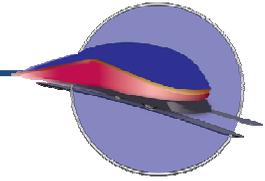


Project Name: MI: CHI HUB: CHI-DET:STATIONS-TROY Date of Submission: 8/24/09 Version Number: 1

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.

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 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

A. Point of Contact and Applicant Information

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

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

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

(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	MDOT	Track 1a - FD/Construction	\$251,116,200	Applied
MI:CHI HUB:CHI-DET:W.DET CONNECTION	MDOT	Track 1a - FD/Construction	\$48,615,299	Applied
MI:CHI HUB:CHI-DET:MWRRI PHASE 1 IMP	MDOT	Track 1a - FD/Construction	\$413,556,288	Applied
MI:CHI HUB:CHI-DET:DIFT EXTERNAL PRJCTS	MDOT	Track 1a - FD/Construction	\$72,910,259	Applied
MI: CHI HUB: CHI-DET:STATIONS-DEARBORN	MDOT	Track 1a - FD/Construction	\$28,204,450	Applied
MI: CHI HUB: CHI-DET:STATIONS-BCREEK	MDOT	Track 1a - FD/Construction	\$3,620,552	Applied
MI: CHI HUB: CHI-DET:STATIONS-KALAMAZOO	MDOT	Track 1b - PE/NEPA	\$ 400,000	Applied
MI: CHI HUB: CHI-DET:STATIONS-ANN ARBOR	MDOT	Track 1b - PE/NEPA	\$6,500,000	Applied

Project Name: MI: CHI HUB: CHI-DET:STATIONS-TROY Date of Submission: 8/24/09 Version Number: 1

B. Project Overview

<p>(1) FD/Construction Project Name: MI: CHI HUB: CHI-DET:STATIONS-TROY</p>
<p>(2) Indicate the Track under which you are applying: Track 1a - FD/Construction <i>Please note if you are applying for Track 1a–FD/Construction and Track 4 <u>concurrently</u>, you must submit two separate versions of this application into www.GrantSolutions.gov (one for Track 1a –FD/Construction and one for Track 4–FY 2009 Appropriations Projects).</i></p>
<p>(3) Indicate the activity(ies) for which you are applying (check both if applicable): <input checked="" type="checkbox"/> Final Design <input checked="" type="checkbox"/> Construction</p>
<p>(4) What are the anticipated start and end dates for the FD/Construction Project? (mm/yyyy) Start Date: 03/2010 End Date: 12/2011</p>
<p>(5) Total Cost of the FD/Construction Project (year of expenditure (YOE) Dollars*): \$ 8,485,212</p> <p>Please provide proposed inflation assumptions and methodology, if applicable in the space below. Please limit response to 1,000 characters.</p> <p>N/A</p> <p>Of the total cost of the FD/Construction Project, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 8,485,212</p> <p>Indicate percentage of total cost to be covered by <u>matching funds</u> 10 % <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>(6) Project Overview Narrative. <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"> • The location of the project including name of rail line(s), State(s), and relevant jurisdiction(s) (include map if available in supporting documentation). • Identification of service(s) that would benefit from the project, the stations that would be served, and the State(s) where the service operates. • 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. • How the project will fulfill a specific purpose and need in a cost-effective manner. • The project’s independent utility. • The specific improvements contemplated. • Any use of railroad assets or rights-of-way, and potential use of public lands and property. • Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the project. <p>Michigan Department of Transportation's goal is to upgrade rail infrastructure and facilities to safely accommodate current and increased high speed passenger rail services. Implementation of Phase 1 of the Midwest Regional Rail Initiative will provide efficient intercity passenger train operations in the Detroit to Chicago Corridor. This Troy/Birmingham Intermodal Transit Facility project is one of several related projects, each having independent utility, along the corridor.</p> <p>The Troy/Birmingham Intermodal Transit Facility will replace an existing rail facility and is proposed to be built in the City of</p>

Troy, Michigan along the border with the City of Birmingham. The 4 acre project site straddles the CN railroad line near the southwest corner of Maple Road and Coolidge Highway and includes a relocated Amtrak train stop for Birmingham. The City of Birmingham will be acquiring property adjacent to the site that will allow extension of a public road to the site. The major items of work for the transit facility project include a 2,500 SF building with a waiting area and public restrooms on the Troy side, along with modifications to drives to improve bus access, circulation, parking and to improve passenger drop-off. On the Birmingham side, the work includes the construction of a new Amtrak platform for loading/unloading of intercity rail passengers, a structural steel and glass canopy on the platform for weather protection, ADA compliant pedestrian crossing of the train tracks using a tunnel, site excavation and necessary retaining walls to access the pedestrian tunnel and additional parking for park & riders. It is also a goal of the project to achieve a LEED silver certification on the new construction. The proposed transit facility will have many benefits, it will provide a safe, comfortable point for intercity travelers and be a hub for making fixed route and connector bus transfers. It will also contain kiosks for contacting nearby taxi services or car rental services and ample parking for train and transit users. The proposed transit facility is located near the Troy-Oakland airport which is considered an additional benefit.

This project is ready to go. The start date is estimated based on when the funding announcements are made and funds obligated.

A map of all stations in the Chicago Hub corridor has been uploaded at www.GrantSolutions.gov, in the "Additional Supporting Documents" area."

(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.¹ 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	Engineering and architecture consultants currently working on final design documents	<input type="checkbox"/>	03/2009	12/2009
		<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): Connectivity, Safety and ADA Compliance

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

¹ 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.

- 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	Canadian National Railway	20	40	Host Railroad Consulted, but \$
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place

(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 ² within Project Boundaries	Notes
		Passenger	Freight			
Freight	Conrail/NS/CP		59	<1	5	
Intercity Passenger	Amtrak	79		<1	6	MOU in place
Freight						

(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.*

The current stock includes the same type of rolling stock used for other Amtrak service routes such as Chicago to St. Louis--ITCS equipped P-40 locomotives and Horizon passenger equipment, in a push-pull operation.

(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-Station is located on route which is part of Amtrak's national network which historically has not required an agreement.
 Status of Agreement: No agreement, but partner supports project

(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.

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

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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)
Troy/Birmingham Transit Center Schematic Design Report	06/2009

(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 checked="" type="checkbox"/> Categorical Exclusion Documentation	08/2009	Categorical Exclusion Worksheet uploaded at www.GrantSolution.gov
<input type="checkbox"/> Final Environmental Assessment		
<input type="checkbox"/> Final Environmental Impact Statement		

(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 type="checkbox"/> Record of Decision		

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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.

Currently, passenger rail services are accessed from a bus type rail shelter on an elevated platform in the City of Birmingham. This station has very limited space and parking which has negatively impacted its ridership, revenues and general attractiveness of service. There are no connections with other modes of transportation at this current site.

The Troy/Birmingham Transit Center is intended to improve reliability, safety and economic efficiency of rail passenger service in the Metro Detroit Region along the Chicago-Detroit/Pontiac Corridor. Design of the Transit Center with access to both vibrant communities will encourage increased rail travel, expand multi-modal transit coordination and integration with other transit para-transit modes. A pedestrian tunnel will connect the loading platform in the City of Birmingham with the Transit Center in the City of Troy. Plenty of parking will be available from both cities and citizens which were once served by a low visibility, low safety/security station stop, will now be served by a very accessible, ADA compliant, highly secure/safe transportation center which will connect several transportation modes.

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 <u>Plus</u> 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	437,700	473,300	522,300	<input type="checkbox"/>
Annual passenger-miles (millions)	93,440,000	101,040,000	111,500,000	<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	3	<input type="checkbox"/>
On-time performance (OTP) ³ – percent of trains on time at endpoint terminals	26.4%	60%	60%	<input type="checkbox"/>
Average train operating delays: minutes of en-route delays per 10,000 train-miles ⁴				<input checked="" type="checkbox"/>
Top operating speed (mph)	95MPH	110MPH	110MPH	<input type="checkbox"/>
Average scheduled operating speed (mph) (between endpoint terminals)	54MPH	58MPH	58MPH	<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:

- 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.

The Pontiac/Detroit corridor is home to countless employment centers of southeast Michigan, transit is recognized as an important investment for providing access to these jobs for lower income people, the elderly and the disabled, as well as for suburban commuters. Wayne and Oakland counties have been identified as economically distressed areas (EDA). With the

³ 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.

⁴ 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>

addition of an intercity and multimodal transit center, the employment centers of the area will have a consistent and reliable method for their employees to get to work. Transit-oriented development also enhances the role of transit in providing access to jobs by increasing opportunities for people to find housing and employment near transit stations. This creates a stable, long-term economic climate in the area surrounding the transit center that can sustain economic viability over long periods of time.

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)	106	700	1100

(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 (CO₂, O₃, CO, PM_x, and NO_x) 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.

The Troy/Birmingham Transit center will have several environmental benefits. First and foremost the creation of the Transit Center and Transit-Oriented Design (TOD) district will foster sustainable lifestyles that are inherently better for the environment. Increased transit usage helps to reduce the rate of growth in auto vehicle trips and reduces the use of petroleum products. Fewer vehicles on the roadways translate into less congestion, lower amounts of vehicle emissions, and overall better air quality than would otherwise occur. Further, TOD principles discourage large surface lots that result in the transformation of land into impervious surfaces. Secondly, the Troy/Birmingham Transit center will pursue LEED certification of silver or higher. This will be achieved through the use of green building principles, including a green roof, rain gardens, geothermal heating and cooling, and on site storm and waste water management. Efficient green building technologies will be integrated into the site by introducing cutting edge equipment such as solar powered transit shelters for waiting passengers that will employ LED lights and real time updates for arrival and departure times. These technologies will be integrated into the existing local intermodal transportation network that can be utilized for direct transfer to other modes of intercity passenger transport and local transit. Also, the design of the Transit Center will include LED lighting throughout the site, and facilities for recharging electric cars.

(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).

Construction of the Transit Center will provide the impetus for Transit Oriented Development (TOD) in both

Birmingham and Troy. The Troy/Birmingham transit center will be the focal point of a newly established Transit oriented Design district. The immediate area surrounding the center site in Birmingham has already established mixed use zoning consistent with livable communities which is focused on fostering high density walkable areas. The proposed TOD district will integrate the surrounding area of Troy into the Birmingham area by implementing similar sustainable zoning concepts. The proposed intermodal Transit center is the key to this new development standard as it will link the public transportation network with an emerging transit-oriented development. This district will be a defined area with established development guidelines aimed at encouraging mixed-use, high density development, where people can live in a walkable community close to public transportation. Once established, the TOD design guidelines will be the standard which all future development in the defined area will be measured. Proposed developments will be reviewed by a multi-jurisdictional planning board made-up of members of the Troy and Birmingham Planning review bodies. The TOD district and Transit center will be supportive of each other by creating an interdependent relationship that sustains and fosters the use of public transportation and implements sustainable living concepts which are inherently integrated into transit-oriented development.

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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 is 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 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/capital needed to support intercity passenger rail, commuter rail and rail rapid transit services. This office works with communities, contractors, and the railroads to provide project oversight, oversee financial aspects of program development and interaction 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 federal regulatory agencies.

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.

N/A

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 City of Troy and draw on their expertise where applicable to construct the Troy/Birmingham Transit Center. MDOT will seek Amtrak and Canadian National's support for technical assistance on this project. In addition, Michigan will also seek FRA assistance with compliance issues.

One of the keys to the successful funding of the transit center is the donation of the land for the new facility. This land was donated by the developer of the adjacent shopping center under the condition that the Transit Center project secures funding by 06/2010. If these conditions are not met then the property acquisition cost would be added to the overall cost of the project. The property has an estimated value of \$1,500,000.

(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.*

Canadian National Railway has been a major stakeholder in this project and has advised the consultant team in the preliminary engineering and design elements of this project. Amtrak has also been consulted on facility and platform issues. The railroads will continue to be part of the final design team as plans are developed with train movements, crew needs and ADA compliance in mind.

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.*

Operations in Michigan over Chicago Corridor Hub are considered part of Amtrak's national network and individual agreements have not been required at this point.

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.*

Amtrak is the only service provider at this time.

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

The Cities of Troy and Birmingham have entered into a cost sharing agreement to pay for the Final Design of the Transit Center. This agreement pays for the engineering and consulting services of Hubbel Roth and Clark engineering. Currently, the design process has moved through the preliminary design and is now in the final design stage. These designs will be reviewed by a joint planning body composed of Planning Board and Commission members from both cities before final site plan approval is granted.

The State of Michigan has partnered with the City of Troy in the development of a new facility. This planning process

evaluated alternatives, developed preliminary design and held public meetings.

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.*

N/A.

(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 ⁵	Type of Funds	Dollar Amount (YOE Dollars)	% of Project Cost	Describe Uploaded Supporting Documentation to Help FRA Verify Funding Source
1	New	Committed				
Committed funds from Troy and Birmingham	Existing	Budgeted		\$2 million	23	Final design currently under contract and paid by cities
State of Michigan	Existing	Budgeted		\$350,000	3	MDOT Contract #06-0537

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.*

The Cities of Troy and Birmingham have already committed approximately \$2,000,000 to the transit center project and are currently pursuing funding from several sources. These sources include EECBG funding for energy efficiency and LED lighting projects and federal appropriations. Property for this facility will be an in-kind contribution from a developer if full funding is received in 2010.

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

⁵ **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?

The State of Michigan provides a subsidy to Amtrak for two intercity passenger rail services in Michigan. Michigan has provided a subsidy for the Blue Water Service (Grand Rapids, MI to Chicago) for 35 years and the Pere Marquette Service (Port Huron to Chicago) for 25 years. Each of these services provide a daily round trip to several communities along their route.

The source of this funding is Annual State Appropriations. Michigan will continue to invest state funds in Intercity Passenger Rail as it has since 1974, with over \$50 million in capital and operating investments made since 2002. New equipment will first replace existing equipment, then expand service frequencies.

MDOT is exploring alternative approaches to funding these potential future costs through innovative partnerships.

Please see Section F-HSR – public-private partnerships

Please see Section F- Operating Financial Plan

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)	\$7.3M		
<p>(4) Financial Management Capacity and Capability – 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 rail capital investment through the State Transportation Preservation Act of 1976, Act 296 of 1976 and Act 51 of 1951. 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 included in the Financial Plan.</p>			
<p>(5) Timeliness of Project Completion – 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:	17 months		
Construction Duration:	17 months		
Rolling Stock Acquisition Duration:	months		
Rolling Stock Testing Duration:	months		
Service Operations Start date:	(mm/yyyy)		
<p>(6) If applicable, describe how the project will promote domestic manufacturing, supply and other industries, including United States-based equipment manufacturing and supply industries. <i>Please limit response to 1,500 characters.</i></p>			

Increases in intercity passenger rail services nationwide are in dire need of new and refurbished passenger rail equipment. This need will lead to the domestic manufacturing of rail equipment. With Michigan's highly trained labor pool and our demonstrated manufacturing expertise, the Midwest offers a perfect location for the manufacture of the new train sets required for Midwest Regional Rail System. Currently, there are no domestic producers of next generation intercity passenger rail equipment.

The development of high speed rail along this corridor can provide opportunity and service for any person or business that desires quality and reliable service to Chicago, Detroit, or any community in between. Large orders for rail, turnouts, man power, and other materials coming from this development 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 businesses 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 renewed energy, enthusiasm and innovative ideas to the rail industry, along with sound solutions to industry challenges now and in the future. High speed rail and its related equipment should open a new venue for engineers to explore and expand upon. MDOT hopes that the railroads and the FRA take this opportunity to look at the industry and ignite renewed interest and commitment to passenger rail and intermodal freight. This renewed commitment to rail transportation will 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 excel.

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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.*

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

B. A map of all stations in the Chicago Hub corridor have been uploaded to www.GrantSolutions.gov in the "Additional Supporting Documents" area.

E. Project Success Factors (1A,2D&3C)- Project Management Plan ,has been uploaded to www.GrantSolutions.gov in the "Project Management Plan" area. Stakeholders Agreements and Governor's Letter has been uploaded to www.GrantSolutions.gov in the "Stakeholder Agreements" area and the Operating Financial Plan has been uploaded to www.GrantSolutions.gov in the "Financial Plan" area.

For more information about the innovative approach of using Public Private Partnerships, file HSR_FRA application_PPP.doc has been uploaded to www.GrantSolutions.gov in the "Additional Supporting Documents" area.

B. Project Overview (6)- Troy Birmingham Multi-Modal Transit Center, Troy/Birmingham Multi-Modal Transit Center Business Plan and a map of all stations in the Chicago Hub corridor have been uploaded to www.GrantSolutions.gov in the "Additional Supporting Documents" area.

C. Eligibility Information (2)-PE Drawings Station have been uploaded to www.GrantSolutions.gov in the ""Preliminary Engineering (PE) Materials" area.

D. Project Success Factors (1A,2D&3C)- Project Management Plan, Stakeholders Agreements and Governor's Letter, Operating Financial Plan have been uploaded to www.GrantSolutions.gov in the "Stakeholder Agreements" area.

For more information about the innovative approach of using Public Private Partnerships, file HSR_FRA application_PPP.doc has been uploaded to www.GrantSolutions.gov in the "Additional Supporting Documents" area.

For more information about the innovative approach of using Public Private Partnerships, file HSR_FRA application_PPP.doc has been uploaded to www.GrantSolutions.gov in the "Additional Supporting Documents" area.

Project Support letters have been uploaded to www.GrantSolutions.gov in the "Additional Supporting Documents" area.

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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 checked="" type="checkbox"/> General Info.	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input checked="" type="checkbox"/> Detailed Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input checked="" type="checkbox"/> Annual Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input checked="" 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 checked="" 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 http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . 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**.