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)*:

(4) Application point of contact (POC): George Weber		POC title: Bureau Chief - Bureau of Railroads		
Street address: 100 W. Randolph, Suite 6-600	City: Chicago	State: Ill	Zip code: 60601	Telephone number: 312-793-4222
Fax: 312-793-1251		Email: george.weber@illinois.gov		

What is your project?

(5) Project/program name: Chicago - St. Louis 220-mph high-speed express feasibilty study and alernatives analysis

(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)*:

We are seeking funds to conduct:

1. An investment grade business plan (market study, ridership forecast, and implementation strategy) for a two-hour travel time from Chicago to St. Louis with a full comparison of different routes between Chicago and St. Louis to determine which route is the most efficient, lowest-cost and is projected to generate the highest ridership.
2. A Programmatic Environmental Impact Study (EIS) for this corridor.
3. A phasing strategy based on the business plan and Programmatic EIS.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) *(less than 250 characters):* Chicago to St. Louis via a to be determined route. (with additional local service to additional stops in corridor)

(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)*: The project has the potential to improve service on the Chicago - Carbondale - Memphis corridor, the Chicago - St. Louis corridor and the St. Louis - Kansas city corridor.

(C) State(s) in which the project/program investment is/are located: Illinois and Missouri

(D) State(s) in which the benefiting service(s) is/are located: Illinois and Missouri

(8) Project/program type:

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

- ☐ Structures (bridges, tunnels, etc.)
- ☐ Track-Rehabilitation
- ☐ Track-New Construction
- ☐ New Rights-of-Way
- ☐ Major Interlockings
- ☐ Communications, Signaling, Control
- ☐ Other *(Please describe)*:
- ☐ Rolling Stock Refurbishments
- ☐ Rolling Stock Acquisitions
- ☐ Stations, Terminals
- ☐ Support Facilities (Yards, Shops, etc.)
- ☐ Grade Crossing Improvements
- ☐ Electric Traction

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) *(less than 500 characters)*: The funds will be used to develop a plan that would inlcude widening existing rights-of-way and constructing new tracks as well as moving existing freight tracks, acquiring new rolling stock, adding overhead electrification, grade-separating tracks, and improving station infrastructure.

(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: TBD Construction completion date: TBD Service improvements realized: TBD

(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			☐	☒
Average daily round trips (weekday)	5	18 - 24	☐	☐
On-time performance (OTP) (at endpoint terminals)	77.45%	99%	☐	☐
Top speed (mph)	79 MPH	220 MPH	☐	☐
Average operating speed (mph) (between endpoint terminals)	51 MPH	150 MPH	☐	☐

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): $10 million

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

(A) ☒ Yes If yes, as what percentage of total costs? 50%

☐ 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):*

Annual State appropriations 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	☒	☒	☐	☐	☐
Service/Operating Plan	☒	☒	☐	☐	☐
Prioritized Capital Plan	☒	☒	☐	☐	☐
Ridership/Revenue Forecast	☒	☒	☐	☐	☐
Operating Cost Forecast	☒	☒	☐	☒ 2009	☐
Tier 1 Programmatic (or "service") NEPA *(Identify document from dropdown menu)* Environmental Impact Statement (EIS)	☒	☒	☐	☐	☐
Assessment of Benefits	☒	☒	☐	☐	☐
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	☒	☒	☐	☐	☐
Tier 2 (project-level) NEPA *(Identify document from dropdown menu)* Environmental Impact Statement (EIS)	☒	☐	☐	☐	☐
Detailed Capital Cost Estimates	☒	☐	☐	☐	☐
Assessment of Benefits	☒	☐	☐	☐	☐
General Planning Studies/Documents					
Project Management Plan	☒	☐	☐	☐	☐
Financial Plan (capital & operating – sources/uses)	☒	☒	☐	☐	☐

(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):	Canadian National
Status of railroad owner 1 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	Host railroad not yet consulted
Railroad owner 2 (Name):	Norfolk Southern
Status of railroad owner 2 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	Host railroad not yet consulted

(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 operating partner involved

(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 3 (Planning)

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.

The purpose of these studies is to begin the formal planning process for a 220-mph high-speed line connecting Chicago and St. Louis.

This 220-mph line will be in addition to and complimentary to the 110-mph upgrades to the existing Chicago - St. Louis line owned primarily by the Union Pacific RR.

The State of Illinois anticipates aquiring dedicated right-of-way from a multiple landowners. One option includes purchasing right-of-way alongside segments of the Canadian National, Norfolk Southern, Union Pacific and other railroads. Greenfield rights-of-way will also be studied.

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