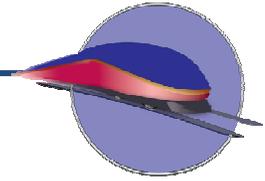


Project Name: MI: CHI HUB: CHI-DET:STATIONS-DEARBORN Date of Submission: 8/24/2009 Version Number: 1

## 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> Al Johnson		<b>POC Title:</b> Supervisor, High Speed Rail and Innovative Project Advancement		
<b>Street Address:</b> 425 W. Ottawa Street	<b>City:</b> Lansing	<b>State:</b> MI	<b>Zip Code:</b> 48909	<b>Telephone Number:</b> 517-335-2549
<b>Fax:</b> 517-373-7997		<b>Email:</b> 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-TROY	MDOT	Track 1a - FD/Construction	\$8,485,212	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

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## B. Project Overview

<p><b>(1) FD/Construction Project Name:</b> MI: CHI HUB: CHI-DET:STATIONS-DEARBORN</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 <u>concurrently</u>, 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 (check both if applicable):</b>  <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? (mm/yyyy)</b>  <b>Start Date:</b> 09/2009      <b>End Date:</b> 12/2011</p>
<p><b>(5) Total Cost of the FD/Construction Project (year of expenditure (YOE) Dollars*):</b> \$ 28,204,450.00</p> <p><b>Please provide proposed inflation assumptions and methodology, if applicable in the space below. Please limit response to 1,000 characters.</b></p> <p>n/a</p> <p><b>Of the total cost of the FD/Construction Project, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 28,204,450.00</b></p> <p><b>Indicate percentage of total cost to be covered by <u>matching funds</u> 0 %</b>  <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. Please limit response to 5,000 characters.</b></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>This project is ready to go. The start date is estimated based on when the funding announcements are made and funds obligated. The Dearborn Intermodal Rail Passenger Facility will be in Dearborn, MI, approximately 9 miles west of Downtown Detroit and has been identified as an Economically Distressed Area (EDA) in Michigan. This 23,000 SF facility will replace the existing facility and be constructed on 7 acres of property. The project consolidates the two existing rail stops in Dearborn to a location adjacent to the Henry Ford Museum (America's Greatest History Attraction with 1.7M visitors annually), within walking distance of Dearborn's West Downtown District, and &lt; 1 mile on the greenway trail to the</p>

University of MI-Dearborn and Henry Ford Community College (>23,000 combined students).

The services benefitted by the new Dearborn Intermodal Facility include: the existing Amtrak intercity service between Detroit (Pontiac) and Chicago in Michigan, Indiana and Illinois; the Midwest High Speed Rail service between Detroit and Chicago in the same states and any planned regional commuter rail service. Stations served for the Amtrak and Midwest High Speed Rail service would be stations currently served between Pontiac, Michigan and Chicago, Illinois.

The new facility will improve efficiency in all cases by eliminating one of the stops in Dearborn and by locating the station in closer pedestrian proximity to trip generators for all three services described. Additionally, upgrading the new station to an intermodal facility improves connectivity between trains and regional bus, shuttle, taxi and limousine services, especially to Detroit Metropolitan Airport, which is ten minutes from Dearborn.

The Dearborn Intermodal Facility has been in the planning and preliminary design phase since 2001, and has received extensive input and scrutiny by local, county, regional and state agencies and organizations. Numerous public meetings and workshops have been held over several years to describe the project, site selection, environmental issues, station elements, design options, transit oriented development (TOD) opportunities and improved connectivity for the overall transportation network. The facility itself was sized to meet projections for high speed rail ridership for a 15-20 year planning horizon, and all the track, platform, signals and controls for the station and the Dearborn area have been studied and examined in detail. The project is consistent with both the high speed rail planning for Michigan, and local plans for Dearborn and SE Michigan. Dearborn has a working committee for this project that consists of local stakeholders plus the Southeast Michigan Council of Governments (SEMCOG) and the Michigan Department of Transportation (MDOT). Additionally, Dearborn is fully coordinated with SEMCOG and MDOT rail planning groups including Amtrak, federal agencies and freight railroads.

Dearborn is the third busiest station in Michigan and has a convenient location and seamless connectivity to other ground and air transportation. The relocated and expanded Dearborn Intermodal Facility will improve efficiency in all respects over the existing aging and deteriorating Dearborn Amtrak Station. Also, since the new facility will be located directly adjacent to the Henry Ford Museum, this allows the elimination of their rail flag stop, thereby providing a single stop in Dearborn for all rail service.

The project's independent utility is based on its anticipated catalytic effect of offering additional and alternative transportation options and providing a transportation nexus point for the community. As has been proven many times across America, active and functional transportation centers increase urban activity, raise property values, spur related development and create nodes of activity that support higher density development and interesting communities. Dearborn has a long and rich history of being a regional employment center for Greater Detroit and its West Downtown District is a well known regional destination. The addition of the intermodal facility to the downtown district will serve to strengthen an already established district and enliven it as a welcoming point to the community.

The improvements associated with this project include the new facility and platform, related site and utility infrastructure, parking, stormwater management and the restoration of the second track adjacent to the intermodal facility. The facility will consist of a central structure plus a bridge and tower that will link the facility to both tracks and directly to the Henry Ford property across the tracks. The facility and site will be LEED certified and provide a great opportunity for Dearborn to showcase its Dearborn Green initiative on a highly visible site provided by the Ford Motor Land Development Company for the project.

\*Please see Section F-Overview

**(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.**

<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.

Activity	Description	Completed? (If yes, check box)	Actual Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
N/A		<input type="checkbox"/>		
		<input type="checkbox"/>		
		<input type="checkbox"/>		
<p><b>(8) Describe the project service objectives (check all that apply):</b></p> <p><input checked="" type="checkbox"/> Additional Service Frequencies</p> <p><input checked="" type="checkbox"/> Improved Service Quality</p> <p><input checked="" type="checkbox"/> Improved On-Time Performance on Existing Route</p> <p><input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times</p> <p><input checked="" type="checkbox"/> Other (Please Describe): Consolidation of two stops in Dearborn to one more convenient and functional location. This location will increase connectivity and economic development of area.</p>				
<p><b>(9) Types of capital investments contemplated (check all that apply):</b></p> <p><input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.)</p> <p><input checked="" type="checkbox"/> Track Rehabilitation</p> <p><input checked="" type="checkbox"/> New or restored sidings/passing tracks</p> <p><input type="checkbox"/> Major Interlockings</p> <p><input checked="" type="checkbox"/> Station(s)</p> <p><input type="checkbox"/> Communication, Signaling and Control</p> <p><input type="checkbox"/> Rolling Stock Refurbishments</p> <p><input type="checkbox"/> Rolling Stock Acquisition</p> <p><input type="checkbox"/> Support Facilities (Yards, Shops, Admin. Buildings)</p> <p><input type="checkbox"/> Grade Crossing Improvements</p> <p><input type="checkbox"/> Electric Traction</p> <p><input type="checkbox"/> Other (Please Describe):</p>				
<p><b>(10) Right-of-Way-Ownership.</b> Provide information for all railroad right-of-way owners in the FD/Construction Project area. Where railroads currently share ownership, identify the primary owner. <i>If more than three owners, please detail in Section F of this application.</i></p>				
Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of Agreements to Implement Projects
Class 1 Freight	Norfolk Southern	143	178	Host Railroad Consulted, but \$
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place

<b>(11) Services.</b> Provide information for all existing rail services within project boundaries (freight, commuter, and intercity passenger). <i>If more than three services, please detail in Section F of this application.</i>						
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	Norfolk Southern		50	<1	2	
Freight	Amtrak	79		<1	6	MOU in place
Freight						
<b>(12) Rolling Stock Type.</b> 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. <i>Please limit response to 1,000 characters.</i>						
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.						
<b>(13) Intercity Passenger Rail Operator.</b> 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 -Facility 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						
<b>(14) Benefits to Other Types of Rail Service(s).</b> Are benefits to non-intercity-passenger rail services (e.g., commuter, freight) foreseen? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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.

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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)
JJR Preliminary Engineering Drawings for the Station (See Section F)	07/2007
HNTB Preliminary Engineering Drawings for the Track Improvements (See Section F)	11/2008

(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	8/2009	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.

As part of a larger transportation system, the Dearborn Intermodal Rail Passenger Facility would play a synergistic role in the overall improvement of public transportation in SE Michigan. The new facility would be an integral part in a regional rail system (Ann Arbor to Detroit), in the national and international rail system (e.g. Chicago, Toronto), and in the planned high speed and regional rail corridor systems (MWRRI). The intermodal facility would also serve as a component in the regional and national bus systems (SMART, DDOT, Greyhound) and by integrating with the local, state and interstate highway networks.

The Dearborn Intermodal Rail Passenger Facility fills the gap between the rail initiatives, area airports, existing transit systems, and traditional modes of transportation allowing full coverage of transportation needs in Southeast Michigan. By providing this facility in the center of Dearborn, walkability to University of Michigan Dearborn, Henry Ford Museum, and western Dearborn will be enhanced. Filling the gap, enhancing the connectivity of transportation services, and promoting economic activity while linking the community to the entire state, are the reasons for advancing the Dearborn Intermodal Rail Passenger Facility and evidence of its

independent utility.

A map of all stations in the Chicago Hub corridor has been uploaded at [www.GrantSolutions.gov](http://www.GrantSolutions.gov), in the "Additional Supporting Documents" area.

**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) <sup>3</sup> – 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 <sup>4</sup>				<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.

<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 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 Dearborn Intermodal Rail Passenger Station is located approximately 9 miles west of Downtown Detroit. The location of this project is in Dearborn, Michigan which has been identified as an Economically Distressed Area (EDA) in Michigan by the Federal Highway Administration. [http://hepgis.fhwa.dot.gov/hepgis\\_v2/GeneralInfo/Map.aspx](http://hepgis.fhwa.dot.gov/hepgis_v2/GeneralInfo/Map.aspx) and according to the definition in section 301 of the Public Works and Economic Development Act of 1965, as amended (42 USC 3161). The City of Dearborn is located in the County of Wayne which posted an unemployment rate of 18.5% in the June 2009. Approximately 91% of Michigan's population lives in areas considered economically distressed according to the federal definition, making Michigan one of the states most impacted by the recent recession. Even before the recession, Michigan faced challenging economic realities due to the loss of manufacturing jobs, particularly those related to the collapsing auto industry. Currently, the statewide average unemployment rate is 15.4%, considerably higher than the national rate of 9.7%. Michigan has had unemployment rates higher than the national average since 2002 and the rate has more than doubled in the past two years, from 7.1% in 2007. Virtually any project constructed in Michigan will benefit the state and local economy as well as improve freight commodity flow at state, national and international levels.

**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)	350	2,400	3,800

**(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.

Currently, passenger rail travel along the Chicago-Detroit/Pontiac Corridor reduces auto trips by 500/600 per day. The resultant savings in fuel is approximately 2 million gallon per year.

Sustainability is a primary goal in the design of the intermodal passenger station which has been registered with USGBC with the intent of achieving a LEED Silver certification. A green charette was completed documenting the strategies this project will pursue in order to minimize its environmental footprint. Critical elements of the design will focus on innovative stormwater management, optimizing energy efficiency, use of recycled and regional materials and indoor environmental quality. \*Please see Section F for LEED-NC Version 2.2 Registered Project Checklist DRAFT

**(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).

Critical to the purpose and need is the fact that the new intermodal facility is an important land use for the area. Planning for appropriate transit supported land uses in the adjacent areas and carefully designing the intermodal facility area would allow Dearborn to take advantage of the unique opportunities the facility presents. Policies that support transit-oriented land uses would guide the planning and design of the intermodal facility. These policies may include ways to curb sprawl, promote infill development and redevelopment of urban sites, development of flexible zoning regulations, enabling legislation, and collaboration among major landholders and institutions in the area.

The proposed facility is designed to maximize views from Michigan Avenue making it easy to find, easy to access, and to facilitate transfers between travel modes. It is located adjacent to the rail along the south property line. The first phase would include a 331-car surface parking lot located adjacent to the 23,000 square foot station. This surface parking lot is designed to be accessed off either Elm Street (which would become a public street) or along Station Drive, a new road that parallels the tracks and loops in front of the station allowing easy pick-up and drop-off options. An additional spur connecting the drop-off area to Michigan Avenue is also planned for those not needing to park. The second phase would involve an extended platform to accommodate high speed rail.

As for bus and work van vehicles, there is a separate entrance at the eastern edge of the site designed to separate the regularly scheduled bus traffic from the automobiles, and to keep buses on the higher capacity section of Michigan Avenue.

The station would have direct access to westbound trains. An overpass would offer access to eastbound trains as well as to the Henry Ford Museum located further to the south. A separate pick-up and drop-off system would be created to service the needs of the Henry Ford Museum, while offering the necessary emergency access on both sides of the track.

A public park space is located in front of the passenger drop-off plaza. The park is intended to serve as the trailhead for a greenway trail extending east to the Rouge River Greenway, a proposed 16-mile trail system that links historical, recreational, and environmental resources in the area.

An exciting attribute of the Dearborn Intermodal Rail Passenger Facility is the potential to stimulate transit oriented development in the immediate surrounding area. Such plans could include construction of private dorms for University of Michigan-Dearborn students in addition to residential units, offices, and commercial and retail space.

\*Please see Section F for power point presentation on Dearborn Intermodal TOD/ Livable Communities.

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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 a FRA-approved test project using raisable barriers to prevent gate running violations. MDOT has partnered with the FRA, Amtrak and General Electric to implement a Positive Train Control (PTC), called 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.

Please see Section F- Project Management Plan

**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 Dearborn and draw on their expertise where applicable to construct the Dearborn Intermodal Rail Passenger Facility. MDOT will seek Amtrak and Norfolk Southern's support for technical assistance on this project. In addition, Michigan will also seek assistance with compliance issues, regulations and laws from the FRA.

**(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.*

Norfolk Southern has been a major stakeholder in this project and has advised the consultant team in the preliminary engineering 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 being developed with train movements, crew needs and ADA compliance in mind. Agreements will be developed if needed.

**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 the 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 State of Michigan has partnered with the City of Dearborn in the development of a new facility. This planning process evaluated alternatives, held public meetings and negotiated with Ford Motor Land Development, The Henry Ford Museum and Greenfield Village for property. Ford Motor Land Development has agreed to supply 7 acres of land for this project at a value of \$7M.

Please see Section F-Stakeholders Agreements and Governor's Letter

**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 <sup>5</sup>	Type of Funds	Dollar Amount (YOE Dollars)	% of Project Cost	Describe Uploaded Supporting Documentation to Help FRA Verify Funding Source
FTA	Existing	Committed		\$992,500	80	MI-03-0166-00
State	Existing	Committed		\$248,125	20	99-0611
	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?

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 for 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

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><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 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><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> <table border="1" style="width: 100%;"> <tr> <td>Final Design Duration:</td> <td>12 months</td> </tr> <tr> <td>Construction Duration:</td> <td>12 months</td> </tr> <tr> <td>Rolling Stock Acquisition Duration:</td> <td>months</td> </tr> <tr> <td>Rolling Stock Testing Duration:</td> <td>months</td> </tr> <tr> <td>Service Operations Start date:</td> <td>(mm/yyyy)</td> </tr> </table>				Final Design Duration:	12 months	Construction Duration:	12 months	Rolling Stock Acquisition Duration:	months	Rolling Stock Testing Duration:	months	Service Operations Start date:	(mm/yyyy)
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Construction Duration:	12 months												
Rolling Stock Acquisition Duration:	months												
Rolling Stock Testing Duration:	months												
Service Operations Start date:	(mm/yyyy)												
<p><b>(6) If applicable, describe how the project will promote domestic manufacturing, supply and other industries, including United States-based equipment manufacturing and supply industries.</b> <i>Please limit response to 1,500 characters.</i></p> <p>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</p>													

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 businesse 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.

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

## 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. Project Overview (6)- Dearborn Intermodal Facility-Project Overview and a map of all stations in the Chicago Hub corridor have been uploaded to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) in the "Additional Supporting Documents" area.*

*C. Eligibility Information (2)-Preliminary Engineering Documents has been uploaded to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) in the "Preliminary Engineering (PE) Materials" area.*

*D. Public Return on Investment (3 & 4-) Dearborn Intermodal TOD/ Livable Communities & LEED-NC Version 2.2 Registered Project Checklist DRAFT have been uploaded to [www.GrantSolutions.gov](http://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](http://www.GrantSolutions.gov) in the "Project Management Plan" area. Stakeholders Agreements and Governor's Letter has been uploaded to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) in the "Stakeholder Agreements" area and the Operating Financial Plan has been uploaded to [www.GrantSolutions.gov](http://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](http://www.GrantSolutions.gov) in the "Additional Supporting Documents" area.*

*F. Additional Information-Project Support Letters*

Project Name: City of Dearborn Intermodal Facility Date of Submission: 8/24/09 Version Number:

## 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**.