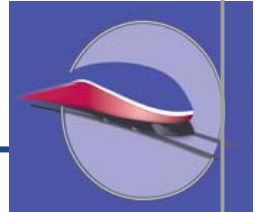


Preapplication for HSIPR Program

OMB No. 2130-0583



Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes**.
- Applicants should complete and submit this form electronically to: HSIPR@dot.gov.

A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):

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 Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: Illinois Department of Transportation

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

(4) Application point of contact (POC):

Mr. George Weber

POC title:

Bureau Chief

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100 W. Randolph Street, Suite 6-600

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What is your project?

(5) Project/program name: Chicago-Moline-Iowa City Intercity Passenger Rail

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):
Improvements to rail corridors required to re-establish intercity passenger rail service between Chicago, the Quad Cities and Iowa City. The line section west of Wyanet has no passenger rail service today; east of Wyanet, these trains would share tracks with the BNSF, Amtrak and Metra/BNSF service trains. A new connection is required between the BNSF and the IAIS at Wyanet. Signals, grade crossing warning equipment improvements and reconstruction of the track/roadbed are required on the IAIS between Wyanet, through the Quad Cities and to Iowa City (107.0 miles). New stations will be required in Geneseo, retrofit of the current MetroLINK facility in Moline and rehab of a former station is possible in Iowa City; a layover facility will also need to be constructed in Iowa City. Capacity enhancements may be required in the Quad Cities area to accommodate these additional trains. Both Illinois and Iowa support the implementation of the proposed passenger rail service and have supported the investigations done to date.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The Chicago-Moline-Iowa City corridor is 218 miles long, running west-southwest across the northern portion of Illinois from Chicago thru Naperville, Princeton, Geneseo and into Moline, IL. The 59.3 mile line from Moline to Iowa City extends across the middle of Iowa in the eastern part of the state.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): End points of the intercity passenger rail corridor would be Chicago and Iowa City. Intermediate stops would be at La Grange, Naperville, Princeton, Geneseo, and Moline, IL. Existing Amtrak services on the BNSF may benefit from improvements to that line between Chicago and Wyanet, IL. Also possible that Metra/BNSF service trains may benefit.

(C) State(s) in which the project/program investment is/are located: Illinois (primarily) and Iowa; both states have worked collaboratively to support investigations of feasibility, etc., to date.

(D) State(s) in which the benefiting service(s) is/are located: The proposed service would share tracks with the Amtrak Illinois-Missouri-Iowa-Nebraska service trains between Chicago and Wyanet, IL. Although this line is in very good condition, reconstruction/upgrade of the tracks and signals used by these trains may benefit the proposed Chicago-Iowa City trains and vice versa.

(8) Project/program type:

(A) Types of capital investments contemplated (*Check all that apply*):

- | | |
|---|---|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input checked="" type="checkbox"/> Rolling Stock Refurbishments |
| <input checked="" type="checkbox"/> Track-Rehabilitation | <input type="checkbox"/> Rolling Stock Acquisitions |
| <input type="checkbox"/> Track-New Construction | <input checked="" type="checkbox"/> Stations, Terminals |
| <input checked="" type="checkbox"/> New Rights-of-Way | <input checked="" type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input checked="" type="checkbox"/> Major Interlockings | <input checked="" type="checkbox"/> Grade Crossing Improvements |
| <input type="checkbox"/> Communications, Signaling, Control | <input type="checkbox"/> Electric Traction |
| <input checked="" type="checkbox"/> Other (<i>Please describe</i>): Connecting tracks between the BNSF-IAIS are required at Wyanet. | |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Improvements vary by section of line - east of Wyanet 79 mph passenger service currently runs. IAIS from Wyanet to Moline, IL and on to Iowa City, IA requires reconstruction (track, roadbed, grade crossing warning equipment and signaling/communications systems). A new station is needed in Geneseo; retrofit of the current MetroLINK facility in Moline and rehab of a former rail passenger station in Iowa City are possible. Capacity enhancements may be needed in the Quad Cities area. A layover facility is needed in Iowa City; additional locomotives and cars will be required.

(C) Service attributes (*Check all that apply*):

- Additional Frequencies on Existing Route Improved On-Time-Performance on Existing Route
- New Service Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*):

(9) Project/program milestones (*mm/yyyy*):

Construction start date:
03/2010

Construction completion date:
03/2012

Service improvements realized: 03/2012

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles	n/a	20,730,000	<input type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	n/a	2	<input type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	n/a	85	<input type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	n/a	79 mph	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)	n/a	43.9 mph	<input type="checkbox"/>	<input type="checkbox"/>

What will your project/program cost & how will it be funded?

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):
\$23.3 million (IL portion of physical plant and systems work), plus \$33.8 million for physical plant and systems work in IA;
in addition, \$5.8 million (rolling stock rehab) is required = \$62.9 million (all in 2009 dollars)

(12) Will your project/program proposal include matching funds?

(A) Yes If yes, as what percentage of total costs?

No

(B) Proposed source(s) of capital matching funds (*Please check all that apply*):

State Local Private Other (*Please specify*): N/A Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*).

Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes No Not sure

(A) If additional operating funding is required, what would be the source? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Dedicated State funding source If other is selected, please specify:

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify:

D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? Yes No Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? Yes No Not sure

(A) Who are your partners & what are their commitments?

- (18) **Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements.) (If more than two railroads, please include additional information in question 24.)

Railroad owner 1 (Name):	Amtrak (0.8 miles, from Chicago Union Station)
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place
Railroad owner 2 (Name):	BNSF (110.1 miles, from Chicago to Wyanet); plus short section of Industrial track in the Quad Cities area
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? Yes No N/A Not sure

(B) Which track is the best fit for your project/program?

- (21) Anticipated HSIPR funding track (Click on the appropriate option from the dropdown menu shaded in gray):

Track 2 (Programs)

If unsure, please explain:

- (22) Anticipated application filing date (Check the appropriate box):

2009 – first round

Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

(C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*):

(D) Additional information (optional)

- (24) Please provide any additional information, comments, or clarifications. This section is optional. Additional information relative to Question 18 on Page 6 - Other Rail Carriers Involved are: 1) Iowa Interstate Railroad (107.0 miles, Wyanet, IL to Iowa City, IA); no agreement but host railroad supports; and, 2) Army Corps of Engineers (Arsenal Bridge) in Quad Cities (IAIS has trackage rights).
- (25) Additional information relative to Question 19 on Page 6 - Amtrak prepared the feasibility study for this service (Chicago-Quad Cities - dated 1/7/2008; plus Quad Cities-Iowa City supplement dated 4/18/2008) and has provided a proposal to operate the new trains. Note that this route is included in the Midwest Regional Rail System plan.
- (26) Additional response relative to Question 20 on Page 6 - Metra/BNSF commuter rail trains may benefit from improvements made to the Chicago-Aurora corridor as a result of this project. BNSF local and regional freights may also benefit from improvements this project funds on the Chicago-Wyanet line section and on that carrier's Industrial Track in the Quad Cities. In a similar context, IAIS local and regional freight service may benefit from improvements made to that railroad between Wyanet and Moline, IL and on to Iowa City, IA as a result of this project.

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