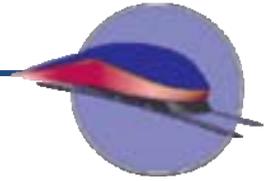


Project Name: 25 Date of Submission: 08-24-09 Version Number: 1

## High-Speed Intercity Passenger Rail (HSIPR) Program

# Application Form



## Track 1a–Final Design (FD)/Construction & Track 4–FY 2009 Appropriations Projects

Welcome to the Track 1a Final Design (FD)/Construction and Track 4 Application for the Federal Railroad Administration’s High-Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1a FD/Construction and/or Track 4 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

### Instructions:

- Please complete the HSIPR Application electronically. See Section G for a complete list of the required application materials.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1a and/or Track 4 project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your FD/Construction Project, please indicate “N/A.”
- Narrative questions should be answered concisely within the limitations indicated.
- Applicants must upload this completed application and all other application materials to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov)

### A. Point of Contact and Applicant Information

<b>(1) Application Point of Contact (POC) Name:</b> <b>Al Johnson</b>		<b>POC Title:</b> <b>Supervisor</b>		
<b>Street Address:</b> 425 W Ottawa	<b>City:</b> <b>Lansing</b>	<b>State:</b> <b>MI</b>	<b>Zip Code:</b> <b>48909</b>	<b>Telephone Number:</b> <b>517-335-2549</b>
<b>Fax: 517-373-7997</b>		<b>Email: johnsonal@michigan.gov</b>		

(2) Name of lead State or organization applying (only States may apply for Track 4 ): Michigan

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

(4) Is this project for which you are applying for HSIPR funding related or linked to additional applications for HSIPR funding that may be submitted in this or subsequent rounds of funding?  Yes  No  Maybe  
 If “yes” or “maybe,” provide the following information:

Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Proposed (if known)	Status of Application
MI-CHI HUB-CHI-DET-TRACK STAB & ACQ	MICHIGAN	Track 1a - FD/Construction	\$251116200	Applied
MI-CHI HUB-CHI-DET-MWRRI PHASE 1-IMP	MICHIGAN	Track 1a - FD/Construction	\$413556288	Applied
MI-CHI HUB-CHI-DET-W.DET CONNECTION TRK	MICHIGAN	Track 1a - FD/Construction	\$48552000	Applied
MI-CHI HUB-CHI-DET-STATIONS	MICHIGAN	Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied

Project Name: MI-CHI HUB-CHI-DET-DIFT EXTERNAL PRJCTSI Date of Submission: 08-24-09 Version Number:  
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## B. Project Overview

<p><b>(1) FD/Construction Project Name:</b> MI-CHI HUB-CHI-DET-DIFT EXTERNAL PRJCTS</p>
<p><b>(2) Indicate the Track under which you are applying: Track 1a - FD/Construction</b>  <i>Please note if you are applying for Track 1a–FD/Construction and Track 4 concurrently, you must submit <b>two separate versions</b> of this application into <a href="http://www.GrantSolutions.gov">www.GrantSolutions.gov</a> (one for Track 1a –FD/Construction and one for Track 4–FY 2009 Appropriations Projects).</i></p>
<p><b>(3) Indicate the activity(ies) for which you are applying</b> (check both if applicable):</p> <p style="text-align: center;"> <input checked="" type="checkbox"/> Final Design      <input checked="" type="checkbox"/> Construction         </p>
<p><b>(4) What are the anticipated start and end dates for the FD/Construction Project?</b> (mm/yyyy)</p> <p style="text-align: center;"> <b>Start Date:</b> 6/2010      <b>End Date:</b> 6/2012         </p>
<p><b>(5) Total Cost of the FD/Construction Project</b> (year of expenditure (YOE) Dollars*): \$ \$      72,910,259</p> <p><b>Please provide proposed inflation assumptions and methodology, if applicable in the space below.</b> <i>Please limit response to 1,000 characters.</i></p> <p>3.5% inflation/year</p> <p><b>Of the total cost of the FD/Construction Project, how much would come from the FRA HSIPR Program:</b> (YOE Dollars**) \$ 72,910,259</p> <p><b>Indicate percentage of total cost to be covered by <u>matching funds</u></b> 0 %  <i>Applications submitted under Track 4 require at least a 50 percent non-Federal match to be eligible for HSIPR funding.</i></p> <p><small>* Year-of-Expenditure (YOE) dollars are inflated from the base year.  ** This is the amount for which the applicant is applying.</small></p>
<p><b>(6) Project Overview Narrative.</b> <i>Please limit response to 5,000 characters.</i></p> <p>Provide an overview of the main features and characteristics of the FD/Construction Project, including:</p> <ul style="list-style-type: none"> <li>• The location of the project including name of rail line(s), State(s), and relevant jurisdiction(s) (include map if available in supporting documentation).</li> <li>• Identification of service(s) that would benefit from the project, the stations that would be served, and the State(s) where the service operates.</li> <li>• How the project was identified through a planning process and how the project is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.</li> <li>• How the project will fulfill a specific purpose and need in a cost-effective manner.</li> <li>• The project’s independent utility.</li> <li>• The specific improvements contemplated.</li> <li>• Any use of railroad assets or rights-of-way, and potential use of public lands and property.</li> <li>• Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the project.</li> </ul> <p>The Detroit Intermodal Freight Terminal (DIFT) project will consolidate the intermodal operations of Norfolk Southern (NS) and Canadian Pacific (CP) railroads at the Livernois-Junction Yard in Southwest Detroit, Michigan. CSX Railroad is already there. Canadian National (CN) Railroad will stay at their present terminal, but will participate in improvements to the rail system outside the Livernois-Junction Yard - what are referred to as "external rail improvements." The project is in Southwest Detroit Michigan. Supporting documentation includes an area map showing the rail lines and the interlockers that</p>

make up the project.

Completion of the External DIFT Projects are necessary to relieve congestion and flow of freight rail traffic in Southeast Michigan. Increased efficiency in freight traffic will benefit existing intercity passenger service and any future increases in intercity or commuter passenger services. These improvements are consistent with the overall plan for developing High-Speed Rail/Intercity Passenger Rail service in Michigan provide increase capacity and separation of freight and passenger service in many of these areas.

In summary, the need for the DIFT external interlocker improvements is to support the economic competitiveness of southeastern Michigan and the state by improving freight transportation opportunities and efficiencies for business, industry and the military. The goal is to ensure Southeast Michigan has a regional facility, or facilities, with sufficient capacity and interconnectivity to provide for existing and future intermodal demand and reduce time, monetary costs and congestion to support the economic competitiveness of Southeast Michigan. The project was designed to accommodate substantially increased passenger rail service (Amtrak and commuter rail).

The project interlockers were identified in the DIFT project as a means of making Detroit's rail network more rational and efficient.

- Train Speeds. Route layouts restrict train speeds at many junctions because of curves, track conditions, inadequate signaling, and/or railroad operating rules.
- Length of Trains. Trains now easily reach 9,000 feet in length. A train longer than 4,000 feet stopped between the West Detroit interlocker and Delray interlocker blocks tracks at Dix and Waterman, stopping other trains trying to get into the Livernois-Junction Yard as well as through the corridor. This is now the norm.
- Route Conflicts. Historic track connections cause trains to block other trains. For example, every time a CP train traverses the Delray interlocker, all NS and CN trains must stop until the CP train has cleared the yard.
- Signaling. Different railroads control different track sections with different technologies. The Delray interlocker is operated by CSX, while the River Rouge Bridge, one half mile to the southwest, is operated by NS. The track between has signals in only one direction. This requires continuous coordination among railroads and slower train speeds (10 mph). Often more than one train operator is needed to make a single movement. This occurs at Vinewood, where Conrail controls one switch and CN another. This also occurs at the Coolidge interlocker.
- Switching Operations. Railroads at several locations must use the mainline tracks to switch rail cars around while “building” a train. This interferes with mainline traffic.

In all cases cited above, increases in the number of trains will make existing problems worse. Addressing these rail connection problems would improve the efficiency of the yards, increase the productivity of the trains, improve passenger rail travel times and reliability, and reduce energy use, costs, air pollution, and noise. Each of projects has independent utility, but act together as a set of improvements designed to improve the pattern of rail operations in the region. Thus, the whole is greater than the sum of its parts. The interlockers are described and engineering drawings are provided in the Preferred Alternative Report; see Section F for details.

All interlocker improvements will be made on railroad property.

It is anticipated in the future that up to twenty intercity passenger trains and fifteen commuter passenger trains a day will pass through the area. While not all the interlockers are on the path of this passenger rail service, they are part of the integrated plan to provide relief to the passenger rail corridor by allowing other trains to follow different routes and reduce local rail congestion.

**(7) Status of Activities: Are any FD or Construction activities that are part of this planned investment underway or completed?**

- Yes (Final Design)     Yes (Construction)     No

If “Yes,” please describe the activities that are underway or completed in the table below.<sup>1</sup> If more than three activities, please detail in Section F of this application.

Activity	Description	Completed? (If yes, check box)	Actual Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Final Design	West Detroit Connection Track, Vinewood, Beaubien Interlocking, & Milwaukee Junction as part of the West Detroit Connection Track Project	<input type="checkbox"/>	02/10/09	6/2010
		<input type="checkbox"/>		
		<input type="checkbox"/>		

**(8) Describe the project service objectives (check all that apply):**

- Additional Service Frequencies
- Improved Service Quality
- Improved On-Time Performance on Existing Route
- Increased Average Speeds/Shorter Trip Times
- Other (Please Describe): Improve Detroit's competitiveness in the intermodal market, thus reducing cost of goods supplied to consumers and industry

**(9) Types of capital investments contemplated (check all that apply):**

- Structures (bridges, tunnels, etc.)
- Track Rehabilitation
- New or restored sidings/passing tracks
- Major Interlockings
- Station(s)
- Communication, Signaling and Control
- Rolling Stock Refurbishments
- Rolling Stock Acquisition
- Support Facilities (Yards, Shops, Admin. Buildings)
- Grade Crossing Improvements
- Electric Traction
- Other (Please Describe):

**(10) Right-of-Way-Ownership.** Provide information for all railroad right-of-way owners in the FD/Construction Project area. Where railroads currently share ownership, identify the primary owner. If more than three owners, please detail in Section F of this application.

Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of Agreements to Implement Projects
Class 1 Freight	CN	SecF	SecF	Preliminary Executed Agreement
Class 1 Freight	Conrail	SecF	SecF	Preliminary Executed Agreement
Class 1 Freight	NS	SecF	SecF	Preliminary Executed Agreement

<sup>1</sup> Please note: (a) requests for reimbursement of costs incurred prior to enactment of the relevant appropriations will not be considered and (b) supporting documentation for activities may also be required as noted in Appendix 2 of the HSIPR Guidance.

**(11) Services.** Provide information for all existing rail services within project boundaries (freight, commuter, and intercity passenger). *If more than three services, please detail in Section F of this application.*

Type of Service	Name of Operator	Top Speed Within Project Boundaries		Number of Route-Miles Within Project Boundaries	Average Number of Daily One-Way Train Operations <sup>2</sup> within Project Boundaries	Notes
		Passenger	Freight			
Freight	CN	SecF	SecF	SecF	SecF	
Freight	Conrail	SecF	SecF	SecF	SecF	
Freight	NS	SecF	SecF	SecF	SecF	

**(12) Rolling Stock Type.** Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the project. *Please limit response to 1,000 characters.*

Passenger service would be provided by Amtrak. The existing consist includes P-40 locomotives and Horizon passenger equipment in a push/pull operation. Freight service will be provided by Canadian National, Canadian Pacific, Conrail, CSX, and Norfolk Southern, in the form of intermodal, merchandise, and unit trains. Virtually all types of locomotives and freight cars currently in service will operate within the project boundaries.

**(13) Intercity Passenger Rail Operator.** Provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) upon completion of the planned investment (e.g., Amtrak). Name of Operating Partner: Amtrak currently provides the Wolverine service as part of their national system. It includes three round trips Chicago-Detroit/Pontiac. Future service increase will be negotiated with Amtrak. Status of Agreement: No operating partner involved

**(14) Benefits to Other Types of Rail Service(s).** Are benefits to non-intercity-passenger rail services (e.g., commuter, freight) foreseen?  
 Yes     No  
 If “Yes”, provide further details in Section E, Question 2.

<sup>2</sup> One daily round-trip train operation should be counted as two daily one-way train operations.

Project Name: MI-CHI HUB-CHI-DET-DIFT EXTERNAL PRJCTS Date of Submission: 08/24/09 Version Number: 1

### C. Eligibility Information

**(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (only States may apply for Track 4):**

- 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 Compact
- Public Agency established by one or more States
- Amtrak in cooperation with a State or States

**(2) Establish Completion of Preliminary Engineering.** In the space(s) below, please list the documents that establish completion of Preliminary Engineering for the project covered by this application. See HSIPR Guidance Appendix 2.2. If more than four references need to be listed, please place the additional information in Question F.

Document Name	Completion Date (mm/yyyy)
Preferred Alternative Report	August 2008
Cost Estimate Review	May 2009
Preferred Alternative Engineering Report	September 2009

**(3) Establish Completion of NEPA Documentation (the date document was issued and how documentation can be verified by FRA).** The following are approved methods of NEPA verification (in order of FRA preference): 1) References to large EISs and EAs that FRA has previously issued, 2) Web link if NEPA document is posted to a website (including www.fra.gov), 3) Electronic copy of non-FRA documents attached with supporting documentation, or 4) a hard copy of non-FRA documents (large documents should not be scanned but should be submitted to FRA via an express delivery service). See HSIPR Guidance Section 1.6 and Appendix 3.2.9.

Documentation	Date (mm/yyyy)	Describe How Documentation Can be Verified
<input type="checkbox"/> Categorical Exclusion Documentation		
<input type="checkbox"/> Final Environmental Assessment		
<input checked="" type="checkbox"/> Final Environmental Impact Statement	11/2009	Note: FEIS complete (August, 2009); expected FHWA approval following MOU with railroads (November, 2009) <a href="http://www.michigan.gov/mdot/0,1607,7-151-9621_11058_26215---,00.html">http://www.michigan.gov/mdot/0,1607,7-151-9621_11058_26215---,00.html</a> .

**(4) Indicate if there is an environmental decision from FRA (date document was issued and web hyperlink if available).**

Documentation	Date (mm/yyyy)	Hyperlink (if available)
<input type="checkbox"/> Categorical Exclusion Determination		
<input type="checkbox"/> Finding of No Significant Impact		
<input checked="" type="checkbox"/> Record of Decision	02/2010	Note: FEIS complete (August, 2009); expected FHWA approval following MOU with railroads (November, 2009) <a href="http://www.michigan.gov/mdot/0,1607,7-151-9621_11058_26215---,00.html">http://www.michigan.gov/mdot/0,1607,7-151-9621_11058_26215---,00.html</a> .

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## D. Public Return on Investment

**(1) 1A. Transportation Benefits.** See HSIPR Guidance Section 5.1.1.1. Please limit response to 8,000 characters:

How is the project anticipated to improve Intercity Passenger Rail (IPR) service? Describe the overall transportation benefits, including information on the following (*please provide a level of detail appropriate to the type of investment*):

- **IPR network development:** Describe improvements to intermodal connections and access to stations as well as actual and potential expansions to the IPR network that may result from the project (including opportunities for interoperability with other services).
- **IPR service performance improvements** (*also provide specific metrics in table 1B below*): Please describe service performance improvements directly related to the project, as well as a comparison with the existing service (*without project*). Describe relevant reliability improvements (e.g., increases in on-time performance, reduction in operating delays), reduced schedule trip times, increases in frequencies, aggregate travel time savings (resulting from reductions to both schedule time and delays, expressed in passenger-minutes), and other relevant performance improvements.
- **IPR service results** (*also provide specific metrics in table 1B below*): Describe relevant outcomes of the service improvement such as increases in ridership, passenger-miles, and other results in comparison with the existing service (*without project*).
- **Suggested supplementary information** (*only when applicable*):
  - Transportation Safety: Describe overall safety improvements that are anticipated to result from the FD/Construction Project, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to safer IPR service.
  - Cross-modal benefits from the FD/Construction Project, including benefits to:
    - ✓ Commuter Rail Services – Service improvements and results (applying the same approach as for IPR above).
    - ✓ Freight Rail Services – Service performance improvements (e.g., increases in reliability and capacity), results (e.g. increases in ton-miles or car-miles of the benefiting freight services), and/or other congestion, capacity or safety benefits.
    - ✓ Congestion Reduction/Alleviation in Other Modes; Delay or Avoidance of Planned Investments – Aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Describe any planned investments in other modes of transportation that may be avoided or delayed due to the improvement to IPR service that will result from the project.

The CN Coolidge / CP YD interlocker improvements are a connection between Canadian National and Conrail mainlines that will allow trains to operate more efficiently by providing a more direct routing and offer the flexibility of multiple tracks. Trains are currently subject to significant delays due to congestion on the existing mainlines.

The CP Mill interlocker improvement is a connection between Canadian National and Conrail mainlines and will allow Canadian National trains to operate more efficiently by providing the flexibility of multiple tracks. Trains are currently subject to significant delays due to congestion on the existing mainlines.

The CP Waterman and Dix interlocker improvements are a connection between Conrail and Norfolk Southern mainlines and will allow Canadian National, Canadian Pacific, Conrail, and Norfolk Southern trains to operate more efficiently by providing the flexibility of multiple tracks. Trains are currently subject to significant delays

due to congestion on the existing mainlines.

The Delray interlocker improvements are multiple connections between Conrail, CSX, and Norfolk Southern mainlines. They will allow Canadian National, Canadian Pacific, Conrail, CSX, and Norfolk Southern trains to operate more efficiently by providing more direct connections and the flexibility of multiple tracks. Trains are currently subject to significant delays due to congestion on the mainlines at the busiest rail junction in Michigan.

The Oakwood Junction interlocker improvement is a connection between Canadian National and Norfolk Southern mainlines and will allow Norfolk Southern trains to operate more efficiently by providing a more direct routing.

The Schaefer interlocker improvement is a connection between Canadian National and Conrail mainlines and will allow Norfolk Southern trains to operate more efficiently by providing a more direct routing.

The New Rotunda interlocker improvement is an improved connection between Conrail lines and will allow Norfolk Southern trains to operate more efficiently by providing a more direct routing.

The West Detroit interlocker improvement is a connection between Canadian National, Conrail, and Norfolk Southern lines and will allow Canadian National, Canadian Pacific, Conrail, and NS trains to operate more efficiently by providing additional trackage and a more direct routing. (This improvement is in addition to other work at West Detroit Junction identified in a separate application.)

The Trenton interlocker improvement is a connection between Canadian National and Conrail mainlines and will allow Canadian National and Conrail trains to operate more efficiently by providing more direct connections and the flexibility of multiple tracks.

The Vinewood interlocker improvement is a connection between Canadian National and Conrail mainlines and will allow Amtrak, Canadian National, and Conrail trains to operate more efficiently by providing more direct connections and the flexibility of multiple tracks. (This improvement is in addition to other work at West Detroit Junction identified in a separate application.)

Benefits to freight train travel would reduce delay at interlockers:

# train movements daily	80
Interlocker time savings per movement (hrs)	0.25
Daily time savings (hours)	20
Annual time savings (hours)	7300
Train oper cost/hr	\$ 1,000
Cost savings/yr	\$ 7,300,000
And, higher travel speeds	
Travel time over 8 miles in study area @16 mph (hrs)	0.50
Travel time over 8 miles in study area @20 mph (hrs)	0.40
Times savings (hours)	0.10

# train movements daily	80
Daily time savings (hours)	8
Annual time savings (hours)	2920
Train oper cost/hr	\$ 1,000
Cost savings/yr	\$ 2,920,000
Total savings/year	\$10,220,000

This means the project would pay for itself in only seven years, considering freight travel alone.

**1B. Operational and Ridership Benefits Metrics:** In the table(s) below, provide information on the anticipated transportation benefits and ridership changes projected to result from the project. Please do not include benefits and changes that would occur even if the project is not implemented (for example, as a result of population or economic growth factors).

Project/Program Metric	Actual— FY 2008 levels	Projected Totals by Year (Actual Levels Plus Project-Caused Changes Only)		“X” If N/A or Unsure
		First Full Year After Project Completion	Fifth Full Year After Project Completion	
Annual passenger-trips	437700	693300	1215500	<input type="checkbox"/>
Annual passenger-miles (millions)	93.44	148.43	259.61	<input type="checkbox"/>
Annual IPR seat-miles offered (millions)				<input checked="" type="checkbox"/>
Average number of daily round train trip operations (typical weekday)	3	3	6	<input type="checkbox"/>
On-time performance (OTP) <sup>3</sup> – percent of trains on time at endpoint terminals	26.4%	60	90	<input type="checkbox"/>
Average train operating delays: minutes of en-route delays per 10,000 train-miles <sup>4</sup>				<input checked="" type="checkbox"/>
Top operating speed (mph)	95	110	110	<input type="checkbox"/>
Average scheduled operating speed (mph) (between endpoint terminals)	54	63	63	<input type="checkbox"/>

**(2) 2A. Economic Recovery Benefits.** *This section is required for Track 1a, and optional for Track 4. Please limit response to 4,000 characters. For more information, see Section 5.1.1.2 of the HSIPR Guidance.*

Describe the contribution the FD/Construction Project is intended to make towards economic recovery and reinvestment, including information on the following:

<sup>3</sup> As calculated and reported by Amtrak according to its existing procedures and definitions. An example can be found at page E-7 of the May 2009 Monthly Performance Report at <http://www.amtrak.com/pdf/0905monthly.pdf>. ‘On-time’ is defined as within the distance-based thresholds originally issued by the Interstate Commerce Commission, which are: 0 to 250 miles and all Acela trains—10 minutes; 251 to 350 miles—15 minutes; 351 to 450 miles—20 minutes; 451 to 550 miles—25 minutes; and 551 or more miles—30 minutes.

<sup>4</sup> As calculated by Amtrak according to its existing procedures and definitions. Useful background can be found at pages E-1 through E-6 of Amtrak’s May, 2009 Monthly Performance Report at <http://www.amtrak.com/pdf/0905monthly.pdf>

- How the project will result in the creation and preservation of jobs, including number of onsite and other direct jobs (on a 2,080 work-hour per year, full-time equivalent basis), and timeline for achieving the anticipated job creation.
- How the different phases of the project will affect job creation (consider the construction period vs. operating period)
- How the project will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period vs. operating period)
- How the project will result in increases in efficiency by promoting technological advances.
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe how the project was identified as a solution to a wider economic challenge)
- If applicable, how the project will help to avoid reductions in State-provided essential services.

Some external rail improvements are underway as an independent project (West Detroit Track Connector Project), laying the groundwork for HSIPR-funded work.

A graph supplied as supplementary information shows the expenditure of HSIPR funding in millions of 2010 dollars over eight calendar quarters, four in 2010 and four in 2011, equating to 3 quarter in FY 2010, 4 in FY 2012 and 1 in FY 2013.

That pattern will drive construction jobs shown in an accompanying graph. Direct construction jobs and indirect spillover jobs by quarter would be:

FY 2010 Q2 - 40 / 102  
 FY 2010 Q3 - 55 / 141  
 FY 2010 Q4 - 60 / 154  
 FY 2011 Q1 - 70 / 179  
 FY 2011 Q2 - 70 / 179  
 FY 2011 Q3 - 70 / 179  
 FY 2011 Q4 - 70 / 179  
 FY 2012 Q1 - 65 / 167

The interlockers are construction projects and generate long-term jobs by making the rail mode more competitive. The interlockers are a key part of the overall DIFT project. For that project, an economic analysis was conducted.

MDOT initiated DIFT Project planning in the 1990s as container shipping was becoming increasingly important to some auto manufacturers. Detroit area intermodal traffic was being trucked to/from Chicago, Indianapolis, Toledo and Cincinnati. Modern logistics needs demanded competitive infrastructure. The DIFT is poised to advance in the context of a region with one of the highest unemployment rates in the nation. So, as MDOT's economic resources are being stretched to the breaking point, it has developed a partnership to undertake the DIFT Project.

Economically Distressed Area - The Bureau of Labor Statistics reports "Of the 49 metropolitan areas with a Census 2000 population of 1 million or more, Detroit-Warren-Livonia, Mich., reported the highest unemployment rate in June [2009], 17.1 percent." This is almost double the national average. The same source reports the Detroit-Livonia-Dearborn Division is even worse at 18.5 percent.

Long-term Efficiency, Reliability or Cost-competitiveness of the United States - The auto industry has been at the foundation of the American economy for a century. A link of their supply chain is intermodal rail. It will continue to be as the industry restructures. However, trucks, with greater route flexibility, have taken the market share. The DIFT is a unique opportunity to rationalize the rail infrastructure in Detroit and increase its efficiency and route flexibility. The Class I railroads involved are ready to make improvements. For shippers, having a consolidated intermodal yard at Livernois-Junction Yard, which is centrally located in the Detroit metropolitan area, means they have more shipping choices at cost-competitive rates.

Private Sector Growth and Long-term Growth in Employment Production and Jobs - While intermodal yards themselves are not labor intensive, private sector logistics growth is anticipated around the Livernois-Junction terminal and throughout the region. The DIFT Project investment in intermodal facilities was analyzed using the Policy Insight Model™ developed by Regional Impact Models, Inc. (REMI). The REMI model found the following job increases by 2030. These are net new jobs.

- Livernois-Junction Yard area – 1,500 jobs
- City of Detroit – 2,300 jobs
- Wayne County – 2,800 jobs
- Michigan – 4,500 jobs

Modal Benefit and Capacity of Other, Connecting Transportation Modes - As the nations highways grow more congested, there will be a shift from over-the-road truck to rail. This will be a positive benefit to interstate travel. Each rail car can move the equivalent of 3 semi-trailers worth of goods, so every train of 100 rail cars takes 300 long-distance trucks off the road.

**2B. Job Creation:** Provide the following information about job creation through the life of the FD/Construction Project. Please consider construction, maintenance, and operations jobs.

	FD/ Construction Period	First full Year of Operations	Fifth full Year of Operations
Anticipated number of <u>annual</u> onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis)	A supplemental graph shows HSIPR funding in 2010 dollars over eight quarters, Total 65 direct construction and 167 other direct jobs; See Section F for details		

**(3) Environmental Benefits.** Please limit response to 4,000 characters.

How will the FD/Construction project improve environmental quality, energy efficiency, and reduction in the Nation’s dependence on oil? Address project-caused changes in the following:

- Any projected reductions in key emissions (CO<sub>2</sub>, O<sub>3</sub>, CO, PM<sub>x</sub>, and NO<sub>x</sub>) and their anticipated effects. Provide any available forecasts of emission reductions from a baseline of existing service for the first and fifth years of full operation (*provide supporting documentation if available*).
- Any expected energy and oil savings from traffic diversion from other modes and changes in the sources of energy for transportation. Provide any available information on changes from the baseline of the existing service for the first and fifth years of full operation (*provide supporting documentation if available*).
- Use of green methods and technologies. Address green building design, “Leadership in Environmental and Energy Design” building design standards, green manufacturing methods, energy efficient rail equipment, and/or other environmentally-friendly approaches.

DIFT commodity flow modeling provided an estimate of truck travel reductions in 2030 with the improvements related to the DIFT Project. Trains use only one third the energy of trucks, so there is a diesel fuel savings. Accounting for this and allowing 6 miles per gallon for semi trucks, the annual diesel fuel savings was estimated. Using EPA’s carbon factor for diesel fuel ([www.epa.gov/otaq/climate/420f05001.htm](http://www.epa.gov/otaq/climate/420f05001.htm)) of 2.778 kilograms per gallon, the CO<sub>2</sub> savings were also estimated. These data, which are significant, are summarized below for Wayne County, Southeast Michigan, and Michigan.

SAVINGS/BENEFICIAL REDUCTIONS	Wayne Co.	SE MI	Michigan
Annual Truck VMT Savings (millions of miles - 2030)	41	134	732
Annual Diesel Fuel Savings (millions of gallons - 2030)	5	15	82
Annual CO2 Reduction (Metric tons - 2030)	1600	5,400	30,000

Regional air quality benefits will derive from the reduced truck travel brought by the overall project as specified below

Regional Reduction of Pollutants Due to DIFT Truck-to-Rail Diversion

	CO	HC	NOx	PM10	PM2.5	VOCs	DPM	BENZ	BUTA	FORM	ACET	ACRO	
Wayne Co.	17.8	16.1	33.8	33.8	3	1.7	15.9	1.7	0.17	0.1	1.3	0.48	0.06
SE Michigan	48.7	37.7	128.9	128.9	11.8	6.7	37.2	6.7	0.41	0.24	3.05	1.12	0.14

Note: CO is Carbon monoxide, HC is hydrocarbons, NOx is oxides of nitrogen, PM10 is particulate matter of less than 10 microns, PM2.5 is particulate matter of less than 2.5 microns, VOCs are volatile organic compounds, DPM is diesel particulate mater, BENZ is benzene, BUTA is 1,3, butadiene, FORM is formaldehyde, ACET is acetaldehyde, and ACRO is acrolein.

The DIFT FEIS (Section 1.4.1) found the decrease in truck vehicle miles of travel from the shift to rail will reduce fatal and injury crashes. For Wayne County the reduction in 2030 roadway fatalities would be one and injuries 25. For Southeast Michigan, the reduction in 2030 fatalities would be 4 and injuries 97.

Using the reduction in truck vehicle miles of travel, and assuming a 50 mph average speed for intermodal trucks, the travel time savings in 2030 for Wayne County, Southeast Michigan, and Michigan would be 0.8 million hours, 2.7 million hours, and 14.6 million hours, respectively. Using a per hour tractor trailer operating cost of \$100/hour (Minnesota Department of Labor and Industry - <http://www.doli.state.mn.us/LS/Pdf/truckrentalrate0609.pdf>), the cost saving from the travel time reduction in Wayne County, Southeast Michigan, and Michigan would be \$80 billion, \$270 billion, and \$1,500 billion in 2030, respectively. Fuel savings noted above are included in the overall operating costs. Again, these savings indicate the DIFT will have many more monetized benefits than the cost to develop the project.

**(4) Livable Communities Project Benefits Narrative.** (For more information, see Section 5.1.1.3 of the HSIPR Guidance, Livable Communities). Please limit response to 3,000 characters.

How will the FD/Construction Project foster Livable Communities? Address the following:

- Integration with existing high density, livable development: Provide specific examples, such as (a) central business districts with walking/biking and (b) public transportation distribution networks with transit-oriented development.
- Development of intermodal stations: Describe such features as direct transfers to other modes (both intercity passenger transport and local transit).

The improvement of the DIFT interlockers supports the larger DIFT project which consolidates intermodal rail services of the Class I railroads in Southeast Michigan. That consolidation will support the market competitiveness of intermodal rail causing a long-term shift away from long-haul trucking. A principal benefit of the DIFT is removal of truck traffic from residential streets. This will reduce noise, air pollution, and dust in the local community by rerouting truck traffic to terminal gates fed directly by interstate highways and by paving. Each rail car can move the equivalent of 3 semi-trailers worth of goods, so every train of 100 rail cars takes 300 long-distance trucks off the road. By moving trucks off of the road the DIFT External Projects will also result in numerous community benefits enhancing the livability within the project area.

Elements of the project that can be implemented immediately that will enhance livability and promote non-motorized modes like walking, biking, improving sidewalks, replacing streets lights, and sections of curb.

Kronk Street will be relocated and landscaped north of the expanded Livernois-Junction Yard to provide east-west connectivity. It will be built in “a stair-step” fashion to discourage fast-moving traffic. Today it is a straight two-mile long “drag strip.” This project will benefit pedestrians and bicyclists by providing a new, safe way to cross the

Livernois-Junction Yard. The north perimeter road to replace Kronk Street will act as a buffer between the yard and the community and will offer a pedestrian/bicycle corridor that does not now exist.

Closing two grade crossings under the larger DIFT program will improve safety to vehicles, trains, pedestrians, and rail employees. The grade crossings are now used by existing intercity passenger service and would be used by any additional intercity or commuter passenger rail services.

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### E. Project Success Factors

**(1) Project Management Approach and Applicant Qualifications Narrative:** Please provide separate responses to each of the following. Additional information on project management is provided in Section 5.1.2.1 of the HSIPR Guidance, Project Management.

**1A. Applicant qualifications.** Please limit response to 2,000 characters.

Management experience: Does the applicant have experience in managing rail investment projects and managing projects of a similar size and scope to the one proposed in this application?

- Yes - Briefly describe experience (brief project(s) overview, dates)
- No- Briefly describe expected plan to build technical and managerial capacity; provide reference to Project Management Plan.

MDOT engineers are highly skilled and thoroughly trained in project management, as evidenced by their track record in applying new technology and innovations to address a full array of rail transportation challenges. MDOT was the first state to interconnect traffic and grade crossing signals to prevent motorists from being trapped on a grade crossing. MDOT is in the process of conducting an FRA-approved test project using raisable barriers to prevent gate running violations. MDOT has partnered with the FRA, Amtrak and General Electric to implement an Incremental Train Control System (ITCS) which resulted in FRA approval in 2005 to operate passenger trains at 95 mph and we anticipate FRA approval in 2009 for train speeds up to 110 mph.

MDOT has initiated and successfully managed a variety of large-scale projects. One example is the early preliminary engineering for the Detroit Intermodal Freight Terminal (DIFT) Project, which will soon move into subsequent implementation phases. The DIFT project will consolidate the routing of the CSX, NS, CN, CSAO, and Amtrak through the city of Detroit to reduce congestion for freight services.

Michigan is also home to one of the original six federally-designated high speed rail corridors as a result of MDOT's long-standing advocacy for integrated interstate high-speed passenger rail services and its commitment to and participation in the MWRRI.

**1B. Describe the organizational approach for the different project stages included in this application (final design, construction), including the roles of staff, contractors and project stakeholders in implementing the project. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors.** Please limit response to 2,000 characters.

The MDOT Office of High Speed Rail and Innovative Project Advancement consists of a team of experts in rail management, each with their own area of expertise. This office is responsible for promoting and developing the infrastructure needed to support intercity passenger rail, commuter rail and rail rapid transit services. This office works with contractors, provides project oversight, oversees financial aspects of program development and interacts with stakeholders to ensure the success of all rail projects. Staff members in this office are well-versed in all aspects of project management and have experience in working with rail owners and contractors, stakeholders and federal regulatory agencies.

For the External DIFT projects, the workforce will be mainly from the railroads, using force account reimbursement. Some final design may be done by engineering firms under contract.

**1C. Does the FD/Construction Project require approval by FRA of a waiver petition from a Federal railroad safety regulation? (Reference to, or discussion of, potential waiver petitions will not affect FRA's handling or disposition of such waiver petitions.)**

- YES- If yes, explain and provide a timeline for obtaining the waivers
- NO

Please limit response to 1,500 characters.

**1D. Provide a preliminary self-assessment of project uncertainties and mitigation strategies (consider funding risk, schedule and budget risk and stakeholder risk). Describe any areas in which the applicant could use technical assistance, best practices, advice or support from others, including FRA. Please limit response to 2,000 characters.**

Michigan will contract with the host railroads and draw on their expertise where applicable to construct infrastructure improvements on their ownership. Railroads are in agreement with needed improvements.

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.

**(2) Stakeholder Agreements Narratives. Additional information on Stakeholder Agreements is provided in Section 5.1.2.2 of the HSIPR Guidance.**

Under each of the following categories, describe the applicant's progress in developing requisite agreements with key stakeholders. In addition to describing the current status of any such agreements, address the applicant's experience in framing and implementing similar agreements, as well as the specific topics pertaining to each category.

**2A. Ownership Agreements** – Describe how agreements will be finalized with railroad infrastructure owners listed in the “Right-of-Way Ownership” and “Service Description” tables in Section B. If appropriate, “owner(s)” may also include operator(s) under trackage rights or lease agreements. Describe how the parties will agree on project design and scope, project benefits, project implementation, use of project property, project maintenance, scheduling, dispatching and operating slots, project ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 2,000 characters.*

As a part of the DIFT project, a Memorandum of Understanding (MOU) has been executed by the Michigan Department of Transportation (MDOT), Canadian National, Canadian Pacific, and Norfolk Southern. This document memorializes the intention of each party to participate in the DIFT project, including the external rail interlocker improvements addressed in this application. A subsequent document, referred to as the DIFT Pre-Development Plan Agreement (PDPA),” is currently being circulated to the railroads for their signatures. The primary difference between the two documents is the PDPA provides more specificity regarding intermodal terminals and cost sharing provision of the DIFT project. The set of external rail interlocker improvements addressed by each document is identical. When funding for the 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 contract with third parties.

**2B. Operating Agreements** – Describe the status and contents of agreements with the intended operator(s) listed in “Services” table in the Project Overview section above. Address project benefits, operation and financial conditions, statutory conditions, and other relevant topics. *Please limit response to 2,000 characters.*

Amtrak's existing Wolverine service is provided as part of their National System Service and is funded by Amtrak. negotiations for operating agreements where needed would be handled independently by Amtrak and the host railroad(s).

**2C. Selection of Operator** – This question applies to Track 1a only. If the proposed operator railroad was not selected competitively, please provide a justification for its selection, including why the selected operator is most qualified, taking into account cost and other quantitative and qualitative factors, and why the selection of the proposed operator will not needlessly increase the cost of the project or of the operations that it enables or improves. *Please limit response to 1,000 characters.*

N/A

**2D. Other Stakeholder Agreements** – Provide relevant information on other stakeholder agreements including State and local governments. *Please limit response to 2,000 characters.*

N/A

**2E. Agreements with operators of other types of rail service** – Describe any cost sharing agreements with operators of non-intercity passenger rail service (e.g., commuter, freight). *Please limit response to 2,000 characters.*

Agreements with freight railroads to provide the capital improvements will include provisions of ownership, maintenance and asset life requirements needed under FRA HSIPR ARRA program. Operating agreements in the DIFT area will be negotiated on an individual independent basis among the freight railroads.

**(3) Financial Information.**

**3A. Capital Funding Sources.** Please provide the following information about your funding sources (if applicable).

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding <sup>5</sup>	Type of Funds	Dollar Amount (YOE Dollars)	% of Project Cost	Describe Uploaded Supporting Documentation to Help FRA Verify Funding Source
	New	Committed				
	New	Committed				
	New	Committed				

**3B. Capital Investment Financial Agreements:** Describe any cost sharing contribution the applicant intends to make towards the FD/Construction Project, including its source, level of commitment, and agreement to cover cost increases or financial shortfalls. Describe the status and nature of any agreements between funding stakeholders that would provide for the applicant’s proposed match, including the responsibilities and guarantees undertaken by the parties. Provide a brief description of any in-kind matches that are expected. *Please limit response to 2,000 characters.*

N/A

**3C. Operating Financial Plan:** Does the applicant expect that the State operating subsidy requirements for the benefiting intercity passenger rail service will significantly increase, **as a result of the project**, during the first five years after project completion?

Yes  No

<sup>5</sup> 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. legislative referendum) to be used to fund the proposed project/program 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 CIP or appropriation. 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/program, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project/program.

**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 CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

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

If “Yes,” please complete the table below (in YOE dollars) and answer the following questions. *Please limit response to 2,000 characters.*

- (a) How did you project future State operating subsidies for the benefiting service(s); and
- (b) What are the source, nature, and likelihood of the funding that will enable the State to finance the projected increases in annual operating subsidies due to the project?

Project improvements would be owned and maintained by under agreements with host railroads. Amtrak's existing Wolverine service is provided as part of their National System Service and is funded by Amtrak. Negotiations for operating agreements where needed would be handled independently by Amtrak and the host railroad(s).

However:

- (a) MDOT acknowledges that operating and maintenance expenses may increase in this corridor in the future. The extent of MDOT’s exposure to future costs is uncertain at this time and must be negotiated between MDOT, the operator and host railroad during final construction and operating agreements.
- (b) MDOT offers the following assurances to FRA regarding MDOT’s ability to finance future costs needed by MDOT:
  - 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 years and for the Pere Marquette (Grand Rapids to Chicago) for 25 years.
  - In addition, MDOT is exploring alternative approaches to funding these potential future costs through innovative partnerships (See Section F for details).

Subsidy	Actual— FY 2009 levels (YOE Dollars)	Projected Totals by Year (Actual Levels Plus Project Caused Changes Only) (YOE Dollars)	
		First Full Year After Project Completion	Fifth Full Year After Project Completion
State operating subsidy (total for all benefiting services)	0	0	0
<p><b>(4) Financial Management Capacity and Capability</b> – Provide audit results and describe applicant capability to absorb potential cost overruns, financial shortfalls, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. <i>Please limit response to 2,000 characters.</i></p> <p>MDOT has attached a Financial Management Plan with this application for the project. The 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 a rail capital investment through the State Transportation Preservation Act of 1976 "Act 295 of 1976". In addition, XXXXXX As noted in the report, at this time there are no risk factors to note. If unforeseen increases to the project should occur, MDOT has the financial resources necessary to fund these expenses as outlined in the plan. Audit results are available upon request at XXXXXXXXX.</p>			
<p><b>(5) Timeliness of Project Completion</b> – Provide the following information on the dates and duration of key activities, if applicable. <i>For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Project Completion.</i></p>			
Final Design Duration:	6 months		
Construction Duration:	18 months		
Rolling Stock Acquisition Duration:	n/a months		
Rolling Stock Testing Duration:	n/a months		
Service Operations Start date:	n/a (mm/yyyy)		
<p><b>(6) If applicable, describe how the project will promote domestic manufacturing, supply and other industries,</b></p>			

**including United States-based equipment manufacturing and supply industries.** *Please limit response to 1,500 characters.*

This project can provide opportunity and service for any person or business that desires quality and reliable service to Chicago, Detroit, or any community in between. The new track capacity and uncongested movement will open more options for business ventures in southeast Michigan as well as the entire corridor and state. Large orders for rail, turnouts, man power, and other materials coming from this project will stimulate economic growth, and the hope is that all the material needed for a successful project will come from local and regional vendors and manufacturers based in the United States. Michigan hopes the entire ARRA program stimulates business to expand and hire new employees to complete the projects nationwide in this rare opportunity.

**(7) If applicable, describe how the project will help develop US professional railroad engineering, operating, planning and management capacity needed for sustainable HSR/IPR development in the United States, including promotion of a diverse workforce.** *Please limit response to 1,500 characters.*

With this major influx of funding from the federal government, through ARRA, most railroads will need to employ new engineering personnel, to facilitate the on-time completion of the projects, thus introducing a new generation of engineers into the railroad side of engineering. The new employees will hopefully bring enthusiasm to an "old" industry, along with innovative ideas and sound solutions for a discipline that has basically stuck to the motto of, "this is how we do it" for years. High speed rail and its related equipment should open a new venue for engineers to explore and expand on. MDOT hopes that the railroads and the FRA itself, take this opportunity to look at the industry and ignite an explosion for passenger rail, intermodal freight, and travel and help the United States catch up with our foreign partner countries and take high-speed rail travel to the next level. for speed, reliability, comfort, convenience and safety.

It can also be the industry's chance to diversify their workforce in the engineering and management levels, giving everyone an equal chance to excell.

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## F. Additional Information

**(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 1B). *This section is optional.*

*Section B, Question 6 - Project Overview*

*The Preferred Alternative Report is available at [http://www.michigan.gov/mdot/0,1607,7-151-9621\\_11058\\_26215---,00.html](http://www.michigan.gov/mdot/0,1607,7-151-9621_11058_26215---,00.html). **\*\*Update link when the latest report is posted\*\*** OR provide report as supporting documentation.*

*B. 10. Right of way ownership.*

<i>Type of Railroad</i>	<i>Railroad ROW Owner</i>	<i>Route Miles</i>	<i>Track Miles</i>	<i>Status of Agreement</i>
<i>Class 1 Freight</i>	<i>Canadian Pacific</i>	<i>*</i>	<i>*</i>	<i>PrelimExc Agr/MOU</i>
<i>Class 1 Freight</i>	<i>CASO (Conrail)</i>	<i>*</i>	<i>*</i>	<i>PrelimExc Agr/MOU</i>

*\* All of the interlocker projects identified as part of the DIFT project are located on railroad-owned rights-of-way. Depending upon the individual location, the right-of-way is owned by Canadian National, Conrail, CSX, or Norfolk Southern. (The number of route miles and track miles is not applicable for these interlockers.)*

*B. 11. Services.*

<i>Type of Service</i>	<i>Railroad Operator</i>	<i>PassSpd</i>	<i>Frgt Spd</i>	<i>Route miles</i>	<i>Daily one-way train operations</i>
<i>Freight</i>	<i>Canadian Pacific</i>	<i>**</i>	<i>**</i>	<i>**</i>	<i>**</i>
<i>Freight</i>	<i>CASO (Conrail)</i>	<i>**</i>	<i>**</i>	<i>**</i>	<i>**</i>

*\*\* Freight rail services through the interlocker projects are operated by Canadian National, Canadian Pacific, Conrail, CSX, and Norfolk Southern. Passenger rail services through the interlocker projects are operated by Amtrak. Current operating speeds vary, depending upon the individual location, but generally can be increased as a result of the improvement. The average number of daily one-way train movements ranges up to approximately 80, depending upon the individual location. (The number of route miles and track miles is not applicable for these interlockers.)*

*Section D, Question 2B - Public Return on Investment*

*The graph showing HSIPR funding in 2010 dollars over eight quarters is available at [FTP? Upload? filename?]*

*Section E, Question 3C - Project Success Factors*

*For more information about the innovative approach of using Public Private Partnerships, go to [FTP site/PPP file name] (and/or [PPP file name] has been uploaded to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) )*

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### G. Summary of Supporting Materials

Application Form	Required	Optional	Reference	Description	Format
<input type="checkbox"/> This Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Forms	Required	Optional	Reference	Description	Format
<input type="checkbox"/> General Info.	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input type="checkbox"/> Detailed Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input type="checkbox"/> Annual Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input type="checkbox"/> Project Schedule	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input type="checkbox"/> Map of the Planned Investment		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form

<input type="checkbox"/> SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input type="checkbox"/> SF 424D: Assurance Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA’s website at <a href="http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf">http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf</a> . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

**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**.