114 Authorized Representative email: SteudleK@Michigan.gov
Provide the submitting agency Point of Contact (POC) name and title (if different from Authorized Representative): Al Johnson, Supervisor - Office of High Speed Rail & Innovative Project Advancement		Submitting agency POC telephone: 517-335-2549 Submitting agency POC email: JOHNSONAL@Michigan.gov		
(2) List the name(s) of additional state(s) applying (if applicable): N/A				

B. Eligibility Information

Complete the following section to demonstrate satisfaction of applicant eligibility requirements.

(1) Select the appropriate box from the list below to identify applicant type. Applicant type is defined 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 types below, additional documentation is required. Please select the appropriate box to establish applicant eligibility as described in Section 3.2 of the NOFA and list the supporting document 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 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. The appropriate planning document must be 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) Establish completion of Preliminary Engineering requirements. List the documents that establish completion of Preliminary Engineering for the project covered by this application. See Section 4.2.5 and Appendix 2.3 of the NOFA. If more than five references, please provide the same information in a supporting document and list in Section G.2 of this application. Any supporting documents submitted should be listed in Section G.2 of this application.

Documentation	Date (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link (if available)
Final Design Plans for Track Improvements, Bridge Replacement, and Right of Way. The final plans are approximately 95% complete.	08/2010	<input checked="" type="checkbox"/>	
"Detroit Intermodal Freight Terminal" (DIFT) project Record of Decision from FHWA	04/2010	<input checked="" type="checkbox"/>	
Project Area Map showing improvements	08/2010	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	

(4) Establish 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 or Finding of No Significant Impact) is not required for an application but must have been issued by FRA prior to award of a construction grant. Verified documents can be submitted as a supporting document or referenced through a public active URL. Any supporting documents should be listed in Section G.2 of this application. See Section 4.2.5 and Appendix 2.2 of the NOFA.

Documentation	Date (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)	08/2010	<input checked="" type="checkbox"/>	
<input type="checkbox"/> Final Environmental Assessment		<input type="checkbox"/>	
<input checked="" type="checkbox"/> Final Environmental Impact Statement	12/2009	<input type="checkbox"/>	http://www.michigan.gov/mdot/0,1607,7-151-9621_11058_26215-227893--,00.html
Project NEPA Determination			
<input type="checkbox"/> Categorical Exclusion	TBD	<input type="checkbox"/>	
<input type="checkbox"/> Finding of No Significant Impact		<input type="checkbox"/>	
<input checked="" type="checkbox"/> Record of Decision	04/2010	<input checked="" type="checkbox"/>	

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”).

MI-Detroit-West Detroit Junction Connection Track Project (MI-WDJCTP)

(2) Indicate the anticipated funding level for the FD/Construction project below. This information must match the SF-424 forms, and dollar figures must be rounded to the nearest whole dollar. When the non-Federal match percentage is calculated, it must meet or exceed 20 percent of the total project cost.

Federal Funding Request	Non-Federal Match Amount	Total FD/Construction Project Cost	Non-Federal Match Percentage of Total Project Cost
\$ 14,660,190	\$ 3,665,048	\$ 18,325,238	20 %

(3) Indicate the activity(ies) for which you are applying. Check all that apply.

Final Design Construction

(4) Indicate the anticipated duration, in months, for the FD/Construction project (e.g., 36).

Number of Months: 22

(5) List the name of the corridor where the project is located.

Chicago Hub (Chicago-Detroit/Pontiac) High Speed Rail Corridor

(6) 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 .shp file as supporting documentation. This document must be listed in Section G.2 of this application.

The West Detroit Junction Connection Track Project is located in the City of Detroit, Michigan. The project begins near Conrail Shared Assets Operations (CSAO) MP 3.32, (Global MP 3.9, 42 19' 27.16"N by 83 06' 57.00"W) and proceeds east to West Detroit Junction at CSAO MP 2.85, Grand Trunk Western (CN) MP 50.20 (GMP 3.43, 42 19' 31.50" W by 86 06' 24.60"N) and then north on CN tracks north to CN MP 54.80 (GMP 1.16, 42 22' 48.89"N by 83 03' 23.33"W). See project location maps submitted through Grantsolutions.gov.

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

The outcome of the MI-WDJCTP is a more efficient and safe passenger rail service between the Dearborn Station and the Detroit New Center Station.

This project will construct new Central Traffic Control (CTC) signals from Milwaukee Junction to West Detroit Junction (4.6 miles), and an efficient connection of the east-west track owned by CSAO and the north-south track owned by CN. The project includes CTC signal installation, construction of 1.34 miles of new connection track on existing and previously abandoned railroad property (0.21 miles of new CSAO track and 1.11 miles of new CN track), replacement of the bridge over Junction Avenue, relocating approximately 0.86 track miles of existing CSAO tracks, construction of 5 new cross-overs, and construction of a service drive. The final design of

the CTC signals will accommodate upcoming requirements for Positive Train Control. By improving the access at this junction, the project will improve passenger rail travel times by up to 10 minutes between Dearborn Station and Detroit's New Center Station, reduce pollution, and improve safety by eliminating conflicts with the 6 railroads that use this line (CSAO, CN, CSX, Canadian Pacific (CP), Norfolk Southern Railway (NS) and National Railroad Passenger Corporation (Amtrak)).

(8) Indicate the source, amount, and percentage of non-Federal matching funds for the FD/Construction project. The sum of the figures below should equal the amount provided in Section C.2. Click on the prepopulated fields to select the appropriate responses 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. Identify supporting documentation that will allow FRA to verify the funding source and list it in Section G.2 of this application.

Non-Federal Funding Sources	New or Existing Source?	Status of Funding ¹	Type of Funds	Dollar Amount	% of Total Project Cost	Describe Any Supporting Documentation to Help FRA Verify Funding Source
State of Michigan Funds	Existing	Committed	Cash	\$ 3,665,048	20 %	See "MI-WDJCTP_Financial Plan.pdf" and Section E (3) for details on MDOT's request to utilize "soft match" on the project
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
Sum of Non-Federal Funding Sources				\$ 3,665,048.00	20 %	N/A

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

- Structures (bridges, tunnels, etc.)
- Track rehabilitation and construction
- Major interlockings
- Station(s)
- Communication, signaling, and control
- Rolling stock refurbishments
- Rolling stock acquisition
- Support facilities (yards, shops, administrative buildings)
- Grade crossing improvements
- Electric traction
- Other (please describe)

¹ Reference Notes: 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 (e.g., 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).



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

- | | |
|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Final Design activities are complete. | <input type="checkbox"/> Construction activities are complete. |
| <input checked="" type="checkbox"/> Final Design activities are in progress. | <input type="checkbox"/> Construction activities are in progress. |
| <input 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 under way or completed in the table below. If more space is necessary, please provide the same information 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)
Final Design - Track and Bridge	Final Plans for the track work and bridge replacement	<input type="checkbox"/>	02/2009	09/2010
Final Design - CTC Signalization	Final Design for CTC signalization	<input type="checkbox"/>	02/2009	02/2011
Right of Way	Right of Way - Right of Entry	<input type="checkbox"/>	02/2009	12/2010
Right of Way	Right of Way - Acquisition	<input type="checkbox"/>	02/2009	05/2011
Agreements	Agreements for maintenance and construction between project stakeholders	<input type="checkbox"/>	02/2009	12/2010
		<input type="checkbox"/>		

D. Project Success Factors Overview

Answer the following questions about the individual project that is the subject of this FD/Construction application.

- (1) Indicate the expected service outcomes of the FD/Construction project.** Check all that apply.
- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Additional service frequencies
<input checked="" type="checkbox"/> Service quality improvements
<input checked="" type="checkbox"/> Increased average speeds/shorter trip times | <input checked="" type="checkbox"/> Improved operational reliability on existing route
<input checked="" type="checkbox"/> Improved on-time performance on existing route
<input checked="" type="checkbox"/> Other (please describe) Increased safety, reduced passenger/freight congestion, reductions in emissions resulting from travelers being diverted from automobile and air travel |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Briefly clarify your response(s) if needed:

- (2) Quantify the applicable service outcomes of the FD/Construction project.** Provide the current conditions and anticipated service outcomes. Future state information is necessary only for relevant service benefits.

	Frequencies ²	Scheduled Trip Time (in minutes)	Average Speed (mph)	Top Speed (mph)	Reliability – Provide Either On-Time Performance Percentage or Delay Minutes
Current	6	29	16	25	69
Future	6	19	25	45	80

- (3) Select and describe the operational independence of the FD/Construction project.**³

This project is operationally independent. This project is not operationally independent.

Briefly clarify your response:

The improvements proposed in the MI-WDJCTP will benefit intercity passenger rail services without the need for other improvements on the Chicago Hub-Chicago-Detroit/Pontiac high speed rail corridor.

- (4) Provide Right-of-Way ownership information in the FD/Construction project area.** Where railroads currently share ownership, identify the primary owner. If Amtrak is the Type of Railroad, the Right-of-Way Owner field does not need to be completed. Click on the prepopulated fields to select the appropriate response from the lists of railroad types and status of agreements. If more than five owners please provide the same information 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 Agreements to Implement
Class 1 Freight	CN	4	8	Host Railroad Consulted, but Support not Final
Class 1 Freight	CSAO	0	0	Host Railroad Consulted, but Support not Final
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place

² Frequency is measured in daily one-way train operations. One daily round-trip operation should be counted as two daily one-way train operations.

³ A project is considered to have operational independence if, upon being implemented, it will provide tangible and measurable benefits, even if no additional investments in the same service are made.



(5) 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 prepopulated field to select the appropriate response from the status of agreement list.

Name of Rail Service Operator	Status of Agreement
Amtrak	No agreement, but partner supports project

(6) Identify the types of services affected by the FD/Construction project and provide information about the existing rail services within the project boundaries (e.g., freight, commuter, and intercity passenger). Click on the prepopulated fields to select the appropriate response from the list of types of service.

Type of Service	Name of Operator	Top Existing Speeds Within Project Boundaries		Number of Route-Miles Within Project Boundaries	Average Number of Daily One-Way Train Operations ⁴ Within Project Boundaries	Notes
		Passenger	Freight			
Intercity Pa	Amtrak	25		5	6	
Freight	CN		25	4	10	
Freight	CSAO		25	0	3	
Freight	CSX		25		5	
Freight	NS		25		7	
Freight	CP		25		22	

(7) Estimate the share of benefits that will be realized by nonintercity passenger rail services (e.g., commuter, freight) and select the approximate cost share to be paid by the beneficiary.⁵ Click on the prepopulated fields to select the appropriate response from the lists of type of beneficiary, anticipated share of benefits, and approximate cost share. If more than five types of nonintercity 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 Nonintercity Passenger Rail	Expected Share of Benefits	Approximate Cost Share
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%

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

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

E. Additional Response to Evaluation Criteria

Provide a separate response to each of the following categories of potential benefits to identify the ways in which the proposed FD/Construction project will achieve these benefits.

(1a) Transportation Benefits

Describe the ways in which the proposed FD/Construction project will address the potential of successfully executing these transportation benefits in a cost-effective manner:

- Supporting the development of intercity high-speed rail service;
- Generating improvements to existing high-speed and intercity passenger rail service, as reflected by estimated increases in ridership (as measured in passenger-miles), increases in operational reliability (as measured in reductions in delays), 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, including integration with existing intercity passenger rail services, allowance for and support of future network expansion, and promotion of technical interoperability and standardization (including standardizing operations, equipment, and signaling);
- Encouragement of intermodal connectivity and integration through provision of direct, efficient transfers among intercity transportation and local transit networks at train stations, including connections at airports, bus terminals, subway stations, ferry ports, and other modes of transportation;
- Enhancing intercity travel options;
- 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 in the project's financing, including, but not limited to, consideration of donated property interests or services; financial contributions by freight and commuter rail carriers commensurate with the benefit expected to their operations; and financial commitments from host railroads, non-Federal governmental entities, nongovernmental entities, and others;
- 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.

The MI-WDJCTP is an independent improvement to the existing Chicago Hub, Chicago-Detroit/Pontiac intercity high speed rail corridor. The proposed improvements will directly benefit the Wolverine passenger rail service between the Dearborn Station and Detroit's New Center Station. Based on Amtrak's published arrival and departure times, the average speed between these two stations is approximately 16 mph. It is anticipated that the average speed of passenger rail service between Dearborn Station and Detroit's New Center Station will be increased by 5 to 9 mph (21mph to 25mph) which results in a trip time reduction between 7 and 10 minutes. If this project reduces the travel time by only 5 minutes, Amtrak trains would experience 182 fewer hours of delay each year.

The bridge at Junction Avenue is designed to accommodate not only the single track that will be constructed as part of this project, but will also accommodate a second track for use in the future. The bridge replacement is required in order to have the new connection track have a design speed of 45 mph.

Amtrak's Wolverine service provides 3 daily round trips from Chicago to Pontiac. This project directly benefits the existing service, and is also an incremental benefit to future expansion of the Wolverine service or to the addition of commuter rail service. The Midwest Regional Rail Initiative (MWRRRI) identified that the Wolverine could expand to 7 round trips in the future.

The Michigan Department of Transportation (MDOT) intends on awarding the construction phase of this project in early 2011 and complete construction activities in 2012. The project significantly improves the infrastructure in the West Detroit Junction area by eliminating conflicting passenger and freight movements through the reestablishment

of a direct connection track and signal improvements. These improvements will improve safety, reliability and trip times of intercity passenger services.

This area is one of the most congested rail segments in Michigan. Twenty five minute delays to both intercity passenger and freight trains are not uncommon at Bay City Junction. By reestablishing the connection track at West Detroit and adding CTC signalization, passenger and freight movements will be separated. The resulting decrease in congestion will significantly improve safety and reliability and reduce trip times. The project improvements will also contribute to the accommodation of future additional passenger and commuter rail services.

Improving the reliability and trip times of passenger and freight rail will encourage traditional motorists to utilize intercity passenger rail as a viable alternative mode of transportation. Rail investment will lead to additional opportunities for mass transportation oriented development, which may lead to lower land acquisition needs for highways and airports.

As an example of the cross modal benefits that new or additional passenger rail service can offer, an analysis of the implementation of the 2004 MWRRI Plan showed that the market share of the intercity passenger rail mode in Michigan would increase almost 500 percent with rail having a larger market share than commercial air service.

Michigan has actively participated in the MWRRI since its inception in 1996. The MWRRI System Plan is a 9 state effort to implement a coordinated and enhanced High Speed Rail/Intercity Passenger rail network in the Midwest. Incremental improvements to the Chicago Hub network will improve access to rail passengers traveling throughout the Midwest region. This project provides an important improvement in the Chicago Hub, Chicago-Detroit/Pontiac High Speed Rail corridor. The MWRRI work has led to a comprehensive Service Development Plan which provides a long term vision for increased speeds and service frequencies on the Chicago-Detroit/Pontiac High Speed Rail Corridor. In addition, Michigan will lead a multi state effort (Indiana, Illinois and Michigan) to complete a Corridor Investment Plan which will include updating the existing MWRRI Service Development Plan for the Chicago-Detroit/Pontiac Corridor and completing a corridor wide environmental document. All of the work proposed in this Project is consistent with the development of the MWRRI. Also, all of the improvements proposed in this SDP are consistent with MDOT's Commission Policy under Resolution 2004-1 adopted February 26, 2004. This Resolution 2004-1 (see page 30 of "MI-WDJCTP_Tech_Report.pdf" and "MI-WDJCTP_Commission Policy Resolution 2004-11.pdf") and MWRRI Service Development Plan has been uploaded as supporting documentation.

Improvements in on-time performance and reliability of the six daily Amtrak trains on the "Wolverine" service will encourage new ridership and diversions from the traditional use of automobiles. Local transit/transportation options already service the existing stations along the corridor. More efficient passenger rail service will result in more integrated transportation options and enhanced connectivity between local and regional communities. The new rail, signaling, and bridge at West Detroit Junction will also improve the state of good repair of the rail facilities in the project area.

Improved service and reliability to the "Wolverine" service will make intercity passenger rail more attractive to users. There are additional transportation options being developed in the Metro Detroit area, including light rail and a new passenger ship facility (currently being built). Intercity passengers will have access to these facilities making new transportation opportunities available to the public. In addition, a commuter rail demonstration is being planned between Ann Arbor and Detroit. All of these options act as a feeder/distribution system for intercity passenger rail.

The MI-WDJCTP will improve freight rail operations by eliminating the conflicts with passenger rail. The reduced congestions will allow more efficient flow through the Bay City Junction. This project is also one of the 12 external DIFT projects. Once the external DIFT projects are completed, intermodal freight operations through southeast Michigan will be greatly enhanced.

The project includes the placement of CTC signals on the CN owned property. The design of the CTC signals will accommodate the future installation of PTC by the host railroads.

(1b) Other Public Benefits

Demonstrate the potential of the proposed project to achieve other public benefits in a cost-effective manner:

- Environmental quality and energy efficiency and reduction in dependence on foreign oil, including 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;

- Promoting interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations);
- Improving historic transportation facilities; and
- Creating jobs and stimulating the economy. Although this solicitation is not funded by the American Recovery and Reinvestment Act of 2009 (Public Law 111-5), these goals remain a top priority of this Administration. Therefore, Individual Project applications will be evaluated on the extent to which the project is expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas, as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. 3161) (“Economically Distressed Areas”).

Improvements to on-time performance and reliability of service of six daily Amtrak trains in this corridor means this project will produce many environmental benefits. More efficient passenger and freight rail services will result in less pollution, lower greenhouse gas emissions, more transportation options and enhanced connectivity between communities.

Beyond freight movement and passenger mobility, intercity rail service provides important environmental benefits to the citizens of Michigan. Freight rail is three times more fuel efficient than the truck mode on a per ton-mile basis. The U.S Environmental Protection Agency (EPA) estimates that a typical freight train emits three times less pollution than a truck per ton-mile. Transportation by rail saves approximately \$266 million annually in pavement damage to Michigan roadways. Rail also reduces truck congestion on Michigan roadways (Michigan Railroads Association, presentation by Bob Chaprnka, August 11, 2008).

Passenger rail travel has similar environmental benefits. Data from the Oak Ridge National Laboratory indicate that intercity passenger rail consumes 17 percent less energy per passenger mile than airlines and 21 percent less energy per passenger mile than autos (Oak Ridge National Laboratory, Transportation Energy Data Book, Edition 26, 2007). Intercity passenger rail produces 60 percent fewer CO₂ greenhouse gas emissions per passenger mile than the average automobile and about half the greenhouse gas emissions per passenger mile of an airplane. Intercity passenger rail also generates fewer emissions per passenger mile of other pollutants such as nitrous oxide (NO_x), volatile organic compounds (VOCs) and carbon monoxide (CO) (Vision for the Future – U.S. Intercity Passenger Rail Network Through 2050, prepared for the National Surface Transportation Policy and Revenue Study Commission, December 2007).

The construction of the West Detroit Junction Connection Track project will enhance rail travel as a viable option for mobility in the Metro Detroit area. The increased reliability and improved connectivity will result in passenger rail service becoming a more attractive option for travelers. This accessibility to Chicago, Ann Arbor, Kalamazoo, etc. without automobile ownership or availability will also create an opportunity for transit-oriented development in the vicinity of Detroit’s New Center Station.

The West Detroit Junction Connection Track project will create a vital connection for other transportation modes present in Detroit. The transportation services provided at the New Center Station include existing bus services on Woodward Avenue and throughout the metro Detroit area as well as a future planned light rail service along Woodward Avenue. The surrounding area is also well suited to accommodate pedestrian and other non-motorized modes of transportation. New riverfront walking trails and bicycle trails within downtown Detroit create a destination and make these areas more “livable”.

Intercity passenger rail service provides downtown to downtown connectivity which encourages compact urban development, infilling and downtown redevelopment. This type of “transit friendly” development can be more energy efficient, results in fewer harmful emissions and can be more efficiently provided with urban services than low density urban sprawl.

Based on USDOT estimates that indicate 1 job will be created or retained for every \$92,000 of construction work, this project will create approximately 175 jobs. This project is located in the City of Detroit, which is in a severely economically distressed area as identified on the US Department of Commerce – Bureau of Economic Analysis website, and was an unemployment rate of 25 percent. An economic impact analysis has been prepared for the

MWRRRI plan which recommends 110 mph high speed rail service in the Chicago –Detroit/Pontiac corridor and enhanced service in other Michigan corridors. This analysis, based on full implementation, estimates that improved passenger rail service in Michigan will result in 6,970 new permanent jobs, \$680 million in increased property values around Michigan stations and a \$138 million increase in annual household income statewide.” (Economic Impacts of the Midwest Regional Rail System, Transportation Economics and Management Systems, Inc. and HNTB, November 2006)

Detroit has suffered in recent years with population loss, decentralization, and the effects of suburbanization. The city is ripe to capitalize on this outgrowth through higher density, mixed-use development. The New Center Station area, within this project’s limits, is experiencing high-density revitalization, and this project will provide opportunities for continued redevelopment. The proposed Woodward Avenue Light Rail Transit Service is designed with transit-oriented development in mind. This line is currently funded with predominantly privately held interests and is largely intended to spur transit-oriented development in the New Center area, the Woodward Corridor, and downtown Detroit.

(2) Project Delivery Approach

Consider the following factors to determine the risk associated with the proposed project’s delivery within budget, on time, and as designed:

- The adequacy of any completed engineering work to assess and manage/mitigate the proposed project’s engineering and constructability risks;
- The sufficiency of system safety and security planning; and
- The project’s progress, at the time of application, towards compliance with environmental review requirements under NEPA and related statutes.

The MI-WDJCTP is a high priority project for Michigan that will increase safety and reduce congestion and conflicts in a highly congested area. Because of the many benefits the project will bring, MDOT has virtually completed the Final Design utilizing State funds. The Final Design of the track, bridge and signal work is 95% complete. Risks associated with engineering and construction have been assessed and mitigated during the final design process, and any design and construction risks that remain are minimal.

Separating the freight and passenger trains and adding CTC signals at this location will significantly improve safety. The new CTC signals will accommodate the future placement of PTC systems. The re-established connection track also adds additional redundancy to the area that could be used as an alternate connection for non-passenger trains if an emergency event occurred.

MDOT is the State Safety Oversight Agency for the Detroit People Mover, and all future rail transit agencies that would initiate commuter, overhead guideway system, or street running operations, not under FRA jurisdiction in Michigan. MDOT is fully compliant with 49 CFR Part 659, Rail Fixed Guideway Systems; State Safety Oversight; Final Rule. MDOT has developed an FTA approved System Safety Program Standard which requires existing and future rail transit agencies to develop System Safety Program Plans and System Security Plans for MDOT’s approval. This document can be modified to meet APTA/FRA requirements, including requirements for Collision Hazard Analysis. A copy of Michigan’s SSPS and a draft Preliminary Collision Hazard Analysis (between Ann Arbor, MI and Detroit’s New Center Station) has been included with this application as supporting documentation. MDOT is fully capable of conducting internal audits, regularly scheduled reviews, and accident investigations. MDOT ensures that the rail transit agency maintains records, files and training reports as prescribed in CFR 49, Part 659.

The MI-WDJCTP is progressing on schedule, and MDOT believes there are no significant risks within MDOT’s control that are associated with the project progression. All plans have been designed according to the the most current edition of the American Railway Engineering and Maintenance -of-Way Manual for Railway Engineering (AREMA). MDOT intends on obligating construction funds in early 2011 and complete construction in 2012.

One known risk associated with the project is the length of time that may be required for MDOT and host railroads to come to an agreement on service outcomes. It is understood that the FRA is currently negotiating with host railroads across the country on this issue. If this process delays the construction project, additional costs may be incurred due to the annual escalation in

material and labor costs.

(3) Sustainability of Benefits

Address the likelihood of realizing the proposed project's benefits:

- The quality of financial planning documentation that demonstrates 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 for the benefiting intercity passenger rail service(s);
- The quality and adequacy of project identification and planning;
- The reasonableness of estimates for user and non-user benefits for the project;
- The comprehensiveness and sufficiency, at the time of application, of agreements with key partners (including the railroad operating the intercity passenger rail service and infrastructure-owning railroads) that will be involved in the operation of the benefiting intercity passenger rail service, including the commitment of any affected host-rail carrier to ensure the realization of the anticipated benefits, preferably through a commitment by the affected host-rail carrier(s) to an enforceable on-time performance of passenger trains of 80 percent or greater;
- The favorability of the comparison between the level of anticipated benefits and the amount of Federal funding requested; and
- The applicant's contribution of a cost share greater than the required minimum of 20 percent.

The Wolverine service is part of Amtrak's National System Service and includes 3 daily round trips between Chicago and Detroit/Pontiac. PRIIA Section 209 requires Amtrak to develop and implement a standard methodology for allocating capital and operating costs to the states by October 2013. Michigan continues to work with Amtrak on this process.

The MI-WDJCTP was identified as a beneficial project in the NEPA and planning phases of MDOT's DIFT project. The benefits of the MI-WDJCTP will be realized independently of other improvements along the Chicago Hub, Chicago-Detroit/Pontiac High Speed Rail Corridor. This project is consistent with the over-arching MWRRI Service Development Plan

Secondary benefits such as increased ridership due to improved on-time reliability and reduced vehicular traffic are difficult to predict and quantify. However, MDOT expects the project to positively affect these areas.

MDOT has been coordinating the MI-WDJCTP with host railroads and Amtrak for years in conjunction with the DIFT project. Although formal agreements have not been executed, construction and service agreements are being developed which will incorporate measurable and enforceable outcomes.

As one of the external DIFT projects, a pre-development agreement has been executed. This document (See page 63 of MI-WDJCTP_DIFT_ROD.pdf) memorializes the intention of each party to participate in the DIFT project. When funding for additional DIFT-related interlocker projects is available, MDOT will execute a contract with the owning railroad for each interlocker improvement. The owning railroads will likely construct the improvements with their own forces or by contract with third parties.

As part of the final design process, draft construction agreements are being reviewed by both CN and CSAO. Amtrak is providing service outcome needs and these will be included in the agreements. Maintenance and operating agreements between the host railroad and Amtrak will be modified to address the improvements resulting from the MI-WDJCTP.

The estimated total cost of the MI-WDJCTP, including final design costs, ROW, utility relocation and construction, is \$18,325,238. MDOT is requesting federal funds for 80 percent of the eligible costs. State funds (cash and soft-match) will be used to provide the 20 percent match. State funds were used to advance the Final Design and ROW work. MDOT is requesting the State funds used on the design and ROW phases of the project be considered as "soft-match" on the construction phase. If federal funds are not allocated to this project, MDOT will fund the entire project with State funds. By providing federal funds to this project, MDOT will be able to utilize the excess state funds remaining after the match to pursue additional rail improvements.

The Financial Management Plan describes MDOT's capability to absorb potential cost overruns, financial shortfalls, or financial responsibility for potential disposition requirements. In addition, Michigan has the statutory legal authority to build and oversee rail capital/operating investment through the State Transportation Preservation Act of 1976, Act 295 of 1976, [MCL 474.51 - MCL 474.56] and Act 51 of 1951. If unforeseen increases to the project should occur, MDOT has the financial

resources necessary to fund these expenses as outlined in the plan.

The existing Wolverine service (is part of Amtrak's National System Service and currently does not require funding from Michigan to support operations. Michigan provides funding for the Blue Water service (Chicago-Port Huron) which enters and exits this segment of the corridor at Battle Creek. Michigan has a long history of supporting intercity passenger rail and is currently working with Amtrak and other state partners to implement the requirements of Section 209 of the Passenger Rail Investment and Improvement Act.

MDOT has made annual appropriations committed to the continuous investment of state funds in intercity passenger rail since 1974, with over \$50 million in capital and operating investments since 2002. A subsidy has been provided to Amtrak for the Blue Water Service (Port Huron to Chicago) for 35 over years and for the Pere Marquette (Grand Rapids to Chicago) for over 25 years.

F. Statement of Work

Provide a detailed response for how the FD/Construction project will be carried out in the text fields and tables provided. The tables in this section are unlocked; applicants can add rows, as necessary, for additional tasks. If you reference a supporting document, it must be listed in Section G.2.

- (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 rational planning process used to analyze the investment needs and service objectives of the full corridor on which the individual FD/Construction project is located.

The MI-WDJCTP was identified as a needed improvement as part of MDOT's DIFT project. The NEPA and planning process for the DIFT project identified the West Detroit Junction as an area that experiences significant delays to freight and passenger trains due to heavy congestion through Bay City Junction. The DIFT planning process indicated that the improvements proposed in the MI-WDJCTP would benefit intercity passenger rail by separating the movements for intercity passenger trains by placing a direct connection between the east-north and south-west movements that the Wolverine service executes. Signal upgrades also provide increased safety and efficiencies at West Detroit Junction.

CN, the host railroad, has indicated that several additional crossovers on existing rail infrastructure were necessary to provide greater flexibility of freight and passenger rail movements throughout this area. Two crossovers (one universal crossover) north of West Detroit Junction were not originally identified as needed improvements in the DIFT's preliminary engineering. However, during final design it was determined that the universal crossover is a necessary improvement that should be constructed as part of this project.

This project is part of Michigan's Corridor Development Plan (See [WDJCTP_Corridor_Service_Development_Plan.pdf](#)) and the Midwest Regional Rail System Plan (See [WDJCTP_MWRRRI_9-2004.pdf](#)) which is designed to be a high speed corridor from Chicago to Detroit/Pontiac. This project also complies with several goals in Michigan's 2005-2030 State Long Range Transportation Plan regarding system improvements, environmental concerns, safety, and strengthening the state economy. MDOT is continuing to identify, plan, and, as funding becomes available, construct improvements on this high speed rail corridor.

- (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.

The separation of freight and passenger rail will improve intercity passenger rail trip times by up to 10 minutes making the Wolverine service more efficient and reliable, while making similar improvements in freight services that use the Bay City and West Detroit Junctions.

This project will construct new CTC signals from Milwaukee Junction to West Detroit Junction (4.6 miles), and an efficient connection in the north west quadrant that connects the east-west track owned by Conrail Shared Assets Operations (CSAO) and the north-south track owned by Grand Trunk Western Railroad (CN). The project includes CTC signal installation, construction of 1.34 miles of new connection track on existing and previously abandoned railroad property (0.21 Miles of new CSAO track and 1.11 miles of new CN track), replacement of the bridge over Junction Avenue, relocating approximately 0.86 track miles of existing CSAO tracks, construction of 5 new crossovers and construction of a service drive. The final design of the CTC signals will supplement the upcoming requirements for Positive Train Control. By improving the access at this junction, the project will reduce passenger travel times by up to 10 minutes, reduce pollution, and improve safety by eliminating conflicts with the 6 railroads that use this line (CSAO, CN, NS, CSX, CP and Amtrak).

The key deliverables include completion of Final Design, final ROW work, execution of construction and service agreements, and construction. MDOT anticipates awarding the construction contract in early 2011, and completing construction work in 2012.

This grant will provide funding for the construction phase of the project. Funding MDOT has or will expend using State dollars for Final Design and ROW work is requested to be used as soft match on the construction phase of the project. MDOT will use State funds to cover the remaining match of the construction project.

The project is located in the City of Detroit, Michigan. Project location maps have been uploaded in grantsolutions.gov. Amtrak provides intercity passenger rail services on the Wolverine line. The MI-WDJCTP project is located in ROW owned by CN and CSAO, as well as new ROW that MDOT is in the process of acquiring. CSX, CP and NS trains also utilize the rail facilities in the project area.

MDOT has always identified this project as a priority for intercity passenger rail. MDOT has identified State funds to move the project forward and would like to leverage additional federal funds on projects along this corridor with the State funds remaining when federal funds are granted to this project.

Specific measurable service outcomes are currently being negotiated with Amtrak. The desired outcome of the project is to provide more efficient passenger rail services.

(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.

Task 1 – Complete Final Design

Task 1 includes completing the Final Design of the track, signals, bridge and ROW plans for the entire project (see Section F "2a" for the description and physical boundaries). Deliverables for Task 1 includes the development of bidding documents, and the scope of work for items that will be performed by the host railroads. This task is near completion.

Task 2 – Complete ROW, Right of Entry and Final Acquisition

Task 2 will utilize the ROW plans developed in Task 1 to acquire the necessary property to construct the project. Rights of Entry are necessary to begin work on the project, and final acquisition of the proposed ROW will occur a few months after obtaining a Right of Entry on each parcel. Work on this task has begun.

Task 3 – Execute Service and Construction Agreements

Task 3 will develop service and construction agreements between MDOT, host railroads and Amtrak. Draft agreements have been developed and are currently under review by all parties.

Task 4 – Advertise and Award the Construction Project

Task 4 will utilize the bidding documents developed in Task 1 in order to have a contractor under contract with MDOT to construct the proposed project improvements, other than those work items performed by the host railroads.

Task 5 – Authorize Host Railroad’s Force Account Work

Task 5 will authorize the host railroads to perform work such as final grading, track placement and signal work.

Task 6 – Complete Construction Activities

Task 6 will complete all construction activities including final testing and acceptance of the project.

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

	Deliverable	Task
1	Final Plans	Task 1 (See tasks in 2b)
2	Acquire ROW	Task 2
3	Executed Service and Construction agreements	Task 3
4	Complete Construction Activities	Task 4, 5, and 6

(3) Project Schedule. In the table below, estimate the approximate duration for completing each task in months (e.g., 36). For total project duration, reference Section C.4.

	Task	Task Duration
1	Task 1	2
2	Task 2 (portions concurrent with task 1)	4-9 months
3	Task 3 (portions concurrent with task 1)	4
4	Task 4 (Begins after tasks 1, 3 and portions of 2 are complete)	2
5	Task 5 and 6	17
	Total project duration	22

(4) Project Cost Estimate/Budget. Provide a high-level cost summary of FD/Construction work in this section, using Appendix 3 of the NOFA and the HSIPR Individual Project Budget and Schedule form 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 in Section C of this application. 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 this application, the lesser amount will be considered as the Federal funding request. Round to the nearest whole dollar when estimating costs.

The total estimated FD/Construction project cost 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 FD/Construction project shall be borne by the Grantee.

FD/Construction Project Overall Cost Summary			
#	Task	Cost in FY11 Dollars	
1	Task 1 –	\$ 1,175,428	
2	Task 2	\$ 2,310,000	
3	Task 3	\$ 00,000	
4	Task 4, 5 and 6	\$ 14,741,961	
	Total FD/Construction project cost	\$ 18,227,329	
Federal/Non-Federal Funding			
		Cost in FY11 Dollars	Percentage of Total Activities Cost
	Federal funding request	\$ 14,581,911	80 %
	Non-Federal match amount	\$ 3,645,478	20 %
	Total FD/Construction project cost	\$ 18,227,389	100 %

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 you are addressing (e.g., Section E, Question 3). Completing this question is optional.

FUNDING GENERAL:

MDOT requested federal funding (50% FRA funds/50% State funds) from the FRA 2009 Residual Funding (\$65M) for the MI-WDJCTP on May 19, 2010. This current funding application, due August 6, 2010, includes this same project work with construction of 2 additional cross-overs (one universal crossover). This additional work was requested by CN to provide greater flexibility for mix freight and passenger operations. The addition of the 2 crossovers and added CTC signal work (for the 2 crossovers) adds approximately \$2,466,200 to the project. If the project is funded out of the 50/50 application (May 19, 2010), these 2 additional crossovers would need to be funded out of the 80/20 application (August 6, 2010).

SECTION B (2) - The MI-WDJCTP has been in the Michigan State Transportation Improvement Plan (STIP) since 2008 under various funding scenarios. The current STIP indicates funding under a 50% Federal/50% State funding scenario (See MI-WDJCTP_TIP.pdf). The STIP will be updated to reflect the current cost estimate and funding split once MDOT is awarded a federal grant. MDOT has state funds identified and dedicated to this project, and the updating the STIP with current information is not an issue on this project.

SECTION F(4) - The dollar figures listed in the table in Section F(4) are in FY 2011 dollars as requested by this application. MDOT is requesting funds based on year of expenditure dollars which totals \$18,325,238 (\$14,660,190 Federal).

(2) Please provide a document title, filename, and description for all optional supporting documents. Ensure that these documents are uploaded to GrantSolutions.gov using a logical naming convention or that an active link is provided with your application.

Document Title	Filename	Description and Purpose
FY 2008 - 2011 STIP/TIP Project Data	MI-WDJCTP_TIP.pdf	Metropolitan Planning Organization's STIP showing the project is in an approved STIP
Bridge, Track and ROW plans	MI-WDJCTP_Track_Bridge_ROW.pdf	Final Plans (approximately 95% complete) for the project
FHWA DIFT Record of Decision	MI-WDJCTP_DIFT_ROD.pdf	FHWA DIFT Record of Decision
Project Maps	MI-WDJCTP_Signed_Project_Location_Maps.pdf	Page 1: Project Location Map with proposed improvements signed by Amtrak and host railroads indicating PE phase is completed and accepted. Page 2 indicates the general project location.
Financial Plan	MI-WDJCTP_Financial Plan.pdf	Financial Plan for the project
Project Management Plan (PMP)	MI-WDJCTP_PMP.pdf	The PMP describes MDOT's approach to managing all aspects of the project.
Chicago – Detroit/Pontiac Corridor Service Development Plan	MI-WDJCTP_Corridor_Svc_Dev_Plan.pdf	Service Development Plan developed for the Chicago Hub- Chicago - Detroit/Pontiac HSR corridor
Service Development Plan for the Midwest Regional Rail System	MI-WDJCTP_MWRRRI_Service_Development_Plan.pdf	Service Development Plan developed for the MWRRRI

MWRRRI Executive Report	MI-WDJCTP_MWRRRI_9-2004.pdf	Executive report outlining the benefits of the MWRRRI
Draft Preliminary Collision Hazard Analysis	MI-WDJCTP_DRAFT_PCHA_AA_to_Detroit.pdf	Draft Preliminary Collision Hazard Analysis between Ann Arbor Station and Detroit's New Center Station.
DRAFT Tri-Party Project Benefits/Service Outcomes Agreement	MI-WDJCTP_Draft_Service_Agreement.pdf	Draft agreement that will be completed by MDOT, host railroads, and Amtrak
Risk Management Plan	MI-WDJCTP_RMP.pdf	Risk Management Plan for the project
Federal Railroad Administration (FRA) Categorical Exclusion Worksheet	MI-WDJCTP_CE.pdf	Federal Railroad Administration (FRA) Categorical Exclusion Worksheet requesting a CE determination on the MI-WDJCTP.
MDOT System Safety Program Standard	MI-WDJCTP_SSPS.pdf	MDOT's System Safety Program Standard for Railroad Systems
Intercity Passenger Technical Report	MI-WDJCTP_Tech_Report.pdf	MDOT's Intercity Passenger Technical Report from the 2005-2030 Long Range Plan supporting the development of Intercity Passenger Rail
Agreement In Principle Between Michigan and Amtrak	MI-WDJCTP_AmtrakAIP.pdf	Agreement In Principle Between Michigan and Amtrak supporting FY 2010 PRIIA Grant Programs
Letters of Support	MI-WDJCTP_Letters_of_Support.pdf	Letters of Support for the MI-WDJCTP
Force Account Estimates from Host Railroads	MI-WDJCTP_Host_RR_FA.pdf	Force Account Estimates from Host Railroads
MDOT Commission Resolution Supporting Intercity Rail Projects	MI-WDJCTP_Commission Policy Resolution 2004-11.pdf	MDOT Commission Resolution Supporting Intercity Rail Projects
Construction Detail Budget and Budget Narrative	MI-WDJCTP_Const_Detail_Budget_Narrative.doc	Construction Detail Budget and Budget Narrative

H. Checklist of Application Materials

Use this section to determine the thoroughness of your FD/Construction application prior to submission.

Documents	Format
1. Application Form	
<input checked="" type="checkbox"/> HSIPR Individual Project Application Form – FD/Construction	Form
2. Budget and Schedule Form	
<input checked="" type="checkbox"/> HSIPR Individual Project Budget and Schedule Form	Form
3. OMB Standard Forms	
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	Form
<input type="checkbox"/> SF 424A: Budget Information-Non Construction	Form *
<input type="checkbox"/> SF 424B: Assurances-Non Construction	Form *
<input checked="" type="checkbox"/> SF 424C: Budget Information-Construction	Form **
<input checked="" type="checkbox"/> SF 424D: Assurances-Construction	Form **
4. FRA Assurances Document	
<input checked="" type="checkbox"/> FRA Assurances Document (See Section 4.2.4 of the NOFA)	Form
5. Project Development Supporting Documentation	
<input checked="" type="checkbox"/> Project Planning Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> Preliminary Engineering (PE) Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> NEPA Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
6. Project Delivery Supporting Documentation	
<input checked="" type="checkbox"/> Project Management Documentation (See Section 4.2.6 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> Financial Planning Documentation (See Section 4.2.6 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> System Safety Plan (See Section 4.2.6 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> Railroad and Project Sponsor Agreements (See Section 4.2.6 of the NOFA)	No Specified Format
7. Optional Supporting Documentation	
<input checked="" type="checkbox"/> Other Relevant and Available Documentation (See Section 4.2.7 of the NOFA)	n/a

* These documents are required for FD/Construction projects that include investments that are not construction activities.

** These documents are not required for FD/Construction applications that only include investments that are not construction activities.

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**.