

Narrative Application Form – Individual PE/NEPA Part I



High-Speed Intercity Passenger Rail (HSIPR) Program

Applicants interested in applying for funding under the March 2011 Notice of Funding Availability (NOFA) are required to submit the narrative application forms, parts I and II, and other required documents according to the checklist contained in Section 4.2 of the NOFA and the Application Package Instructions available on FRA’s website. All supporting documentation submitted for these PE/NEPA activities should be listed and described in Section G of this form. Questions about the HSIPR program or this application should be directed to the Federal Railroad Administration (FRA) at HSIPR@dot.gov.

Applicants must enter the required information in the gray narrative fields, check boxes, or drop-down menus of this form. Submit this completed form, along with all supporting documentation, electronically by uploading them to www.GrantSolutions.gov by 8:00 p.m. EDT on April 4, 2011.

A. Point of Contact and Applicant Information

Applicant should ensure that the information provided in this section matches the information provided on the SF-424 forms.

(1) Name the submitting agency: Michigan Department of Transportation		Provide the submitting agency Authorized Representative name and title: Kirk Steudle, Director		
Address 1: 425 W. Ottawa St.	City: Lansing	State: MI	Zip Code: 48909-7550	Authorized Representative telephone: (517)373-2114 ext.
Address 2:		Authorized Representative email: SteudleK@michigan.gov		
Provide the submitting agency Point of Contact (POC) name and title (if different from Authorized Representative): Al Johnson, Supervisor, Office of High Speed Rail and Innovative Project Advancement		Submitting agency POC telephone: (517)335-2549 ext. Submitting agency POC email: johnsonal@michigan.gov		
(2) List out the name(s) of additional State(s) applying (if applicable):				

B. Eligibility Information

Complete the following section to demonstrate satisfaction of application’s eligibility requirements.

(1) Select the appropriate box from the list below to identify applicant type. Eligible applicants are listed in Section 3.1 of the NOFA.

- State
- Group of States
- Amtrak
- Amtrak in cooperation with one or more States

If selecting one of the applicant types below, additional documentation is required to establish applicant eligibility. Please select the appropriate box and submit supporting documentation to demonstrate applicant eligibility, as described in Section 3.2 of the NOFA, to GrantSolutions.gov and list the supporting documentation under “Additional Information” in Section G.2 of this application.

- Interstate Compact
- Public Agency established by one or more States

(2) Indicate the planning processes used to identify the underlying project.¹ As defined in Section 3.5.1 of the NOFA, the process should analyze the investment needs and service objectives that the underlying project is intended to benefit. Refer to the PE/NEPA Application Package Instructions for more information. The appropriate planning document must be submitted with the application package and listed in Section G.2 of this application.

- State Rail Plan
- Service Development Plan (SDP)
- Service Improvement Plan (SIP)
- Statewide Transportation Improvement Plan (STIP)
- Other, please list this document in Section G.2 with “Other Appropriate Planning Document” as the title
- The underlying project is not included in a relevant and documented planning process

(3) Select and describe the operational independence of the underlying project.² Refer to Sections 3.4.4 and 3.5.2 of the NOFA for more information about operational independence and applications related to previously-selected projects.

- This project is operationally independent.
- This project is operationally independent when considered in conjunction with previously selected or awarded HSIPR program project(s) (identify previously selected or awarded projects below).
- This project is not operationally independent.

Briefly clarify the response:

Ann Arbor Station as an Individual Project provides both independent and cumulative tangible and measurable benefits as described under Section 3.5.2 of the NOFA by enhancing access to intercity rail service. This funding will allow for preliminary engineering and environmental documentation for the development of an improved and relocated Amtrak intercity rail station. The proposed location will provide direct walk accessibility to more residents, and an Anchor Industry location with approximately 20,000 workers, substantially more than employment near the existing station location. The improved station provides enhanced and additional access to the Detroit to Chicago corridor adding to the value of prior intercity railroad investments along this corridor.

¹ PE/NEPA activities include the specific tasks necessary to complete PE/NEPA documentation and other tasks applied for in this application that relate to this phase of the underlying project’s development. The underlying project is the larger area and/or infrastructure that will become the Final Design (FD)/Construction project following completion of the PE/NEPA activities.

² A project is considered to have operational independence if, upon being implemented, it will provide tangible and measurable benefits, either independently of other investments or cumulatively with projects selected to receive awards under previous HSIPR program solicitations.



(6) Indicate the source, amount, and percentage of matching funds for the proposed PE/NEPA activities. The sum of the figures below should equal the amount provided in Section C.5. Click on the gray boxes to select the appropriate response from the lists provided in type of source, status of funding, and type of funds. Dollar figures must be rounded to the nearest whole dollar. Also, list the percentage of the total project cost represented by each non-Federal funding source. Provide supporting documentation that will allow FRA to verify each funding source, any documentation not available online should be submitted with the application package and listed in Section G.2 of this application.

Non-Federal Match Funding Sources	Type of Source	Status of Funding ⁴	Type of Funds	Dollar Amount	% of Total Project Cost	Describe Any Supporting Documentation to Help FRA Verify Funding Source
City of Ann Arbor	Existing	Committed	In-Kind	\$ 701,600	20 %	Financial Statements and FRS MOU. And Preliminary Engineering Payment vouchers
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
				\$	%	
Sum of Non-Federal Funding Sources				\$ 701,600	20 %	N/A

(7) Indicate whether the proposed activities in this application are also included as a component project or phase in a Service Development Program application submitted concurrently.

Yes, all of the activities in this application have also been submitted as a component project or phase of a Service Development Program application.
 Yes, some of the activities within this application have also been submitted as a component project or phase of a Service Development Program application.
 No, this application and its proposed activities have not been submitted as a component project or phase of a Service Development Program application.

(8) Indicate the name of the corridor where the underlying project is located and identify the start and end points as well as major integral cities along the route.

⁴ The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g., statutory authority) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state capital investment program or appropriation guidance. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted (i.e., the funds have not yet received statutory approval). Examples include debt financing in an agency-adopted capital investment program that has yet to be committed in the near future. Funds will be classified as budgeted when available funding cannot be committed until the grant is executed or due to the local practices outside of the project sponsors’ control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. 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 capital investment program.



Chicago Hub -Wolverine Line (Chicago- Detroit/Pontiac) Intercity and proposed High Speed Rail Corridor

(9) Describe the underlying project location, using municipal names, mileposts, control points, or other identifiable features such as longitude and latitude coordinates. If available, please provide a project GIS shapefile (.shp) as supporting documentation. This document must be listed in Section G.2 of this application.

Ann Arbor Station, also known as Fuller Road Station, (FRS) is planned to be located on a city-owned surface parking lot in the City of Ann Arbor immediately south of Fuller Road and east of East Medical Center Drive. Project location shape files and location map uploaded to GrantSolution.gov.

(10) Provide an abstract outlining the proposed PE/NEPA activities. Briefly summarize the project narrative provided in the Statement of Work in 4-6 sentences. Capture the major milestones, outcomes, and anticipated benefits that will result from the completion of the underlying project.

Michigan Department of Transportation and the City of Ann Arbor's goal is to upgrade rail infrastructure and facilities to safely accommodate current and increased intercity passenger rail services as well as to prepare for implementation of high speed service on this corridor. Implementation of Phase 1 of the Midwest Regional Rail Initiative will provide efficient intercity passenger train operations in the Chicago Hub (Chicago to Detroit/Pontiac) Wolverine Line, High Speed Rail Corridor. This Ann Arbor Station, Ann Arbor's multimodal intercity rail and transit facility is one of several related projects, each having independent utility, along the corridor. The map showing stations has been uploaded in GrantSolutions.gov.

The development of an appropriate environmental document addressing the requirements of the National Environmental Policy Act (NEPA) is needed to identify and respond to any environmental issues related to Ann Arbor Station and rail-related system element's development by November 2011. Advancing the existing Concept Design through Preliminary Engineering for the Ann Arbor Station, aka, Fuller Road Station, Master Concept Plan is needed to allow the project to advance to FD and construction during 2012. The product of this effort will be an environmental document prepared to satisfy the federal requirements under NEPA and accompanying set of preliminary plans ready to support further project development and implementation.

(11) Indicate the type of expected capital investments included in the underlying project.⁵ Check all that apply.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Communication, signaling, and control | <input type="checkbox"/> Rolling stock refurbishments |
| <input type="checkbox"/> Electric traction | <input checked="" type="checkbox"/> Station(s) |
| <input type="checkbox"/> Grade crossing improvements | <input type="checkbox"/> Structures (bridges, tunnels, etc.) |
| <input type="checkbox"/> Major interlocking | <input type="checkbox"/> Support facilities (yards, shops, administrative buildings) |
| <input type="checkbox"/> Positive Train Control | <input checked="" type="checkbox"/> Track rehabilitation and construction |
| <input type="checkbox"/> Rolling stock acquisition | <input checked="" type="checkbox"/> Other (please describe) Intermodal facility including parking, short term drop-off area, transit and bicycle facilities. |

(12) Indicate the anticipated service outcomes of the underlying project. Check all that apply.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Additional service frequencies | <input checked="" type="checkbox"/> Improved operational reliability on existing route |
| <input checked="" type="checkbox"/> Service quality improvements | <input checked="" type="checkbox"/> Improved on-time performance on existing route |
| <input type="checkbox"/> Increased average speeds/shorter trip times | <input checked="" type="checkbox"/> Other (please describe) Improved safety, enhanced access, complete ADA compliance, transit connectivity, ample parking, bike center, |

Briefly clarify the response(s), if needed:

This project includes rail system development allowing for a station siding. Removing stopped trains from the main line can allow for safer operations and increased operations through this single track territory on the corridor. These operations will allow for additional service and improved reliability for rail operations. The enhanced transit interface, additional parking, enhanced accessibility are all needed to respond to shortcomings at the existing station facility. Relocating the station nearer to Lower

⁵ The underlying project is the larger area and/or infrastructure that will become the FD/Construction project following completion of the PE/NEPA activities.

Town and the University of Michigan's medical, north and main campus areas provides linkage to urban redevelopment and positive economic growth and development of two of southeastern Michigan's anchor industries..

(13) Provide the following information about job creation through the life of the PE/NEPA development activities.

Anticipated number of <u>annual</u> onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis)	PE/NEPA Period
	42 for this phase and an additional 696 for the FD/Constuction

(14) Quantify the applicable service outcomes of the underlying project. Provide the current conditions and anticipated service outcomes. Future state information is required only for the service outcomes identified in Section C.12.

	Frequencies⁶	Scheduled Trip Time (round-trips, in minutes)	Average Speed (mph)	Top Speed (mph)	Reliability – Provide Either On-Time Performance Percentage or Delay Minutes
Current	3	330	52	79	58%
Future					

⁶ Frequency is measured in daily round-trip train operations. One daily round-trip operation should be counted as one frequency.

(15) Indicate if any PE or NEPA activities that are part of this application are underway or completed. Check all that apply.

- Preliminary Engineering activities are complete. NEPA activities are complete.
 Preliminary Engineering activities are in progress. NEPA activities are in progress.
 No Preliminary Engineering activities are in progress or completed. No NEPA activities are in progress or completed.

Describe any activities that are underway or completed in the table below. If more space is necessary, please provide the same information for additional activities underway or completed in a supporting document and list in Section G.2 of this application.

Activity	Description	Completed? (If yes, check box)	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
NEPA	Draft Environmental Assessment document forwarded to FTA in June 2010, partial FTA staff review comments received in February 2011	<input type="checkbox"/>	8/2009	8/2011
PE	Intermodal Facility including transit transfer facility, taxi and shuttle area, bicycle storage area, short and long term parking, including all site preparation, utility relocations, elevators to pedestrian skybridge level for access to future south platform and parking expansion areas.	<input checked="" type="checkbox"/>	8/2009	7/2010
PE	Train station including waiting area, rest rooms, office and utility space, information displays and short term drop-off loop	<input type="checkbox"/>	8/2009	10/2011
PE	Rail infrastructure, plaza and platform elements	<input type="checkbox"/>	8/2009	10/2011

D. Infrastructure Owner(s) and Operator(s)

Address the section below with information regarding railroad infrastructure owners and operators of the underlying project for the proposed PE/NEPA development activities. Applicants that own and/or control the infrastructure to be improved by the project or have a service outcomes agreement in place with the infrastructure owning railroad for the proposed project, or an executed agreement that could be amended with the infrastructure owning railroad for a project(s) located on the same corridor as the proposed project, will be looked upon favorably during the application review and selection process.

(1) Provide information regarding Right-of-Way Owner(s). Where railroads currently share ownership, identify the primary owner. Click on the gray boxes to select the appropriate response from the lists of railroad type, right-of-way owner and status of agreement. If the Right-of-Way Owner is not included on the prepopulated list, select “Other” and type the name in the adjacent text box within that field. Should the application have more than five owners please provide the same information for additional owners in a separate supporting document and list it in Section G.2 of this application.

Type of Railroad	Right-of-Way Owner	Route-Miles	Track-Miles	Status of Agreement to Implement
Class 1 Freight	NS			No Agreement, but Host Railroad Supports Project

(2) Name the Intercity Passenger Rail Operator and provide the status of the agreement. If applicable, provide the status of the agreement with the partner that will operate the planned passenger rail service (e.g., Amtrak). Click on the gray box to select the appropriate response from the status of agreement list. Should the proposed service have more than three operators, please provide the same information for additional operators in a separate supporting document and list it in Section G.2 of this application.

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

(3) Identify the types of services affected by the underlying project and provide information about the existing rail services within the underlying project boundaries (e.g., freight, commuter, and intercity passenger). Click on the gray boxes to select the appropriate response from the list of types of service. If the Name of Operator is not included in the prepopulated list, select “Other” and type the name in the adjacent text box within that field.

Type of Service	Name of Operator	Top Existing Speeds Within Underlying Project Boundaries (mph)		Number of Route-Miles Within Underlying Project Boundaries (miles)	Average Number of Daily One-Way Train Operations ⁷ Within Underlying Project Boundaries
		Passenger	Freight		
Intercity Passenger	Amtrak	79		0	6
Freight	NS		40	0	6

⁷ One daily round-trip operation should be counted as two daily one-way train operations.



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(4) Estimate the share of benefits that will be realized by non-intercity passenger rail service and select the approximate cost share to be paid by the beneficiary.⁸ Click on the gray boxes to select the appropriate response from the lists of type of beneficiary, expected share of benefits, and approximate cost share. If more than three types of non-intercity passenger rail are beneficiaries, please provide additional information in a separate supporting document, and list in Section G.2 of this application.

Type of Non-Intercity Passenger Rail	Expected Share of Benefits	Approximate Cost Share
Freight	Less than 50%	1-25%

⁸ Benefits include service improvements such as increased speed or on-time performance, improved reliability, and other service quality improvements.

E. Additional Response to Evaluation Criteria

Respond to each of the following evaluation criteria in the gray text boxes provided to demonstrate how the proposed PE/NEPA activities and underlying project will achieve these benefits.⁹

(1) Project Readiness

Describe the feasibility of the proposed PE/NEPA project to proceed promptly to award, including addressing:

- The applicant’s progress, at the time of application, in reaching final service outcomes agreements (where necessary) with key project partners. Applicants that own and/or control the infrastructure to be improved by the project or have an executed service outcomes agreement that could be amended with the infrastructure owning railroad for a project(s) located on the same corridor as the proposed project, will be looked upon favorably during the application review and selection process; and
- The quality and completeness of the project’s Statement of Work (included in the HSIPR Narrative Application Form), including whether the Statement of Work provides a sufficient level of detail regarding scope, schedule, and budget to immediately advance the project to award.

A draft Environmental Assessment report for the Ann Arbor Station, also known as (aka) Fuller Road Station, Master Concept Plan had been prepared and forwarded to FTA for their review in summer 2010. A copy of the document is attached to this application. FTA staff provided a partial set of comments in early 2011. The project team has recently, March 2011, coordinated with FRA staff and look forward to a positive working relationship on our NEPA responsibilities for this intercity passenger rail system improvement.

Preliminary Engineering (PE) work is needed for the train station building, rail infrastructure, platform, short term drop-off loop and bicycle station within Ann Arbor Station aka Fuller Road Station. This engineering effort is part of an overall concept plan to provide a modern train station as a component of an comprehensive intermodal facility . The Fuller Road Station Master Concept Plan can be accessed at:

http://www.a2gov.org/government/communityservices/planninganddevelopment/planning/Documents/Concept%20Plan%20Report_10-9-2009.pdf

The overall program includes a substantial intermodal facility integrated into the Ann Arbor Station site. The PE effort associated with the Fuller Road Station Intermodal Facility, included a transit transfer area linked to intercity rail service, a taxi and shuttle loading aream a bike storage area and short and long term parking for rail patrons is complete. Early Conceptual drawings can be viewed at

[:http://www.a2gov.org/government/communityservices/planninganddevelopment/planning/Documents/Final%20Conceptual%20Design%20Plans_10-09-2009.pdf](http://www.a2gov.org/government/communityservices/planninganddevelopment/planning/Documents/Final%20Conceptual%20Design%20Plans_10-09-2009.pdf)

The Intermodal Facility and parking elements are currently undergoing FD. This application is designed to bring the Ann Arbor Station building and rail-related project components through NEPA and PE phases of work. During the PE phase of work continued coordination between the Michigan Department of Transportation, City of Ann Arbor, Amtrak, NS, Ann Arbor Transportation Authority and University of Michigan Transportation and Parking Services will continue assuring all rail and transit services at this site are fully integrated and coordinated.

FRS plans and design have been uploaded on Grant Solutions.gov as support for the Project Planning Documentation.

(2a) Transportation Benefits

Describe the transportation benefits that will result from the underlying project of the proposed PE/NEPA activities and how they will be achieved in a cost-effective manner, including addressing:

- Generating improvements to existing high-speed and intercity passenger rail service, as reflected by estimated increases in ridership, increases in operational reliability, reductions in trip times, additional service frequencies to meet anticipated or

⁹ PE/NEPA activities include the specific tasks necessary to complete PE/NEPA documentation and other tasks applied for in this application that relate to this phase of the underlying project. The underlying project is the larger area and/or infrastructure that will become the FD/Construction project following completion of the PE/NEPA activities.

existing demand, and other related factors;

- Generating cross-modal benefits, including anticipated favorable impacts on air or highway traffic congestion, capacity, or safety, and cost avoidance or deferral of planned investments in aviation and highway systems;
- Creating an integrated high-speed and intercity passenger rail network;
- Encouragement of intermodal connectivity and integration, including a focus on convenient connection to local transit and street networks, as well as coordination with local land use and station area development;
- Ensuring a state of good repair of key intercity passenger rail assets;
- Promoting standardized rolling stock, signaling, communications, and power equipment;
- Improved freight or commuter rail operations, in relation to proportional cost-sharing (including donated property) by those other benefiting rail users;
- Equitable financial participation from benefiting entities in the project's financing;
- Encouragement of the implementation of positive train control (PTC) technologies (with the understanding that 49 U.S.C. 20147 requires all Class I railroads and entities that provide regularly scheduled intercity or commuter rail passenger services to fully institute interoperable PTC systems by December 31, 2015); and
- Incorporating private investment in the financing of capital projects or service operations.

The Ann Arbor Station, aka Fuller Road Station (FRS), project will support intercity and proposed high speed rail by modernizing and significantly increasing access to and from rail service. This will be accomplished by providing a new modern train station facility with easy, direct and convenient access and sufficient structured parking adequate to meet the needs of rail transportation passengers as described in the Fuller Road Master Concept Plan viewable

at:http://www.a2gov.org/government/communityservices/planninganddevelopment/planning/Documents/Concept%20Plan%20Report_10-9-2009.pdf

. This enhanced connectivity will better serve existing riders and attract additional riders as it will result in a much high quality experience for all rail travelers. The multimodal elements of the Master Concept Plan for this site including a transit center, a taxi and shuttle service area, an expanded and covered parking facility, and bicycle station, all substantially enhancing the interaction between rail service and the community. Local commitment to this master plan includes a transit oriented development investment by the City of Ann Arbor and University of Michigan (UM) is indicated in the MOU which can be viewed at:

<http://www.a2gov.org/government/Documents/FRS%20MOU.PDF>

. Co-locating public, employee and visitor parking for the adjoining medical complex and park allows continued growth and development of this primary employer and Anchor Industry in our community. The parking element will include in excess of 700 parking spaces provided by the UM as part of their campus planning. Additional and future expansion of the Intermodal Facility allows for the introduction of Ann Arbor to Detroit commuter rail service. Information about the Ann Arbor to Detroit commuter service is available at:

<http://www.semcog.org/AADD.aspx> The overall complex can accommodate approximately 1600 vehicles at full build-out.

The current Ann Arbor Amtrak Station is already the busiest station in Michigan and its use is expected to grow in the coming decades. Amtrak has projected an increase in passenger activity at this location from approximately 137,900 boardings and deboardings in 2010 to twice that amount by 2030. Ann Arbor Station, aka FRS, will improve the quality of life by increasing the mobility options connected to rail service. The current Ann Arbor Amtrak station and its related parking is inaccessible and limited. Current Ann Arbor Station parking is currently located on the north side of the tracks, opposite the platform on the south side, with the need to climb two flights of stairs and walk across a long bridge then down two flights of stairs to access the parking area. There are also additional challenges for those with special mobility needs.

Ann Arbor Station, aka FRS, is located to provide much improved auto and transit access connections to rail service. It also provides a supply of safe, secure and accessible parking as well as improved station and service amenities. FRS is design to allow rail passengers to quickly depart their trains walk across the platform and immediately access a new 10-bay transit center, taxi and shuttle connections, a bike station and improved pedestrian linkages. Both the Ann Arbor Transportation Authority and University of Michigan transit operators have agreed to provide high levels of transit service integrated with rail operations. Dialogue has also been opened with Indian

Trails and Greyhound Lines, intercity bus operators for their operation at this facility.

This facility sits within convenient walk access and in the shadow of the region's Anchor Industry(ies), health services and education, at the county's most populated work location, the University of Michigan Medical Campus. The connectivity and convenience this new facility provides is truly unlimited. It's ideal location, adjacent to the University of Michigan and its Medical Centers, ensures increased use of rail and public transportation as well as the influence this accessibility provides to sustain and expand on this Anchor Institution. The University of Michigan is assisting the development of the overall master concept to accommodate their growth and employees' need. They are cooperating with the city and the two entities are developing approximately 900 parking spaces within the FRS Intermodal Facility building at this time. Approxiamtely 200 of the parking space swill be available to the public including rail passengers. Approximately, 700 parking spaces at this location are considered transit oriented development and will be oriented to serve and complement the University of Michigan Medical Campus' needs. Recognizing local commuter rail service does not exist in Ann Arbor at this time, the development of employee parking at this Anchor Industry location allows for continued expansion of the complex creating a large critical mass to be served by rail service as it, too, is expanded.

This project allows Ann Arbor to remain a leader in Michigan by facilitating the shift from a auto-oriented to a more transit and multimodal-oriented mobility model. The site resides along Fuller Road, a street that carries over twenty thousand vehicles and over 30,000 transit riders per day. Placing this intercity rail station alongside such a well travelled facility with a high share of transit use and service can only serve to further energize the use of many forms of transportation including rail. The FRS site is truly multimodal as it is a convenient walk or bike ride to the UM campus and Ann Arbor's downtown. It also sits right on a regionally significant non-motorized corridor, the Border to Border Trail.

http://www.ewashtenaw.org/government/departments/parks_recreation/forms%20and%20publications/brochure/brochure_b2b.pdf

Ann Arbor Station, aka FRS, is intended to serve as an integral piece in the future commuter rail operations in Michigan. This station will provide connectivity to both the future Ann Arbor to Detroit Commuter Rail Service and the Washtenaw and Livingston Rail Line (WALLY) Service. The increased rail services, parking and capacity provided by this station will enhance all future services as FRS serves as a major hub of public transportation.

The project is widely supported in our community. With a key partnership between the City of Ann Arbor, Ann Arbor Transportation Authority, the University of Michigan, Michigan Department of Transportation and Amtrak, there is a high degree of support. Financial contributions from the City as well as the University and transit operators will all come together and celebrate this key intermodal junction. Local, non-federal, resources in excess of \$40 M are poised and ready to advance major components of this project from the drawing boards into the real world. The FRS Master Concept Plan also includes the development of a full-service Bike Station to further enhance and provide full multi-modal connectivity for non-motorized trips. FRA's investment at this location will find much utility and will be joined with resources from many other partners.

(2b) Other Public Benefits

Describe the other public benefits that will result from the underlying project and how they will be achieved in a cost-effective manner, including addressing:

- The extent to which the project is expected to create and preserve jobs and stimulate increases in economic activity;
- Promoting environmental quality, energy efficiency, and reduction in dependence on oil, including the use of renewable energy sources, energy savings from traffic diversions from other modes, employment of green building and manufacturing methods, reductions in key emissions types, and the purchase and use of environmentally sensitive, fuel-efficient, and cost-effective passenger rail equipment; and
- Promoting coordination between the planning and investment in transportation, housing, economic development, and other infrastructure decisions along the corridor, as identified in the six livability principles developed by DOT with the Department of Housing and Urban Development and the Environmental Protection Agency as part of the Partnership for Sustainable Communities, which are listed fully at <http://www.dot.gov/affairs/2009/dot8009.htm>.

It is anticipated that the investments related to the National Environmental Policy Act and Preliminary Engineering work necessary to complete Ann Arbor Station will create over 65 job years. The related construction project

associated with of this facility will create 1087 job years according to a methodology described in the “Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009” a memorandum released by the Executive Office of the President, Council of Economic Advisors in May 2009. Of equal importance to the amount of economic influence of this investment, is the timing of the investment. While economic activity in our community is regaining traction, we are still in the midst of a significant economic slowdown. Advancing this investment now, allows for the us to realize the employment benefits in our community immediately. Adding an new layer of economic growth to the growth that is currently reemerging

The environmental and energy benefits of an improved intercity passenger rail based transportation system in this location will have a substantial positive impact on the environment by reducing auto travel and associated emissions. Ann Arbor Station will divert cars from MDOT’s regional highways and several local corridors already stressed by the burden of carrying high volumes of traffic. There will also be similar benefits in Illinois and Indiana as regional auto trips, Chicago to Ann Arbor, consume capacity on links in all three states. The University of Michigan Medical Campus with 20,000 employees and over 2 million visitors per year is within an easy walk from the rail platforms. Many of these visitors come great distances from throughout the Mid West, including Chicago and beyond. With this relocated station, all intercity travelers will be able to utilize Amtrak Intercity rail service and walk right into the medical facilities.

With the elimination of many vehicular trips each day, in both directions, as trips are attracted away from auto-based trips to high occupancy rail vehicles, we anticipate a significant reduction in ozone, carbon monoxide and greenhouse emissions. By centralizing rail and transit activity to one location, congestion on local roads, and the associated energy consumption and time lost in traffic will also be greatly reduced.

This project will enhance water quality in the community by replacing a 95-space gravel parking lot used for University employees as the parking will be provided within the FRS Intermodal Facility. The site planning for FRS also restores a portion of the existing a 250 space surface lot with green space. All in addition to the enhancement of storm-water management on the site that will be redesigned to utilize bio-swales and other low-impact storm-water management techniques to pre-treat runoff from the site prior to being discharged near the Huron River.

The City of Ann Arbor embraces transit-oriented development and continues to plan and develop a more walkable community. Fuller Road Station sits adjacent to the Lower Town Neighborhood. This medium to high density near-downtown neighborhood will be provided immediate walk access to this proposed station. Additionally, Broadway Village, a large Brownfield project in Lower Town of 650,000 square feet of new commercial space including 186 residential units with 20% designated as "Affordable Housing" will benefit from the accessibility provided by the station. Fuller Road Station can aid this project as it moves from the planning boards to reality. More information is available at:

<http://www.a2gov.org/GOVERNMENT/COMMUNITYSERVICES/PLANNINGANDDEVELOPMENT/PLANNING/BROADWAYVILLAGE/Pages/default.aspx>

Ann Arbor Station, aka FRS, will free up valuable land and financial resources by allowing regional travelers access to our core areas. Providing auto parking in Ann Arbor is very expensive and costs up to \$60,000 per stall. The estimated per parking space rate for developing an underground parking structure in our downtown, currently under construction. Bus, railway and street forms of mobility all will have a vital role in the future transportation in Ann Arbor and the region. Fuller Road Station can serve as a key gateway facilitating mid-western regional travelers to access our community relying on more sustainable forms of mobility, starting with the intercity railroad.

Development of this new transportation facility upon an existing surface parking area also frees up the existing Ann Arbor Station building and parking areas to be reused. Positioned alongside of a quality restaurant and medium density office building, this station site can easily be returned to the real estate marketplace and placed into economic productive use and returned to the City's tax rolls. The existing station's long term parking lot is being considered by SEMCOG as a location for train storage and operations facility associated with a commuter rail project. Coordination with Amtrak and MDOT will be essential in determining the future use of existing rail-related assets.

The University of Michigan Hospital and Medical campus are within walking distance from the passenger platforms. The UM and its medical center are anchor institutions in our metropolitan area and state. The University of Michigan is expected to see significant job growth, 10,000 jobs over the next 25 years. Direct rail access can

enable this growth to occur. It also allows positive job growth with minimal impacts of the region's roadways and environment! The UM is a partner with the City in the FRS project and is co-locating a substantial, 700 space, parking use as part of this multimodal site. The UM Medical Campus Master Plan, illustrates transit oriented development within 1/4 mile walking distance from the proposed FRS site. The Medical Campus Plan can be viewed at [http://www.umaec.umich.edu/campus.plans/MC%20master%20plan%20FINAL-June%](http://www.umaec.umich.edu/campus.plans/MC%20master%20plan%20FINAL-June%202005.pdf)

202005.pdf

(3) Project Delivery Approach

Describe the risk associated with the delivery of the PE/NEPA development activities within budget, on time, and as designed, including addressing:

- The timeliness of project completion and the realization of the project's benefits;
- The applicant's financial, legal, and technical capacity to implement the project;
- The applicant's experience in administering similar grants and projects;
- The soundness and thoroughness of the cost methodologies, assumptions, and estimates;
- The thoroughness and quality of the project management documentation; and
- The timing and amount of the project's future noncommitted investments.

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 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. In March 2010 the FRA gave conditional approval to raise passenger train speeds up to 110 mph. Amtrak is expected to meet these conditions in 2011.

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, CP and Amtrak through the city of Detroit to reduce congestion for freight services. Michigan is also home to one of the original five 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.

The City of Ann Arbor has a robust project management capability within its Public Services Area. The City of Ann Arbor's Capital Improvement Program averages approximately \$100M of projects each year. Staff from the System Planning and Project Management work units will be the primary staff assigned to carry out the work effort and oversee the work of professional contractors retained to undertake the detailed technical effort. The City's work units are comprised of over twenty engineering and planning professionals, many with decades of experience in managing all phases of environmental consideration and project development including construction management.

City staff has worked all aspects of transportation and other infrastructure projects ranging from inception to closing out contracts ranging from small in-house design to multimillion dollar improvements. City staff is well qualified to undertake and manage this effort. Project Management staff regularly prepare work schedules, engineering cost estimates and engineering services. Staff also provides project oversight for complex projects involving contractual engineering services. City Unit Managers provide review of staff work and immediate quality assurance and quality control guiding the professional staff.

Successful completion of earlier phases of conceptual planning and preliminary engineering related to Ann Arbor Station, aka Fuller Road Station, demonstrates the City staff's capability for this project. The environmental analysis is already underway. Work began in earnest in early 2010 following procurement for professional services lead by System Planning and Project Management staff. JJR, LLC, a professional services company experienced in federal environmental report document preparation under NEPA has been engaged in the effort to date. JJR's work

has been guided by and reviewed by City staff. A preliminary draft Environmental Assessment report has been shared with the FTA for their comment and is attached to this application. With FRA's active involvement in this process and providing feedback, the environmental report can be brought to completion within a few short months.

City contract management is addressed in the Finance and Administration area. Legal support for such contracts and all city agreements is provided by an in-house team within the City Attorney's office. The City maintains several critical infrastructure systems working closely with state and federal agencies for grant management and system responsibilities. The City is familiar with and complies with all federal requirements for administering contracts and executing work.

The City complements its planning and design expertise with a keen interest in natural resource areas. Systems Planning staff include specialists in urban forestry, storm water management, public water supply, environmental management and many other resource related areas including energy management. Ann Arbor is proud to be identified and one of the US Department of Energy's Solar Cities. Combining the interest and capacity in environmental matters, provides evidence to the City's commitment to fully and properly discharging its duties under the NEPA.

A sample of the City of Ann Arbor's RFP Framework has been uploaded to GrantSolution.gov.:

(4) Sustainability of Benefits

Identify the likelihood of realizing the benefits of the underlying project for the proposed PE/NEPA development activities, including addressing:

- The applicant's financial contribution to the project;
- The quality of a financial planning documentation that analyzes the financial viability of the HSIPR service that will benefit from the project;
- The availability of any required operating financial support, preferably from dedicated funding sources;
- The quality and adequacy of project identification and planning; and
- The reasonableness of estimates for user and non-user benefits for the project.

The City of Ann Arbor is fully committed to this project. The financial contribution is only one aspect of the City's interest in moving rail forward as a centerpiece in our community's transportation system. The work completed to date including conceptual design, preliminary engineering and environmental analysis are all evidence of our City's commitment. The local funding commitment, not required for Recovery Act funding, is a reflection of the City's commitment to demonstrate good faith and partnership with the FRA. Our interest in serving our city and broader region with an efficient, effective intercity passenger rail and a multimodal transportation system is evidenced by our commitment of effort and resources.

Major city policy documents have recently been updated and include our emphasis on Ann Arbor's economic growth, development and urban form. The City Transportation Plan Update can be accessed at: http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Documents/2009_A2_Transportation_Plan_Update_Report.pdf

Ann Arbor Station, aka FRS, can serve as a keystone in our community linking our city, redevelopment opportunities, access to our Anchor Industry, the U of M and its regionally significant health systems and services.

This project has evolved following a community-wide master planning process. Unprecedented for cities in Michigan, a comprehensive look at our transportation systems resulted in recognition of the need to enhance the form and function of rail-based transportation in our City. Not only did our planning and project consideration recognize the great value in rail transportation for intercity and regional trips, but also explored a comprehensive investigation of potential sites to assure that the site identified would maximize the return on the public investment.

The Conceptual Planning Process for the FRS facility included almost fifty professionals covering all of the significant major transportation entities or their representatives. The FRS project planning process has included over 15 public meetings to this time and we are still in the early phases of project consideration.

The estimates for user and non-user benefits are qualitative and conservative. Factors related to quantitative measures are derived from nationally accepted methodologies or are based on conservative assumptions. This application and the

supporting analytical framework is based solely on intercity passenger service. We anticipate new commuter and high-speed service will also add to the attractiveness of rail travel in our community and result in this investment's return growing exponentially.

F. Statement of Work

The Statement of Work (SOW) is a required document. This must be submitted using the Narrative Application Form Part II. Statement of Work available on FRA's website to provide the required information. The quality and completeness of this document will be measured as a Project Readiness evaluation criterion, as outlined in Section 5.2.1 of the NOFA.

Please provide the SOW as a separate document and list it in Section G.2 of this application.

The SOW is a description of the work that will be completed under the grant agreement and must address the background, scope, and schedule, and include a high-level budget of the proposed project.

- (1) The SOW is required for a complete application package.
- (2) The SOW should contain sufficient detail so that both FRA and the applicant can:
 - a. Understand the expected outcomes of the work to be performed by the applicant, and
 - b. Track applicant progress toward completing key project tasks and deliverables during the period of performance.
- (3) The SOW should clearly describe project objectives, but allow for a reasonable amount of flexibility regarding how the objectives will be accomplished. It is important to describe the overall approach to and expectations for project/activity completion.
- (4) If the SOW describes work for phases and/or groups of component projects, the larger program should be explained in the background section of the SOW. The remainder of the SOW should be limited to describing the activities that directly contribute to the combined FRA and applicant effort which is funded under the grant agreement.

G. Optional Supporting Information

Provide a response to the following questions, as necessary, for the proposed PE/NEPA activities.

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that being addressed (e.g., Section E.3). Completing this question is optional.

(2) Please provide a document title, filename, and description for all optional supporting documents. Ensure that these documents are uploaded to GrantSolutions.gov with the narrative application form and use a logical naming convention.

Document Title	Filename	Description and Purpose
Narrative Application Form, Individual PE/NEPA Part II Statement of Work	Ann Arbor Fuller Road State PE-NEPA_PartII_SOW April 4_2011.doc	Required element of application process
Project Planning Documentation	Ann Arbor Station Project Planning Documentation 04012011.pdf	Required element of application process
Project Management Documentation	Ann Arbor Station Plan PMP 04012011.pdf	Required element of application process
Financial Planning Documentation	Ann Arbor Station Financial Plan PE-NEPA FP4.4.2011.pdf	Required element of application process
Fuller Road Station Phase Plans	FRS1_CD Plans0.pdf	Support for Planning
Fuller Road Station Phase Plans	FRS1_CD Plans1.pdf	Support for Planning
Fuller Road Station Phase Plans	FRS1_CD Plans1A.pdf	Support for Planning
Fuller Road Station Phase Plans	FRS1_CD Plans1B.pdf	Support for Planning
Fuller Road Station Phase Plans	FRS1_CD Plans2.pdf	Support for Planning
Fuller Road Station Phase Design	FRS1_CD_Design Report.pdf	Support for Planning
Project Location Map	MOU Exhibit C_Location Plan (2).pdf	Required element of application process
Railroad and Project Sponsor Agreement	Amtrak Support.pdf	Letter of Support from Amtrak
Location Shapefile	AnnArborStation.dbf	Required element of application process
Location Shapefile	AnnArborStation.prj	Required element of application process
Location Shapefile	AnnArborStation.sbn	Required element of application process
Location Shapefile	AnnArborStation.sbx	Required element of application process
Location Shapefile	AnnArborStation.shp	Required element of application process
Location Shapefile	AnnArborStation.shp.xml	Required element of application process
Location Shapefile	AnnArborStation.shx	Required element of application process
Draft Environmental Report	Fuller Rd EA DRAFT 04 11.pdf	Provide detail about project, planning process and status of environmental assessment
City of Ann Arbor Procurement Process	City of Ann Arbor Policy 208 Procurement of Services.pdf	Documents robust administrative capability
City of Ann Arbor Procurement Process	City of ann Arbor Contract Language	Documents subcontract control process

	CONSULT2_Over_25000_Jan_09.pdf	
Letter from SHPO	SHPO Letter 7 19 2010.pdf	Documents contact with resource agency
MDOT Passenger Rail Map	MDOT_Passenger Rail Map.pdf	Shows MDOT's services and stations
MWRRS Service Development Plan	MWRRS Service Development Plan.pdf	Supports Planning Requirements

Narrative Application Form – Individual PE/NEPA Part II Statement of Work



High-Speed Intercity Passenger Rail (HSIPR) Program

Statement of Work

The quality and completeness of this document will be measured as a Project Readiness evaluation criterion, as outlined in Section 5.2.1 of the NOFA. The applicant must provide a sufficient level of detail regarding scope, schedule, and budget that demonstrates the project is ready to immediately advance to award. Tables have been provided as illustrative examples for capturing data however, applicants can delete or adjust the tables as necessary. This form must be listed in Section G.2 of the Narrative Application Form Part I.

- (1) **Background.** Briefly describe the events that led to the need for the proposed PE/NEPA project and the underlying issue the project will address. Also describe the transparent, inclusive planning process used to analyze the investment needs and service objectives of the full corridor on which the underlying project and the proposed PE/NEPA activities are located.

Background:

MDOT

The Michigan Department of Transportation (MDOT) participated with eight other Midwest states (Indiana, Illinois, Iowa, Minnesota, Missouri, Nebraska, Ohio, and Wisconsin) and Amtrak on the Midwest Regional Rail Initiative (MWRRI) to develop an enhanced passenger rail system in the Midwest. This work has led to a comprehensive Midwest Regional Rail System (MWRSS) Service Development Plan which provides a long term vision for increased speeds and service frequencies on the Chicago Hub (Chicago-Detroit/Pontiac) High Speed Rail Corridor. Michigan will lead a multi state effort (Indiana, Illinois and Michigan) to complete a Corridor Investment Plan which will include updating the existing MWRSS Service Development Plan for the Chicago-Detroit/Pontiac Corridor and completing a corridor wide environmental document. This MWRSS Service Development Plan has been uploaded in GrantSolutions.gov

Also, the Michigan State Transportation Commission has Commission Policy on Intercity/High Speed Passenger Rail. It is titled "Michigan Transportation Commission Resolution 2004-1".

Fuller Road Station

This project concept was introduced during a transportation vision event hosted by Ann Arbor Mayor John Hieftje in 2006.

http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Documents/2006-06-15_MFMMediaKit.pdf

The concept is to enhance the role rail service provides in our city's transportation portfolio. Following introduction of the concept in 2006 the relocation of the Amtrak Station was included in the City Transportation Plan Update, a component of our Master Plan. The master plan process included a robust public participation process as well as county and adjacent community review.

http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Documents/2009_A2_Transportation_Plan_Update_Report.pdf

Following adoption of the Plan during 2009, the City Council's Finance Committee rated the Ann Arbor Station known locally as Fuller Road Station as a priority project for implementation. The technical report titled, "Fuller Road Station Concept Plan" provides the detail regarding the need for this investment.

http://www.a2gov.org/government/communityservices/planninganddevelopment/planning/Documents/Concept%20Plan%20Report_10-9-2009.pdf

It is the combination of the need for improving and expanding access to existing Amtrak service, prepare a proper facility to accommodate intercity passenger and high-speed rail along the corridor as well as meet the needs of proposed local regional commuter passenger rail service.

Ann Arbor Station, aka Fuller Road Station (FRS), improves intercity rail by greatly increasing access to rail service. This is accomplished by providing a relocated and improved station facility with easy, direct and convenient access and sufficient structured parking adequate to meet the needs of this rail and transit rider's drivers, pedestrians and cyclists. FRS responds to the many

Form FRA F 6180.133 (07-09)

deficiencies at the current Ann Arbor Amtrak Station and enhances multimodal connectivity that will attract additional riders. FRS provides an attractive gateway to rail service resulting in a high quality experience for rail travelers. FRS moves Ann Arbor from hosting a monomodal train station to a multimodal intermodal facility containing a modern well-equipped intercity passenger train station, a transit center, a parking facility and bicycle station, all substantially enhancing the interaction between rail service and the community. Amtrak's Ann Arbor Station is already the busiest train station in Michigan. Ridership at this station is expected to grow in the coming decades according to Amtrak's ridership forecasting. Amtrak anticipates an increase in passenger activity at this location from approximately 144,000 boarding's and deboardings in 2008 to twice that amount by 2030. This increase can only occur if a proper station with convenient access is provided.

Ann Arbor Station, aka FRS, greatly improves the experience at the train station. The current station location and its related parking are inaccessible and limited in capacity. It sits alongside of Depot Street and Broadway, two-lane streets already congested during peak travel periods. The station-related parking is located on the north side of the tracks, opposite the platform on the south side. This results in the need for travelers to climb two flights of stairs and walk across a bridge then down two flights of stairs to access the parking area from the platform. There is no ADA-Accessible route connecting the station parking with the rail platform from this parking facility. There are also additional challenges for those with special mobility needs within the station and on the platform.

Ann Arbor Station, aka FRS, has been designed and located to provide improved auto and transit access and non-motorized connections to rail service. The overall concept plan can be accessed at:

<http://www.a2gov.org/government/Documents/Fuller%20Road%20Station-Master%20Concept%20Plan.pdf>

Fuller Road is a four-lane boulevard with ample capacity to serve the facility. It has shared-use paths on both sides of the roadway and sits near an intersection with pedestrian crosswalks provided. FRS provides a supply of safe, secure and accessible parking as well as improved station and service amenities. FRS' design allows rail passengers to quickly depart their trains, walk across the platform and immediately access a new 10-bay transit center, structured parking, a bike station and improved pedestrian linkages. Both the Ann Arbor Transportation Authority and University of Michigan transit operators have agreed to provide high levels of transit service integrated with rail operations.

The Ann Arbor Station, aka Fuller Road Station (FRS), project will support intercity and proposed high speed rail by modernizing and significantly increasing access to and from rail service. This will be accomplished by providing a new modern train station facility with easy, direct and convenient access and sufficient structured parking adequate to meet the needs of rail transportation passengers as part of a planned master concept. The multimodal elements of the Master Concept Plan for this site including a transit center, an expanded and covered parking facility, and bicycle station, all substantially enhancing the interaction between rail service and the community. Local commitment to this master plan includes a transit-oriented development investment by the University of Michigan (UM). Co-locating employee and visitor parking of approximately 700 spaces, for the adjoining medical complex allows continued growth and development of this primary employer and anchor industry in our community. The parking element will include in excess of 700 parking spaces provided by the UM as part of their campus planning. Additional and future expansion of the Intermodal Facility allows for the introduction of Ann Arbor to Detroit commuter rail service. The overall complex can accommodate approximately 1600 vehicles at full build-out. The City and University of Michigan are in the process of investing in excess of \$45M to develop the intermodal facility. This is an integral component of the Ann Arbor Station development plan and will connect to, provide parking for and relate directly to the train station and rail platform elements. Clearly, the FRA investment at this location will be greeted with similar investments by other project stakeholders resulting in a maximum benefit for all agencies and users.

All referenced documents have been uploaded to GrantSolution.gov

(2) Scope of Activities. Clearly describe the scope of the proposed PE/NEPA activities and identify the general objective and key deliverables.

(2a) General Objective. Provide a general description of the PE/NEPA work to be accomplished through this grant, including PE/NEPA activities, the underlying project study area, and other parties involved. Describe the end-state of the project, how it will address the need identified in Background (above), and the outcomes that will be achieved as a result of the proposed PE/NEPA activities and underlying project.

The environmental report will be prepared in accordance with the National Environmental Policy Act (42 U.S.C. 4332) (NEPA) and all analysis will be conducted in accordance with the Council on Environmental Quality's regulations implementing NEPA (40 CFR

part 1500 et seq.), FRA’s “Procedures for Considering Environmental Impacts” (45 FR 40854, June 16, 1980, as revised May 26, 1999, 64 FR 28545) and other related laws and regulations such as the Clean Water Act and the Endangered Species Act requirements. It will address any and all issues related to the use of this site for this purpose.

The report will provide a detailed purpose and need, discussion of alternatives considered, affects on the environmental, social and economic conditions, consider environmental justice areas, cultural resources as well as indirect and cumulative impact. It will introduce the multiple agencies and stakeholder involved in the project development process. The city is cooperating with the Ann Arbor Transportation Authority, MDOT and the University of Michigan as project partners with a keen interest in the outcome. Staff level discussion has been initiated with Norfolk Southern and Amtrak railroad interests and all conceptual designs reflect input provided by the rail companies. Preliminary communications have also been exchanged with Indian Trails and Greyhound, intercity bus transportation providers. The report will also provide documentation of the overall public engagement process related to this effort.

Preliminary engineering (PE) will build on the conceptual engineering and other documentation developed during the planning process. Conceptual design for the Fuller Road Station Phase One project can be viewed at: http://www.a2gov.org/government/communityservices/planninganddevelopment/planning/Documents/Final%20Conceptual%20Design%20Plans_10-09-2009.pdf PE will identify a specific design for all elements of Fuller Road Station specifically the train station and rail-related elements to carry into Final Design (FD) as well as demonstrate the feasibility for project implementation. Ideally, this project will be continued through Final Design and into construction under a related funding request. The City and its partners, MDOT, AATA, University of Michigan, Amtrak, are ready to begin construction of select elements of this project as soon as November, 2011, immediately following NEPA process completion. FD drawings have already been prepared for the intermodal facility including both rail-related and TOD parking aspects of the project. This application will support bringing the rail-related platform and infrastructure elements through PE. Our expectation is the final PE efforts for the rail-related elements can be produced quickly and efficiently. Our work plan is to add these elements to the construction schedule as soon as practical.

(2b) Description of Work. Provide a detailed description of the work to be accomplished through this grant by task including a description of the geographical and physical boundaries of the project. Address the work in a logical sequence that would lead to the anticipated outcomes and the end state of the activities.

In addition to the NEPA documentation for Ann Arbor Station, aka FRS, outlined above, Preliminary Engineering (PE) services will be secured for the development of the train station, drop-off loop, rail platform and rail infrastructure elements under this grant. Existing conceptual plans serve as the point of departure for the PE process. Further engineering design efforts will reflect the interests of stakeholders and add substantially more detail to satisfy the full definition of PE. PE is defined to include a detailed description of the design alternative, a description of the construction staging or phasing needed to implement the identified design alternative and a presentation of work necessary to implement the identified design alternative in a detailed Work Breakdown Structure format. It includes drawings, renderings and plans, elevations, detail drawings necessary to illustrate the scope of the project.

The City assumes contractors will be employed to undertake the PE phase of the project. Our initial effort will be procurement of appropriate professional services. The City, AATA, UM, and MDOT will be invited to serve on the selection committee. This creates a cooperative spirit and team-based approach for the project. It also provides the agencies the opportunity to assign staff to participate in the preliminary engineering work to follow. All NEPA and PE efforts will be coordinated through the technical committee of stakeholders including the aforementioned agencies and others identified during the planning process. At the completion of preliminary engineering and NEPA work, final design and construction funds will be pursued to complete the development of this project.

(2c) Deliverables. Describe the work products of the project that were provided to FRA during the application process or will be completed as a part of this grant. In the table provided, list the deliverables, both interim and final, that are the outcomes of the project tasks. This should include a first deliverable 1 – Detailed PE/NEPA Workplan and Schedule.

	Deliverable	Task
1	Detailed PE/NEPA Work plan and Schedule.	Project Schedule within 2 months of Award Notification
2	Draft NEPA document	Complete preparation of NEPA report in accordance with appropriate NEPA and FRA requirements,

3	Final draft EA document	Address resource agency and FRA comments. Prepare to convene public review process, if necessary
4	RFP for Design effort	Prepare formal RFP including detailed Scope of Work
5	Final EA and FONSI	Convene public meeting prepare appropriate public participation input summary. Make appropriate revisions to final draft document and work with agency staff to draft final determination letter.
6	Initiate PE contract	Conclude selection process, negotiate contract and issue notice to proceed.
7	Preliminary Engineering documents	Execute Scope of Work including all technical engineering and project coordination elements.
8	Public Participation	Convene public meetings soliciting input and feedback at key milestones, including review of NEPA Report, start of PE, Midpoint of PE, and upon PE completion,

(3) Project Schedule. In the table below, estimate the approximate duration for completing each task in months. For total project duration, reference Section C.4 in the Narrative Application Form Part I.

	Task	Duration		
		Start Month	to	End Month
1	Project Schedule within 2 months of Award Notification Assume - May, 2011.	May 2011	to	June 2011
2	Complete preparation of NEPA report in accordance with appropriate NEPA and FRA requirements,	May 2011	to	May 2011
3	Address resource agency and FRA comments. Prepare to convene public review process, if necessary	May 2011	to	July 2011
4	Prepare formal RFP including detailed scope of work	April 2011	to	May 2011
5	Convene public meeting prepare comment and response document and make appropriate revisions to final draft document	June 2011	to	July 2011
6	Conclude selection process, negotiate contract and issue notice to proceed.	May 2011	to	June 2011
7	Execute Scope of work including all technical engineering and project coordination elements.	June 2011	to	October 2011
8	Convene public meetings soliciting input and feedback at key milestones, including review of NEPA Report, start of PE, Midpoint of PE, and upon PE completion,	April 2011	to	October 2011
	Total project duration	8 months		

(4) Project Cost Estimate/Budget. Provide a high-level cost summary of PE/NEPA activity in this section, using the PE/NEPA Application Package Instructions and the Narrative Application Form Part I as references. The figures in this section of the Statement of Work should match exactly with the funding amounts requested in the SF-424 form and Section C of the Narrative Application Form Part I. If there is any discrepancy between the Federal funding amounts requested in this section, the SF-424 form, or Section C of the Narrative Application Form Part I, the lesser amount will be considered as the Federal funding request. Round to the nearest whole dollar when estimating costs.

The total estimated cost of proposed PE/NEPA activities is provided below, for which the FRA grant will contribute no more than the Federal funding request amount indicated. Any additional expense required beyond that provided in this grant to complete the proposed PE/NEPA activities shall be borne by the Grantee.

NEPA/PE Project Overall Cost Summary			
#	Task	Cost in FY11 Dollars	
1	NEPA	\$ 150,000	
2	PE	\$3,358,000	
	Total NEPA/PE project cost	\$ 3,508,000	
Federal/Non-Federal Funding			
		Cost in FY11 Dollars	Percentage of Total Activities Cost
	Federal funding request	\$2,806,400	80%
	Non-Federal amount	\$701,600	20%
	Total NEPA/PE project cost	\$ 3,508,000	100 %