ENVIRONMENTAL ASSESSMENT
FOR THE TROY TRANSIT CENTER
INTERMODAL RAIL PASSENGER FACILITY
OAKLAND COUNTY, MICHIGAN

APPENDIX

CONTENTS

MEMORANDUM

Date: **June 18, 2009**

To: **Jana Ecker - Planning Director**

From: **Sheila Bashiri - City Planner**

Subject: **Historic Review of Transit Center Site**

I have conducted a field review of the proposed Transit Center site to investigate the presence of archaeological or architectural resources in the study area. Regarding the archaeological resources, the Transit Center project does involve disturbing the ground, including excavation for the pedestrian tunnel and ramp system and utilities, and the removal of a small number of trees. In my opinion, as an architectural historian certified by the State of Michigan Historic Preservation Office (SHPO) under the U.S. Secretary of Interior's National Park Service 36 CFR professional criteria for Historian, there is a low potential for recovery of archaeological remains and no further investigation is warranted. None of the buildings or structures included in this proposal are 50 years of age or older, located in a historic district, or listed and / or eligible for listing on the National Register of Historic Places.

STATE OF MICHIGAN
JENNIFER GRANHOLM
GOVERNOR
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING
MARK HOFFMAN
ACTING DIRECTOR

September 22, 2009

SIGRID BERGLAND
MICHIGAN DEPARTMENT OF TRANSPORTATION
425 WEST OTTAWA
PO BOX 30050
LANSING MI 48909

RE: ER09-631 Pontiac-Detroit-Chicago Rail Corridor Project, Berrien, Van Buren, Kalamazoo, Calhoun, Jackson, Washtenaw, Wayne and Oakland Counties (FRA)

Dear Ms. Bergland:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the above-cited undertaking at the location noted above. Based on the information provided for our review, it is the opinion of the State Historic Preservation Officer (SHPO) that the proposed undertaking will have **no adverse effect** [36 CFR § 800.5(b)] on historic properties within the area of potential effects for the above-cited undertaking provided the "Scope of Work" and the "No Adverse Effect Conditions" specified in the project information are followed.

If you concur, the accompanying form must be signed by an agency official with legal and financial responsibility for the above-cited undertaking [36 CFR § 800.2(a)]. Please return the signed original to us. Please note that the Section 106 review process will not be complete and the Federal Railroad Administration's responsibility to comply with 36 CFR § 800.4, "Identification of historic properties," and 36 CFR § 800.5, "Assessment of adverse effects", will not be fulfilled until we have received this letter with the original signature of the agency official. If the agency official disagrees with this condition, then consultation with this office shall be reopened per 36 CFR § 800.5(a).

The views of the public are essential to informed decision making in the Section 106 process. Federal Agency Officials or their delegated authorities must plan to involve the public in a manner that reflects the nature and complexity of the undertaking, its effects on historic properties and other provisions per 36 CFR § 800.2(d). We remind you that Federal Agency Officials or their delegated authorities are required to consult with the appropriate Indian tribe and/or Tribal Historic Preservation Officer (THPO) when the undertaking may occur on or affect any historic properties on tribal lands. **In all cases**, whether the project occurs on tribal lands or not, Federal Agency Officials or their delegated authorities are also required to make a reasonable and good faith effort to identify any Indian tribes or Native Hawaiian organizations that might attach religious and cultural significance to historic properties in the area of potential effects and invite them to be consulting parties per 36 CFR § 800.2(c-f).

The State Historic Preservation Office is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Brian Grennell, Environmental Review Specialist, at (517) 335-2721 or by email at ER@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking**. Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

Brian D. Conway
State Historic Preservation Officer

BDC:DLA:ROC:bgg

Enclosure(s)

Copy: Genell Schuerell, NTHP

JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

September 14, 2009

Mr. Chris Hoving
Michigan Department of Natural Resources
Natural Heritage Program, Wildlife Division
P.O. Box 30180
Lansing, Michigan 48909-7680

Dear Mr. Hoving:

Pontiac-Detroit-Chicago Rail Corridor Project
Service NEPA Environmental Assessment

The purpose of this letter is to request that the Michigan Department of Natural Resources (MDNR) review the proposed high-speed railroad project from Pontiac, Michigan, to the Indiana State Line. This information will allow the Michigan Department of Transportation (MDOT) to complete the Service NEPA Environmental Assessment and identify all impacts associated with the proposed project. MDOT needs to fully understand the concerns of the MDNR with regard to threatened and endangered species and their habitats within this corridor.

Provided below are the project description, scope of work, township/range/section location information, ecologically sensitive natural areas, threatened and endangered species overview, corridor maps, and a summary. This document should provide the MDNR with the information needed to review the proposed project and provide comments identifying your concerns during the Environmental Assessment process.

Project Description

MDOT is applying for federal grants to improve the Chicago Hub Corridor between Detroit and Chicago. The improvements are part of the Midwest Regional Rail Initiative (MWRRI) and the State Long Range Transportation Plan (SLRP). Public involvement for the MWRRI and SLRP revealed solid interest on the part of the public for increased mode choices and improvements in connectivity among transportation modes. MDOT is in the process of completing a Service NEPA Environmental Assessment for the corridor improvements.

The railroad corridor historically existed as a double track throughout. The second track was previously removed for much of the corridor; however, the sub-ballast was left in place. The railroad corridor is approximately 240 miles in length. Most of the track runs through rural areas with the stations located in urban areas. A more detailed scope of work, with purpose and need statements, is discussed below and is followed by four project corridor maps at the end of this document.

Map One - MI HSIPR Infrastructure Stabilization (NS, CN) - Vicinity
Map Two - MI HSIPR Infrastructure Stabilization (NS, CN) - West
Map Three - MI HSIPR Infrastructure Stabilization (NS, CN) - Center
Map Four - MI HSIPR Infrastructure Stabilization (NS, CN) - East

MDOT Endangered Species Staff (David Schuen and Richard Wolinski) have preliminarily reviewed the corridor and completed a phase one office review. This consisted of corridor analysis for listed species and their habitats using the Michigan Natural Features Inventory Database and Web Mapping Application. Due to the very short time frame associated with the application process for this ARRA funding, phase two field reviews/surveys have not been completed.

Scope of Work

Corridor Stabilization
This is a statewide rail corridor located in Michigan, in the following counties (west to east): Berrien, Van Buren, Kalamazoo, Calhoun, Jackson, Washtenaw, Wayne and Oakland. The Stabilization element covers the entire Chicago Hub High Speed Rail Corridor in Michigan, beginning in Pontiac (global milepoint 22.40 NW); proceeding southeasterly to Milwaukee Junction in Detroit (MP 1.16 NE); continuing southwesterly and westerly to Kalamazoo Station (MP143.77); and continuing southwesterly and westerly to at the Michigan-Indiana state line (MP 223.11). The Acquisition element of this project encompasses the Norfolk Southern Rail Lines (NS) between Dearborn (Townline, MP 7.6) and Battle Creek (Baron, MP 119.6), as well as between Battle Creek (Gord, MP 121.3) and Kalamazoo (MP 143.2).

The stabilization element of the project will stabilize and improve this corridor for existing intercity passenger rail and for future expansion of high speed intercity passenger rail frequencies. This is intended to maintain rail speeds at 79 mph or to return segments of the corridor back to 79 mph, as needed. Stabilization will prevent degradation of capacity in the corridor by retaining infrastructure already in place. The acquisition element of the project has the goal of MDOT acquiring control of the NS railways described above so that MDOT can proceed with improvements which will result in maintaining speeds at 79 mph and in preparation for intercity rail passenger top speeds of 110. The total project cost of both elements of the project, combined, is $132.5 million.

Corridor Stabilization - Purpose and Need:
The purpose of this project is to stabilize and maintain rail infrastructure to safely accommodate high speed passenger rail services and increase passenger train service frequencies in order to provide efficient commuter and intercity passenger train operations in the Chicago Hub (Chicago to Detroit) Corridor. This project is one of several related projects, each having independent utility, along the corridor. Both the stabilization and acquisition elements of this project include improvements along the corridor which are needed to safely increase passenger train speeds to, or maintain speeds at, 79 mph, and upon completion of all related projects, to a top speed of 110. These improvements are also needed to safely increase the number of passenger trains per day without detrimental impacts to rail freight flows.

Corridor Improvements

This project consists of several smaller project segments located along the Detroit to Chicago rail corridor. The corridor includes segments owned by Norfolk Southern (NS), Conrail, and Amtrak and includes the Conrail Shared Asset segment. Improvements to this Michigan rail corridor were identified by the MWRRI in consultation with the owners of the rail lines. Planned improvements to the Amtrak portion of the corridor (Kalamazoo to Porter) include track improvements, upgrades to signalization and grade crossing improvements. Planned improvements to the NS portion of the corridor (Dearborn to Kalamazoo) and the Conrail Shared Assets portion (West Detroit to Dearborn) include construction of sidings, track improvements, signalization upgrades, a second set of main tracks on the NS portion, grade crossing improvements and expansion of the incremental train control system. Planned improvements to the Conrail portion of the corridor (Pontiac to West Detroit) include construction of sidings, rehabilitation and replacement of rail, replenishing track ballast, replacement of rail ties, upgrades to signalization, grade crossing improvements and expansion of the incremental train control system.

Corridor Improvements - Purpose and Need:

The purpose of this project is to upgrade rail infrastructure to safely accommodate high speed passenger rail services and increase passenger train service frequencies in order to provide efficient commuter and intercity passenger train operations in the Detroit to Chicago Corridor. The improvements are needed to safely increase average passenger train speeds from the existing 54 mph to 63 mph and to attain speeds of up to 110 mph along certain segments of the corridor. These improvements are also needed to reduce passenger/freight traffic conflicts and to safely increase the number of passenger trains per day without detrimental impacts to rail freight flows.

West Detroit Connection

West Detroit Connection Project extends from immediately west of West Detroit Junction (global MP 3.43SW) east to Vinewood with signaling improvements extending east to Milwaukee Junction (global MP 1.16NE). The project involves connecting the Conrail Shared Assets and the Conrail railroads at West Detroit Junction and constructing one mile of new track eastward to the Vinewood Interlocking. Additional property will be acquired to make these improvements. Several crossovers will be installed: one immediately west of West Detroit Junction, one immediately east of West Detroit Junction, one near Vinewood Interlocking, and a universal crossover east of Vinewood Interlocking. Beaubien Interlocking and Milwaukee Junction improvements, two of the Detroit International Freight Terminal (DIFT) external projects, will be constructed as part of this project. In addition, the current ABS will be converted to CTC signaling between Milwaukee Junction and West Detroit Junction. The project will result in trains taking a more direct route between Dearborn and the Detroit New Center Station, avoiding congested freight trains segments. These improvements will have independent utility and can be constructed and placed into existing services on an individual basis, thus providing immediate incremental benefits as full implementation progresses. Improvements in crossovers for passenger rail traffic will allow for a large reduction in conflict points between rail and freight along the corridor. The result will be greater safety for passenger trains in this area, increased reliability and reduced travel

times. Freight traffic will also benefit from this reduction in conflicts with the passenger trains, reducing their travel times concurrently.

West Detroit Connection - Purpose and Need:
The purpose of this project is to alleviate passenger and freight rail congestion in one of the busiest rail connection points in the state. The current speeds top only at 15 mph for passenger and freight rail travel. Proposed improvements will add a connecting track and approximately one mile of additional track to alleviate the congestion point located at Bay City Junction. Additionally, several crossovers, signal modernization and other track improvements will be installed to ease congestion and improve speeds. These track improvements will allow for improved passenger train service frequencies, greater reliability and improved safety.

Stations
(1) Troy/Birmingham: Birmingham currently has an existing platform and shelter structure. The relocated station will be moved to Troy on an approximate 7 acres of land set aside for a transit center and service both Troy and Birmingham. The Cities of Troy and Birmingham (TBS) have entered into an agreement to develop a Multi-Modal Transit Center, which will improve the attractiveness, reliability, safety and economic efficiency of rail passenger service in the Detroit Metro region. The Transit Center will replace the existing platform which basically provides rail transit to Birmingham. The new station will be located where the two communities meet, in the area of Maple and Coolidge Streets. The station will offer public/private partnerships to the area, which is located on the 9th busiest rail corridor in the nation.

(2) Dearborn: The proposed station and platform construction will combine two existing stations on a 7.5 acre site that is currently used as a surface parking lot by the Ford Motor Land Services Corporation. This project will include the new station and platform, related site and utility infrastructure, parking, storm water management and restoration of double track through the new intermodal facility. This station will consist of a central structure plus a bridge and tower that will link the station to both tracks and directly to the Henry Ford property across the tracks. The new station will improve efficiency in all cases by eliminating one of the stops in Dearborn and by locating the station in closer pedestrian proximity to trip generators for all three services described. Additionally, upgrading the new station to an intermodal facility improves connectivity between trains and regional bus, shuttle, taxi and limousine services, especially to Detroit Metropolitan Airport, which is ten minutes from Dearborn.

(3) Battle Creek: The Battle Creek Station is proposed for station renovation. The City of Battle Creek wishes to renovate their multimodal transit station to bring it up to more modern standards, making it more attractive and user friendly to the public. The station has not seen any major renovation in the past 20 years, and the interior and exterior are showing the signs of wear. Work includes renovating the existing interior public spaces of the station to provide upgraded finishes and a modern feel, renovating the back-of-house areas of the station to provide a more functional layout with upgraded finishes, mechanical, electrical, plumbing, security and technological modifications and upgrades, including ADA compliance.

Stations - Purpose and Need:
The purpose of this project is to upgrade rail infrastructure and facilities to safely accommodate current and increased high speed passenger rail services. Implementation of Phase 1 of the Midwest Regional Rail Initiative will provide efficient intercity passenger train operations in the Detroit to Chicago Corridor. The station work at each of these three stations is one of several related projects, each having independent utility, along the corridor.

Township, Range and Sections of the Proposed Project

Below are the township, range and section coordinates for the proposed project that correspond with the corridor maps provided at the end of this document.

Segment 22

TRS

town	range	section
02S	11W	15, 16, 19, 20, 21, 29
02S	12W	22-24, 27, 28, 32, 33
03S	12W	5-7
03S	13W	12-14, 22, 23, 27-29, 31, 32
04S	13W	6
04S	14W	1, 2, 10, 11, 15-17, 19, 20, 30
04S	15W	25, 35, 36
05S	15W	2, 3, 10, 16, 20, 21, 29-31
06S	16W	1, 11, 12, 14, 15, 22, 27, 28, 32, 33
07S	16W	5, 7, 8, 18
07S	17W	13, 23, 24, 26, 27, 33, 34
07S	18W	34-36
08S	17W	4-6
08S	18W	1
08S	18W	3-7
08S	19W	1-6, 12
08S	20W	1-6
08S	21W	1-3, 8-10, 17-19

Segment 23

TRS

town	range	section
02S	11W	15, 16, 19-21, 29
02S	12W	22-24, 27, 28, 32, 33

TRS

town	range	section
03S	12W	5-7
03S	13W	12-14, 22, 23, 27-29, 31, 32
04S	13W	6
04S	14W	1, 2, 10, 11, 15-17, 19, 20, 30
04S	15W	25, 35, 36
05S	15W	2, 3, 10, 16, 20, 21, 29-31
06S	16W	1, 11, 12, 14, 15, 22, 27, 28, 32, 33
07S	16W	5, 7, 8, 18
07S	17W	13, 23, 24, 26, 27, 33, 34
07S	18W	34-36
08S	17W	4-6
08S	18W	1
08S	18W	3-7
08S	19W	1-6, 12
08S	20W	1-6
08S	21W	1-3, 8-10, 17-19

Segment 24

TRS

town	range	section
01N	11E	5, 8, 9, 16, 21, 22, 27, 34, 35
01S	11E	1, 2, 12, 13, 36
01S	12E	18, 19, 29-32
02N	10E	3, 4, 10, 11, 13, 14, 24, 25
02N	11E	30-32
02S	07W	7
02S	08W	1, 12
02S	11E	1, 11, 12, 13, 14
03N	10E	32. 33

Segment 25

TRS

town	range	section
02S	11E	11, 12, 14

Segment 26

TRS

town	range	section
02S	11W	14-19

Segment 27

TRS

town	range	section
01S	05E	31, 32
01S	08W	29, 30, 32-34
01S	09W	25, 34-36
02S	01W	31-35
02S	02E	25-27, 31-34
02S	02W	29-36
02S	03E	10-12, 15, 16, 19-21, 30
02S	03W	31, 35, 36
02S	04E	1-4, 7-9
02S	04W	28-30, 33, 34, 36
02S	05E	2-6, 9-12
02S	05W	25, 26, 30-35
02S	06E	7, 17, 18, 20, 21, 26-28, 35, 36
02S	06W	25-30, 32, 33
02S	07E	31, 32
02S	07W	7-9, 15, 16, 22-25
02S	08E	34-36
02S	08W	1-3, 12
02S	09E	25-27, 31-34
02S	09W	3, 4, 8, 9, 17, 18
02S	10E	21-24, 28-30
02S	10W	13-19
02S	11E	19
02S	11W	13-15, 23, 24
03S	01E	1-4, 6-9
03S	01W	1, 2
03S	02E	06
03S	03W	2, 3, 5, 6, 8-10

TRS

town	range	section
03S	04W	1, 2
03S	07E	1, 2, 4, 5, 9-11
03S	08E	2-6

Segment 28

TRS

town	range	section
01N	11E	21
01S	12E	31
02N	11E	31
02S	01W	35
02S	04W	35
02S	06E	28
02S	08W	12
02S	10E	22-24
02S	11W	15
03N	10E	29, 32
06S	16W	01
07S	17W	26
08S	21W	09

Ecologically Sensitive Natural Areas in Project Corridor

Our review indicates the following ecologically sensitive natural areas are documented adjacent to the railroad corridor: 1) Oak Barrens – Central Midwest Type, 2) Prairie Fen - Midwest Type, 3) Dry Mesic Prairie - High Prairie - Midwest Type, 4) Wet Prairie - Midwest Type, 5) Coastal Plain Marsh - Great Lakes Type, 6) Wet-mesic Prairie – Tallgrass, Central Midwest Type, and 7) Mesic Sand Prairie – Moist Sand Prairie, Midwest Type.

Threatened and Endangered Species Overview

Based on the review of MNFI records, there are numerous individual locations for plant and animal species adjacent to this corridor that are state or federally listed as Endangered, Threatened or Special Concern. During the development of the scope of work for this project, avoidance and minimization strategies have been used to lower potential impacts to the plants, animals and their habitats.

Based upon initial review, the federally listed White Prairie Fringed Orchid (Threatened), Indiana Bat (Endangered) and Mitchell's Satyr Butterfly (Endangered) and their habitats may be adjacent to the project corridor.

Coordination with the MDNR and USFWS will be completed in an effort to identify all concerns relating to state and federally listed Endangered, Threatened and Special Concern plant and animal species. Once all concerns have been identified by these agencies, they will be evaluated in the NEPA process and in accordance with state and federal endangered species laws.

Avoidance and Minimization Strategies

Given that field reviews have not been completed, the level of impact from the proposed work activities cannot be fully understood at this time. While avoidance of species and their habitats will be the primary method to eliminate impacts, it is still possible that impacts may occur. These impacts will then be minimized to the greatest extent possible by altering construction plans, construction methods or the time of construction.

The following information describes MDOT's avoidance and minimization measures that have been developed during the initial planning phases of this proposed project:

- The railroad corridor has existed historically, has been an active rail line since its original construction and has historically had double track. Therefore, the rehabilitation of existing track, new sidings on what was historically double track, and upgrading of existing crossings all within existing right-of-way will have a very low impact on species off the existing railroad ballast.

- Permanent easement or fee right-of-way that will be acquired from adjoining properties will be evaluated for potential threatened and endangered species impacts.

- No rehabilitation work on railroad bridges will occur, aside from normal maintenance

- Fence installation will be completed by a work method or within a seasonal time restriction that will avoid impacts to endangered species and their habitats.

- Culvert rehabilitation or replacement will be completed in-kind to minimize impacts to sensitive areas during construction.

- All track work off existing ballast, crossing closures, crossing installation or improvements, pedestrian crossing installation or improvements, ADA compliance, and/or platform installation or improvements, must be approved by MDOT's Endangered Species Specialist and the regulatory agencies. This may necessitate species surveys to determine the presence and/or absence of certain plants and animals within the corridor. Habitat delineation may also be required to better understand the distribution of the species. Furthermore, MDOT may be required to obtain a State of Michigan Endangered Species Permit, complete a Biological Assessment, and undergo Section 7 Consultation with the USFWS.

Summary

There are multiple state and federally listed plant and animal species in the immediate vicinity of the proposed project. Based upon the scope of work and the phase one review completed by MDOT, there may be impacts to these species and their habitats. MDOT is requesting that the USFWS work with MDOT to identify species and areas of concern associated with the proposed project. The information provided will allow MDOT to continue work on the Pontiac-Detroit-Chicago Rail Corridor Environmental Assessment in an effort to identify all potential endangered species impacts.

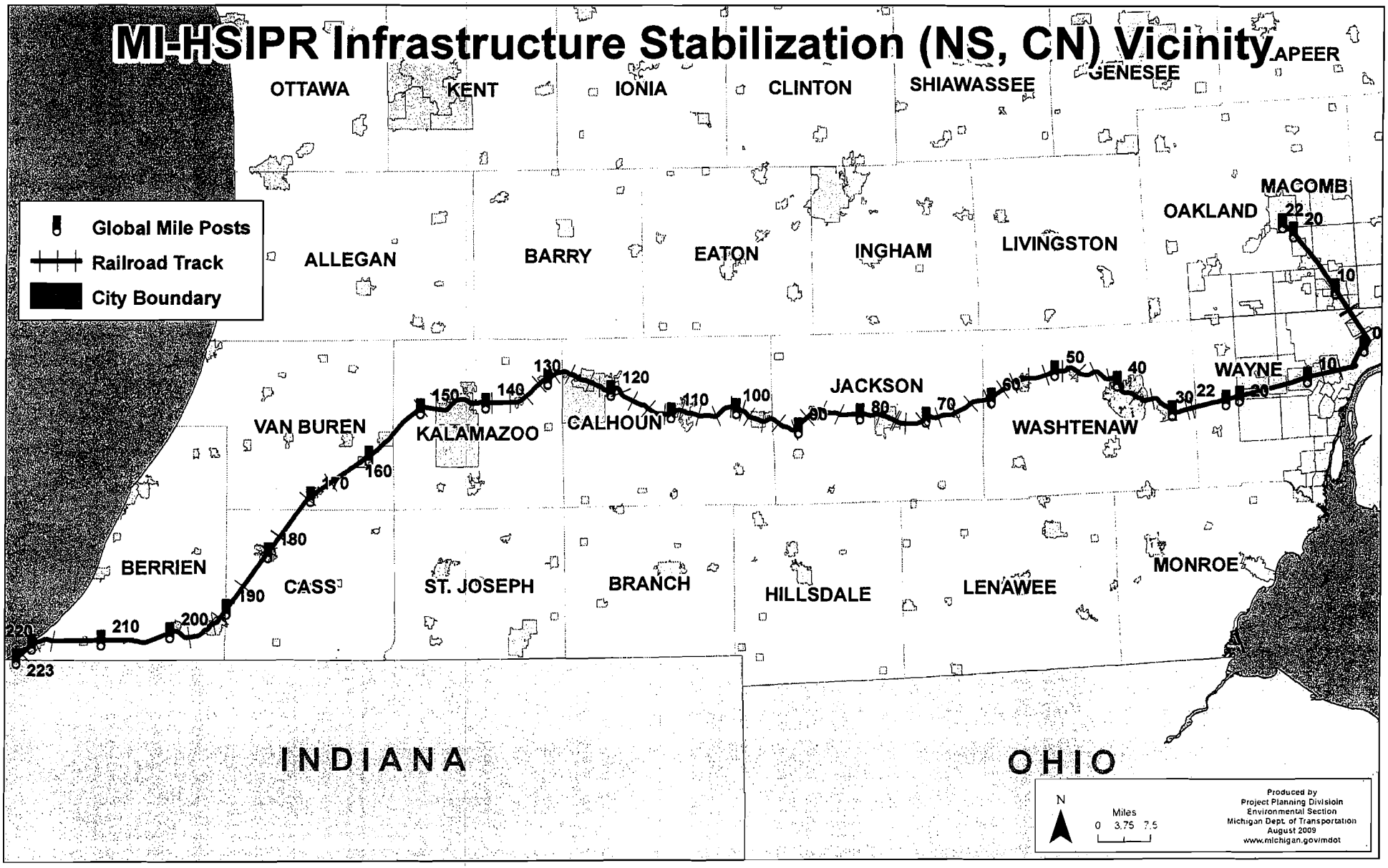
Please feel free to contact me at (517) 373-3075 or Schuend@michigan.gov if you have any questions or require additional information to complete your review. Thank you.

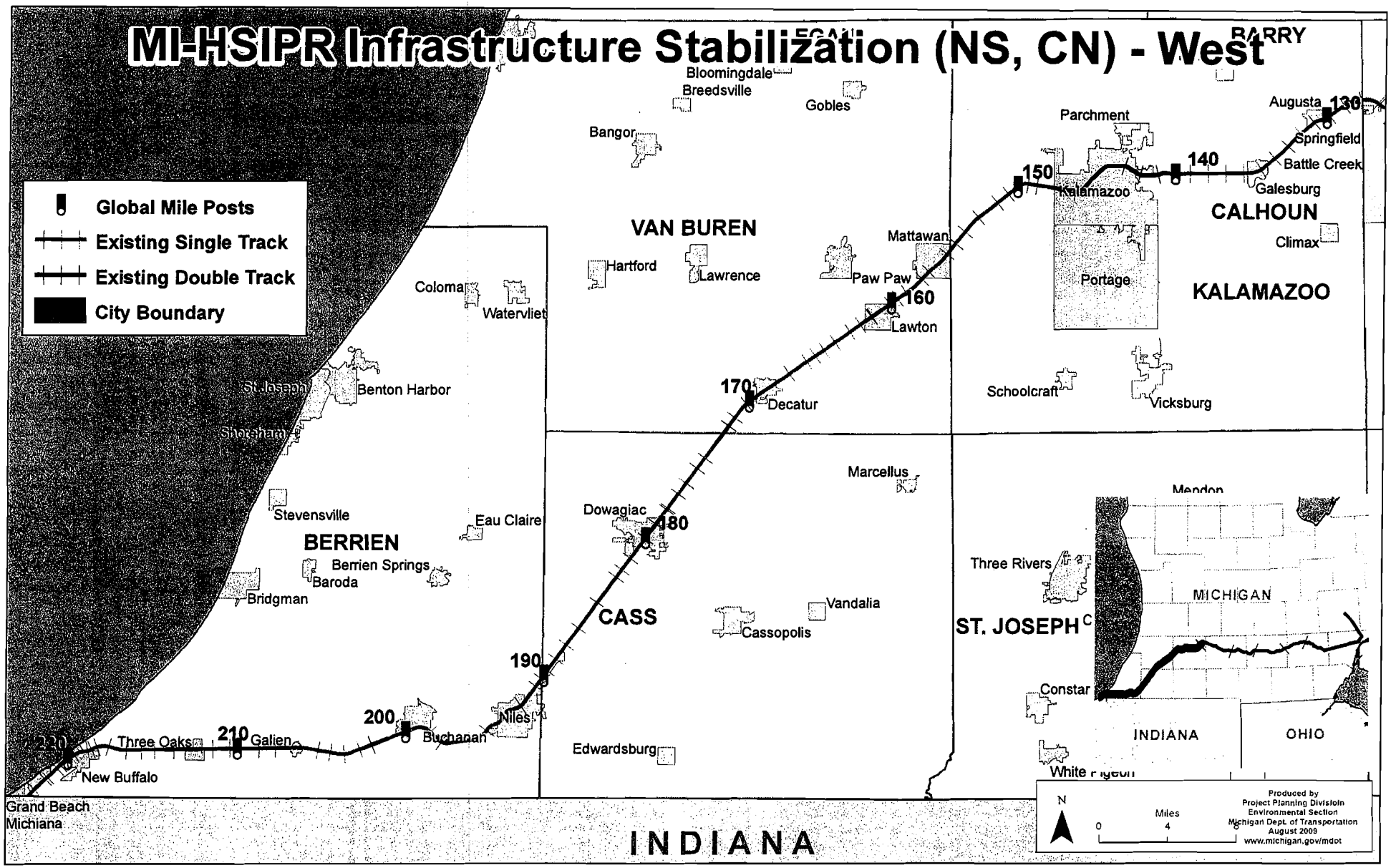
Sincerely,

David W. Schuen

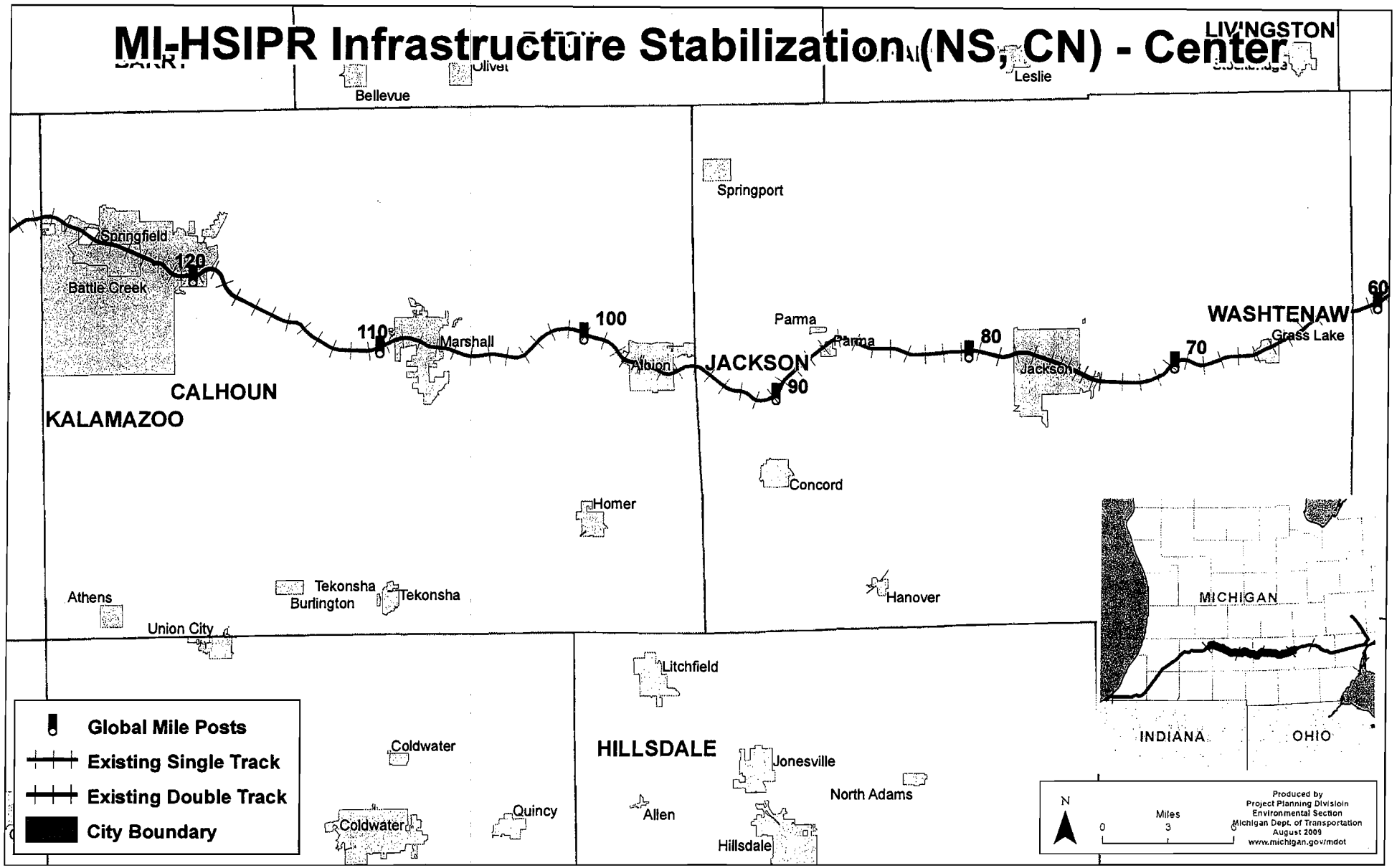
David W. Schuen
MDOT Endangered Species Specialist
Environmental Section
Project Planning Division

Enclosures

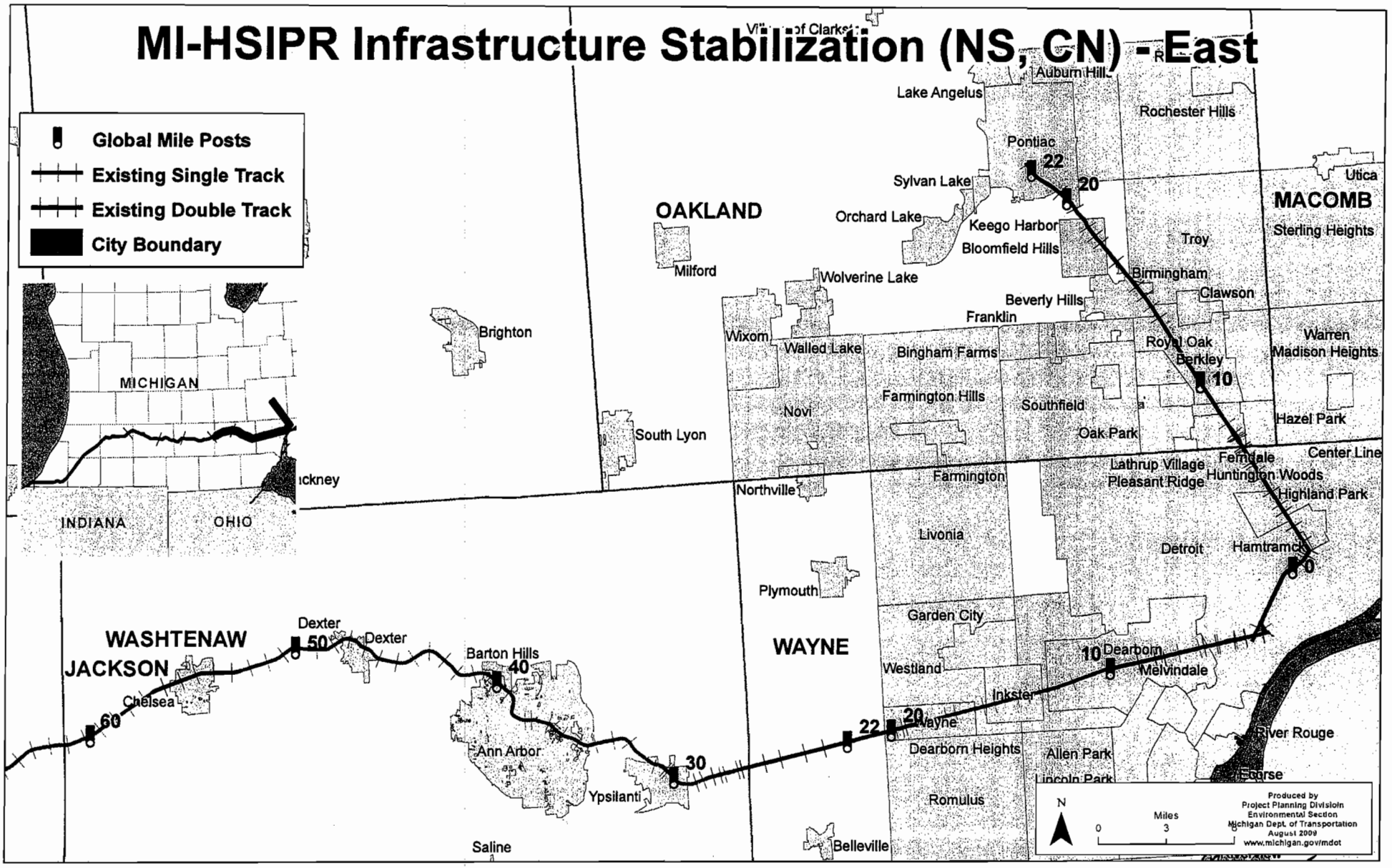

MI-HSIPR Infrastructure Stabilization (NS, CN) Vicinity
Global Mile Posts
Railroad Track
City Boundary
OTTAWA
KENT
IONIA
CLINTON
SHIAWASSEE
GENESEE
APEER
MACOMB
OAKLAND
ALLEGAN
BARRY
EATON
INGHAM
LIVINGSTON
WAYNE
JACKSON
VAN BUREN
KALAMAZOO
CALHOUN
WASHTENAW
BERRIEN
CASS
ST. JOSEPH
BRANCH
HILLSDALE
LENAWEE
MONROE
INDIANA
OHIO
220
210
200
190
180
170
160
150
140
130
120
110
100
90
80
70
60
50
40
30
22
20
10
0
223
N
Miles
0 3.75 7.5
Produced by
Project Planning Division
Environmental Section
Michigan Dept. of Transportation
August 2009
www.michigan.gov/mdot


MI-HSIPR Infrastructure Stabilization (NS, CN) - West
Global Mile Posts
Existing Single Track
Existing Double Track
City Boundary
BARRY
Bloomingdale
Breedsville
Gobles
Bangor
Parchment
Augusta
130
Springfield
Battle Creek
140
Galesburg
150
Kalamazoo
CALHOUN
Climax
VAN BUREN
Mattawan
Hartford
Lawrence
Paw Paw
160
Lawton
Portage
KALAMAZOO
Coloma
Watervliet
Benton Harbor
St. Joseph
Shoreham
170
Decatur
Schoolcraft
Vicksburg
Marcellus
Dowagiac
180
Stevensville
Eau Claire
BERRIEN
Berrien Springs
Baroda
Bridgman
CASS
Vandalia
Cassopolis
190
Three Rivers
MICHIGAN
ST. JOSEPH C
Constar
200
Niles
Buchanan
210
Galien
Three Oaks
220
New Buffalo
Edwardsburg
INDIANA
OHIO
Grand Beach
Michiana
N
Miles
0
4
Produced by
Project Planning Division
Environmental Section
Michigan Dept. of Transportation
August 2009
www.michigan.gov/mdot
INDIANA

MI-HSIPR Infrastructure Stabilization (NS, CN) - Center



MI-HSIPR Infrastructure Stabilization (NS, CN) - East



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

September 14, 2009

Ms. Lori Sargent
Michigan Department of Natural Resources
P.O. Box 30444
Lansing, Michigan 48909

Dear Ms. Sargent:

Pontiac-Detroit-Chicago Rail Corridor Project
Service NEPA Environmental Assessment

The purpose of this letter is to request that the Michigan Department of Natural Resources (MDNR) review the proposed high-speed railroad project from Pontiac, Michigan, to the Indiana State Line. This information will allow the Michigan Department of Transportation (MDOT) to complete the Service NEPA Environmental Assessment and identify all impacts associated with the proposed project. MDOT needs to fully understand the concerns of the MDNR with regard to threatened and endangered species and their habitats within this corridor.

Provided below are the project description, scope of work, township/range/section location information, ecologically sensitive natural areas, threatened and endangered species overview, corridor maps, and a summary. This document should provide the MDNR with the information needed to review the proposed project and provide comments identifying your concerns during the Environmental Assessment process.

Project Description

MDOT is applying for federal grants to improve the Chicago Hub Corridor between Detroit and Chicago. The improvements are part of the Midwest Regional Rail Initiative (MWRRI) and the State Long Range Transportation Plan (SLRP). Public involvement for the MWRRI and SLRP revealed solid interest on the part of the public for increased mode choices and improvements in connectivity among transportation modes. MDOT is in the process of completing a Service NEPA Environmental Assessment for the corridor improvements.

The railroad corridor historically existed as a double track throughout. The second track was previously removed for much of the corridor; however, the sub-ballast was left in place. The railroad corridor is approximately 240 miles in length. Most of the track runs through rural areas with the stations located in urban areas. A more detailed scope of work, with purpose and need statements, is discussed below and is followed by four project corridor maps at the end of this document.

Map One - MI HSIPR Infrastructure Stabilization (NS, CN) - Vicinity
Map Two - MI HSIPR Infrastructure Stabilization (NS, CN) - West
Map Three - MI HSIPR Infrastructure Stabilization (NS, CN) - Center
Map Four - MI HSIPR Infrastructure Stabilization (NS, CN) - East

MDOT Endangered Species Staff (David Schuen and Richard Wolinski) have preliminarily reviewed the corridor and completed a phase one office review. This consisted of corridor analysis for listed species and their habitats using the Michigan Natural Features Inventory Database and Web Mapping Application. Due to the very short time frame associated with the application process for this ARRA funding, phase two field reviews/surveys have not been completed.

Scope of Work

Corridor Stabilization
This is a statewide rail corridor located in Michigan, in the following counties (west to east): Berrien, Van Buren, Kalamazoo, Calhoun, Jackson, Washtenaw, Wayne and Oakland. The Stabilization element covers the entire Chicago Hub High Speed Rail Corridor in Michigan, beginning in Pontiac (global milepoint 22.40 NW); proceeding southeasterly to Milwaukee Junction in Detroit (MP 1.16 NE); continuing southwesterly and westerly to Kalamazoo Station (MP143.77); and continuing southwesterly and westerly to at the Michigan-Indiana state line (MP 223.11). The Acquisition element of this project encompasses the Norfolk Southern Rail Lines (NS) between Dearborn (Townline, MP 7.6) and Battle Creek (Baron, MP 119.6), as well as between Battle Creek (Gord, MP 121.3) and Kalamazoo (MP 143.2).

The stabilization element of the project will stabilize and improve this corridor for existing intercity passenger rail and for future expansion of high speed intercity passenger rail frequencies. This is intended to maintain rail speeds at 79 mph or to return segments of the corridor back to 79 mph, as needed. Stabilization will prevent degradation of capacity in the corridor by retaining infrastructure already in place. The acquisition element of the project has the goal of MDOT acquiring control of the NS railways described above so that MDOT can proceed with improvements which will result in maintaining speeds at 79 mph and in preparation for intercity rail passenger top speeds of 110. The total project cost of both elements of the project, combined, is $132.5 million.

Corridor Stabilization - Purpose and Need:
The purpose of this project is to stabilize and maintain rail infrastructure to safely accommodate high speed passenger rail services and increase passenger train service frequencies in order to provide efficient commuter and intercity passenger train operations in the Chicago Hub (Chicago to Detroit) Corridor. This project is one of several related projects, each having independent utility, along the corridor. Both the stabilization and acquisition elements of this project include improvements along the corridor which are needed to safely increase passenger train speeds to, or maintain speeds at, 79 mph, and upon completion of all related projects, to a top speed of 110. These improvements are also needed to safely increase the number of passenger trains per day without detrimental impacts to rail freight flows.

Corridor Improvements
This project consists of several smaller project segments located along the Detroit to Chicago rail corridor. The corridor includes segments owned by Norfolk Southern (NS), Conrail, and Amtrak and includes the Conrail Shared Asset segment. Improvements to this Michigan rail corridor were identified by the MWRRI in consultation with the owners of the rail lines. Planned improvements to the Amtrak portion of the corridor (Kalamazoo to Porter) include track improvements, upgrades to signalization and grade crossing improvements. Planned improvements to the NS portion of the corridor (Dearborn to Kalamazoo) and the Conrail Shared Assets portion (West Detroit to Dearborn) include construction of sidings, track improvements, signalization upgrades, a second set of main tracks on the NS portion, grade crossing improvements and expansion of the incremental train control system. Planned improvements to the Conrail portion of the corridor (Pontiac to West Detroit) include construction of sidings, rehabilitation and replacement of rail, replenishing track ballast, replacement of rail ties, upgrades to signalization, grade crossing improvements and expansion of the incremental train control system.

Corridor Improvements - Purpose and Need:
The purpose of this project is to upgrade rail infrastructure to safely accommodate high speed passenger rail services and increase passenger train service frequencies in order to provide efficient commuter and intercity passenger train operations in the Detroit to Chicago Corridor. The improvements are needed to safely increase average passenger train speeds from the existing 54 mph to 63 mph and to attain speeds of up to 110 mph along certain segments of the corridor. These improvements are also needed to reduce passenger/freight traffic conflicts and to safely increase the number of passenger trains per day without detrimental impacts to rail freight flows.

West Detroit Connection
West Detroit Connection Project extends from immediately west of West Detroit Junction (global MP 3.43SW) east to Vinewood with signaling improvements extending east to Milwaukee Junction (global MP 1.16NE). The project involves connecting the Conrail Shared Assets and the Conrail railroads at West Detroit Junction and constructing one mile of new track eastward to the Vinewood Interlocking. Additional property will be acquired to make these improvements. Several crossovers will be installed: one immediately west of West Detroit Junction, one immediately east of West Detroit Junction, one near Vinewood Interlocking, and a universal crossover east of Vinewood Interlocking. Beaubien Interlocking and Milwaukee Junction improvements, two of the Detroit International Freight Terminal (DIFT) external projects, will be constructed as part of this project. In addition, the current ABS will be converted to CTC signaling between Milwaukee Junction and West Detroit Junction. The project will result in trains taking a more direct route between Dearborn and the Detroit New Center Station, avoiding congested freight trains segments. These improvements will have independent utility and can be constructed and placed into existing services on an individual basis, thus providing immediate incremental benefits as full implementation progresses. Improvements in crossovers for passenger rail traffic will allow for a large reduction in conflict points between rail and freight along the corridor. The result will be greater safety for passenger trains in this area, increased reliability and reduced travel

times. Freight traffic will also benefit from this reduction in conflicts with the passenger trains, reducing their travel times concurrently.

West Detroit Connection - Purpose and Need:
The purpose of this project is to alleviate passenger and freight rail congestion in one of the busiest rail connection points in the state. The current speeds top only at 15 mph for passenger and freight rail travel. Proposed improvements will add a connecting track and approximately one mile of additional track to alleviate the congestion point located at Bay City Junction. Additionally, several crossovers, signal modernization and other track improvements will be installed to ease congestion and improve speeds. These track improvements will allow for improved passenger train service frequencies, greater reliability and improved safety.

Stations
(1) Troy/Birmingham: Birmingham currently has an existing platform and shelter structure. The relocated station will be moved to Troy on an approximate 7 acres of land set aside for a transit center and service both Troy and Birmingham. The Cities of Troy and Birmingham (TBS) have entered into an agreement to develop a Multi-Modal Transit Center, which will improve the attractiveness, reliability, safety and economic efficiency of rail passenger service in the Detroit Metro region. The Transit Center will replace the existing platform which basically provides rail transit to Birmingham. The new station will be located where the two communities meet, in the area of Maple and Coolidge Streets. The station will offer public/private partnerships to the area, which is located on the 9th busiest rail corridor in the nation.

(2) Dearborn: The proposed station and platform construction will combine two existing stations on a 7.5 acre site that is currently used as a surface parking lot by the Ford Motor Land Services Corporation. This project will include the new station and platform, related site and utility infrastructure, parking, storm water management and restoration of double track through the new intermodal facility. This station will consist of a central structure plus a bridge and tower that will link the station to both tracks and directly to the Henry Ford property across the tracks. The new station will improve efficiency in all cases by eliminating one of the stops in Dearborn and by locating the station in closer pedestrian proximity to trip generators for all three services described. Additionally, upgrading the new station to an intermodal facility improves connectivity between trains and regional bus, shuttle, taxi and limousine services, especially to Detroit Metropolitan Airport, which is ten minutes from Dearborn.

(3) Battle Creek: The Battle Creek Station is proposed for station renovation. The City of Battle Creek wishes to renovate their multimodal transit station to bring it up to more modern standards, making it more attractive and user friendly to the public. The station has not seen any major renovation in the past 20 years, and the interior and exterior are showing the signs of wear. Work includes renovating the existing interior public spaces of the station to provide upgraded finishes and a modern feel, renovating the back-of-house areas of the station to provide a more functional layout with upgraded finishes, mechanical, electrical, plumbing, security and technological modifications and upgrades, including ADA compliance.

Stations - Purpose and Need:
The purpose of this project is to upgrade rail infrastructure and facilities to safely accommodate current and increased high speed passenger rail services. Implementation of Phase 1 of the Midwest Regional Rail Initiative will provide efficient intercity passenger train operations in the Detroit to Chicago Corridor. The station work at each of these three stations is one of several related projects, each having independent utility, along the corridor.

Township, Range and Sections of the Proposed Project

Below are the township, range and section coordinates for the proposed project that correspond with the corridor maps provided at the end of this document.

Segment 22

TRS

town	range	section
02S	11W	15, 16, 19, 20, 21, 29
02S	12W	22-24, 27, 28, 32, 33
03S	12W	5-7
03S	13W	12-14, 22, 23, 27-29, 31, 32
04S	13W	6
04S	14W	1, 2, 10, 11, 15-17, 19, 20, 30
04S	15W	25, 35, 36
05S	15W	2, 3, 10, 16, 20, 21, 29-31
06S	16W	1, 11, 12, 14, 15, 22, 27, 28, 32, 33
07S	16W	5, 7, 8, 18
07S	17W	13, 23, 24, 26, 27, 33, 34
07S	18W	34-36
08S	17W	4-6
08S	18W	1
08S	18W	3-7
08S	19W	1-6, 12
08S	20W	1-6
08S	21W	1-3, 8-10, 17-19

Segment 23

TRS

town	range	section
02S	11W	15, 16, 19-21, 29
02S	12W	22-24, 27, 28, 32, 33

TRS

town	range	section
03S	12W	5-7
03S	13W	12-14, 22, 23, 27-29, 31, 32
04S	13W	6
04S	14W	1, 2, 10, 11, 15-17, 19, 20, 30
04S	15W	25, 35, 36
05S	15W	2, 3, 10, 16, 20, 21, 29-31
06S	16W	1, 11, 12, 14, 15, 22, 27, 28, 32, 33
07S	16W	5, 7, 8, 18
07S	17W	13, 23, 24, 26, 27, 33, 34
07S	18W	34-36
08S	17W	4-6
08S	18W	1
08S	18W	3-7
08S	19W	1-6, 12
08S	20W	1-6
08S	21W	1-3, 8-10, 17-19

Segment 24

TRS

town	range	section
01N	11E	5, 8, 9, 16, 21, 22, 27, 34, 35
01S	11E	1, 2, 12, 13, 36
01S	12E	18, 19, 29-32
02N	10E	3, 4, 10, 11, 13, 14, 24, 25
02N	11E	30-32
02S	07W	7
02S	08W	1, 12
02S	11E	1, 11, 12, 13, 14
03N	10E	32. 33

Segment 25

TRS

town	range	section
02S	11E	11, 12, 14

Segment 26

TRS

town	range	section
02S	11W	14-19

Segment 27

TRS

town	range	section
01S	05E	31, 32
01S	08W	29, 30, 32-34
01S	09W	25, 34-36
02S	01W	31-35
02S	02E	25-27, 31-34
02S	02W	29-36
02S	03E	10-12, 15, 16, 19-21, 30
02S	03W	31, 35, 36
02S	04E	1-4, 7-9
02S	04W	28-30, 33, 34, 36
02S	05E	2-6, 9-12
02S	05W	25, 26, 30-35
02S	06E	7, 17, 18, 20, 21, 26-28, 35, 36
02S	06W	25-30, 32, 33
02S	07E	31, 32
02S	07W	7-9, 15, 16, 22-25
02S	08E	34-36
02S	08W	1-3, 12
02S	09E	25-27, 31-34
02S	09W	3, 4, 8, 9, 17, 18
02S	10E	21-24, 28-30
02S	10W	13-19
02S	11E	19
02S	11W	13-15, 23, 24
03S	01E	1-4, 6-9
03S	01W	1, 2
03S	02E	06
03S	03W	2, 3, 5, 6, 8-10
03S	04W	1, 2

TRS

town	range	section
03S	07E	1, 2, 4, 5, 9-11
03S	08E	2-6

Segment 28

TRS

town	range	section
01N	11E	21
01S	12E	31
02N	11E	31
02S	01W	35
02S	04W	35
02S	06E	28
02S	08W	12
02S	10E	22-24
02S	11W	15
03N	10E	29, 32
06S	16W	01
07S	17W	26
08S	21W	09

Ecologically Sensitive Natural Areas in Project Corridor

Our review indicates the following ecologically sensitive natural areas are documented adjacent to the railroad corridor: 1) Oak Barrens – Central Midwest Type, 2) Prairie Fen - Midwest Type, 3) Dry Mesic Prairie - High Prairie - Midwest Type, 4) Wet Prairie - Midwest Type, 5) Coastal Plain Marsh - Great Lakes Type, 6) Wet-mesic Prairie – Tallgrass, Central Midwest Type, and 7) Mesic Sand Prairie – Moist Sand Prairie, Midwest Type.

Threatened and Endangered Species Overview

Based on the review of MNFI records, there are numerous individual locations for plant and animal species adjacent to this corridor that are state or federally listed as Endangered, Threatened or Special Concern. During the development of the scope of work for this project, avoidance and minimization strategies have been used to lower potential impacts to the plants, animals and their habitats.

Based upon initial review, the federally listed White Prairie Fringed Orchid (Threatened), Indiana Bat (Endangered) and Mitchell's Satyr Butterfly (Endangered) and their habitats may be adjacent to the project corridor.

Coordination with the MDNR and USFWS will be completed in an effort to identify all concerns relating to state and federally listed Endangered, Threatened and Special Concern plant and animal species. Once all concerns have been identified by these agencies, they will be evaluated in the NEPA process and in accordance with state and federal endangered species laws.

Avoidance and Minimization Strategies

Given that field reviews have not been completed, the level of impact from the proposed work activities cannot be fully understood at this time. While avoidance of species and their habitats will be the primary method to eliminate impacts, it is still possible that impacts may occur. These impacts will then be minimized to the greatest extent possible by altering construction plans, construction methods or the time of construction.

The following information describes MDOT's avoidance and minimization measures that have been developed during the initial planning phases of this proposed project:

- The railroad corridor has existed historically, has been an active rail line since its original construction and has historically had double track. Therefore, the rehabilitation of existing track, new sidings on what was historically double track, and upgrading of existing crossings all within existing right-of-way will have a very low impact on species off the existing railroad ballast.

- Permanent easement or fee right-of-way that will be acquired from adjoining properties will be evaluated for potential threatened and endangered species impacts.

- No rehabilitation work on railroad bridges will occur, aside from normal maintenance

- Fence installation will be completed by a work method or within a seasonal time restriction that will avoid impacts to endangered species and their habitats.

- Culvert rehabilitation or replacement will be completed in-kind to minimize impacts to sensitive areas during construction.

- All track work off existing ballast, crossing closures, crossing installation or improvements, pedestrian crossing installation or improvements, ADA compliance, and/or platform installation or improvements, must be approved by MDOT's Endangered Species Specialist and the regulatory agencies. This may necessitate species surveys to determine the presence and/or absence of certain plants and animals within the corridor. Habitat delineation may also be required to better understand the distribution of the species. Furthermore, MDOT may be required to obtain a State of Michigan Endangered Species Permit, complete a Biological Assessment, and undergo Section 7 Consultation with the USFWS.

Summary

There are multiple state and federally listed plant and animal species in the immediate vicinity of the proposed project. Based upon the scope of work and the phase one review completed by MDOT,

there may be impacts to these species and their habitats. MDOT is requesting that the USFWS work with MDOT to identify species and areas of concern associated with the proposed project. The information provided will allow MDOT to continue work on the Pontiac-Detroit-Chicago Rail Corridor Environmental Assessment in an effort to identify all potential endangered species impacts.

Please feel free to contact me at (517) 373-3075 or Schuend@michigan.gov if you have any questions or require additional information to complete your review. Thank you.

Sincerely,

David W. Schuen
MDOT Endangered Species Specialist
Environmental Section
Project Planning Division

Enclosures

JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

September 14, 2009

Ms. Barbara Hosler
United States Fish and Wildlife Service
East Lansing Field Office
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823

Dear Ms. Hosler:

Pontiac-Detroit-Chicago Rail Corridor Project
Service NEPA Environmental Assessment

The purpose of this letter is to request that the United States Fish and Wildlife Service (USFWS) review the proposed high-speed railroad project from Pontiac, Michigan, to the Indiana State Line. This information will allow the Michigan Department of Transportation (MDOT) to complete the Service NEPA Environmental Assessment and identify all impacts associated with the proposed project. MDOT needs to fully understand the concerns of the USFWS with regard to threatened and endangered species and their habitats within this corridor.

Provided below are the project description, scope of work, township/range/section location information, ecologically sensitive natural areas, threatened and endangered species overview, corridor maps, and a summary. This document should provide the USFWS with the information needed to review the proposed project and provide comments identifying your concerns during the Environmental Assessment process.

Project Description

MDOT is applying for federal grants to improve the Chicago Hub Corridor between Detroit and Chicago. The improvements are part of the Midwest Regional Rail Initiative (MWRRI) and the State Long Range Transportation Plan (SLRP). Public involvement for the MWRRI and SLRP revealed solid interest on the part of the public for increased mode choices and improvements in connectivity among transportation modes. MDOT is in the process of completing a Service NEPA Environmental Assessment for the corridor improvements.

The railroad corridor historically existed as a double track throughout. The second track was previously removed for much of the corridor; however, the sub-ballast was left in place. The railroad corridor is approximately 240 miles in length. Most of the track runs through rural areas with the stations located in urban areas. A more detailed scope of work, with purpose and need statements, is discussed below and is followed by four project corridor maps at the end of this document.

Map One - MI HSIPR Infrastructure Stabilization (NS, CN) - Vicinity
Map Two - MI HSIPR Infrastructure Stabilization (NS, CN) - West
Map Three - MI HSIPR Infrastructure Stabilization (NS, CN) - Center
Map Four - MI HSIPR Infrastructure Stabilization (NS, CN) - East

MDOT Endangered Species Staff (David Schuen and Richard Wolinski) have preliminarily reviewed the corridor and completed a phase one office review. This consisted of corridor analysis for listed species and their habitats using the Michigan Natural Features Inventory Database and Web Mapping Application. Due to the very short time frame associated with the application process for this ARRA funding, phase two field reviews/surveys have not been completed.

Scope of Work

Corridor Stabilization
This is a statewide rail corridor located in Michigan, in the following counties (west to east): Berrien, Van Buren, Kalamazoo, Calhoun, Jackson, Washtenaw, Wayne and Oakland. The Stabilization element covers the entire Chicago Hub High Speed Rail Corridor in Michigan, beginning in Pontiac (global milepoint 22.40 NW); proceeding southeasterly to Milwaukee Junction in Detroit (MP 1.16 NE); continuing southwesterly and westerly to Kalamazoo Station (MP143.77); and continuing southwesterly and westerly to at the Michigan-Indiana state line (MP 223.11). The Acquisition element of this project encompasses the Norfolk Southern Rail Lines (NS) between Dearborn (Townline, MP 7.6) and Battle Creek (Baron, MP 119.6), as well as between Battle Creek (Gord, MP 121.3) and Kalamazoo (MP 143.2).

The stabilization element of the project will stabilize and improve this corridor for existing intercity passenger rail and for future expansion of high speed intercity passenger rail frequencies. This is intended to maintain rail speeds at 79 mph or to return segments of the corridor back to 79 mph, as needed. Stabilization will prevent degradation of capacity in the corridor by retaining infrastructure already in place. The acquisition element of the project has the goal of MDOT acquiring control of the NS railways described above so that MDOT can proceed with improvements which will result in maintaining speeds at 79 mph and in preparation for intercity rail passenger top speeds of 110. The total project cost of both elements of the project, combined, is $132.5 million.

Corridor Stabilization - Purpose and Need:
The purpose of this project is to stabilize and maintain rail infrastructure to safely accommodate high speed passenger rail services and increase passenger train service frequencies in order to provide efficient commuter and intercity passenger train operations in the Chicago Hub (Chicago to Detroit) Corridor. This project is one of several related projects, each having independent utility, along the corridor. Both the stabilization and acquisition elements of this project include improvements along the corridor which are needed to safely increase passenger train speeds to, or maintain speeds at, 79 mph, and upon completion of all related projects, to a top speed of 110. These improvements are also needed to safely increase the number of passenger trains per day without detrimental impacts to rail freight flows.

Corridor Improvements
This project consists of several smaller project segments located along the Detroit to Chicago rail corridor. The corridor includes segments owned by Norfolk Southern (NS), Conrail, and Amtrak and includes the Conrail Shared Asset segment. Improvements to this Michigan rail corridor were identified by the MWRRI in consultation with the owners of the rail lines. Planned improvements to the Amtrak portion of the corridor (Kalamazoo to Porter) include track improvements, upgrades to signalization and grade crossing improvements. Planned improvements to the NS portion of the corridor (Dearborn to Kalamazoo) and the Conrail Shared Assets portion (West Detroit to Dearborn) include construction of sidings, track improvements, signalization upgrades, a second set of main tracks on the NS portion, grade crossing improvements and expansion of the incremental train control system. Planned improvements to the Conrail portion of the corridor (Pontiac to West Detroit) include construction of sidings, rehabilitation and replacement of rail, replenishing track ballast, replacement of rail ties, upgrades to signalization, grade crossing improvements and expansion of the incremental train control system.

Corridor Improvements - Purpose and Need:
The purpose of this project is to upgrade rail infrastructure to safely accommodate high speed passenger rail services and increase passenger train service frequencies in order to provide efficient commuter and intercity passenger train operations in the Detroit to Chicago Corridor. The improvements are needed to safely increase average passenger train speeds from the existing 54 mph to 63 mph and to attain speeds of up to 110 mph along certain segments of the corridor. These improvements are also needed to reduce passenger/freight traffic conflicts and to safely increase the number of passenger trains per day without detrimental impacts to rail freight flows.

West Detroit Connection
West Detroit Connection Project extends from immediately west of West Detroit Junction (global MP 3.43SW) east to Vinewood with signaling improvements extending east to Milwaukee Junction (global MP 1.16NE). The project involves connecting the Conrail Shared Assets and the Conrail railroads at West Detroit Junction and constructing one mile of new track eastward to the Vinewood Interlocking. Additional property will be acquired to make these improvements. Several crossovers will be installed: one immediately west of West Detroit Junction, one immediately east of West Detroit Junction, one near Vinewood Interlocking, and a universal crossover east of Vinewood Interlocking. Beaubien Interlocking and Milwaukee Junction improvements, two of the Detroit International Freight Terminal (DIFT) external projects, will be constructed as part of this project. In addition, the current ABS will be converted to CTC signaling between Milwaukee Junction and West Detroit Junction. The project will result in trains taking a more direct route between Dearborn and the Detroit New Center Station, avoiding congested freight trains segments. These improvements will have independent utility and can be constructed and placed into existing services on an individual basis, thus providing immediate incremental benefits as full implementation progresses. Improvements in crossovers for passenger rail traffic will allow for a large reduction in conflict points between rail and freight along the corridor. The result will be greater safety for passenger trains in this area, increased reliability and reduced travel

times. Freight traffic will also benefit from this reduction in conflicts with the passenger trains, reducing their travel times concurrently.

West Detroit Connection - Purpose and Need:
The purpose of this project is to alleviate passenger and freight rail congestion in one of the busiest rail connection points in the state. The current speeds top only at 15 mph for passenger and freight rail travel. Proposed improvements will add a connecting track and approximately one mile of additional track to alleviate the congestion point located at Bay City Junction. Additionally, several crossovers, signal modernization and other track improvements will be installed to ease congestion and improve speeds. These track improvements will allow for improved passenger train service frequencies, greater reliability and improved safety.

Stations
(1) Troy/Birmingham: Birmingham currently has an existing platform and shelter structure. The relocated station will be moved to Troy on an approximate 7 acres of land set aside for a transit center and service both Troy and Birmingham. The Cities of Troy and Birmingham (TBS) have entered into an agreement to develop a Multi-Modal Transit Center, which will improve the attractiveness, reliability, safety and economic efficiency of rail passenger service in the Detroit Metro region. The Transit Center will replace the existing platform which basically provides rail transit to Birmingham. The new station will be located where the two communities meet, in the area of Maple and Coolidge Streets. The station will offer public/private partnerships to the area, which is located on the 9th busiest rail corridor in the nation.

(2) Dearborn: The proposed station and platform construction will combine two existing stations on a 7.5 acre site that is currently used as a surface parking lot by the Ford Motor Land Services Corporation. This project will include the new station and platform, related site and utility infrastructure, parking, storm water management and restoration of double track through the new intermodal facility. This station will consist of a central structure plus a bridge and tower that will link the station to both tracks and directly to the Henry Ford property across the tracks. The new station will improve efficiency in all cases by eliminating one of the stops in Dearborn and by locating the station in closer pedestrian proximity to trip generators for all three services described. Additionally, upgrading the new station to an intermodal facility improves connectivity between trains and regional bus, shuttle, taxi and limousine services, especially to Detroit Metropolitan Airport, which is ten minutes from Dearborn.

(3) Battle Creek: The Battle Creek Station is proposed for station renovation. The City of Battle Creek wishes to renovate their multimodal transit station to bring it up to more modern standards, making it more attractive and user friendly to the public. The station has not seen any major renovation in the past 20 years, and the interior and exterior are showing the signs of wear. Work includes renovating the existing interior public spaces of the station to provide upgraded finishes and a modern feel, renovating the back-of-house areas of the station to provide a more functional layout with upgraded finishes, mechanical, electrical, plumbing, security and technological modifications and upgrades, including ADA compliance.

Stations - Purpose and Need:
The purpose of this project is to upgrade rail infrastructure and facilities to safely accommodate current and increased high speed passenger rail services. Implementation of Phase 1 of the Midwest Regional Rail Initiative will provide efficient intercity passenger train operations in the Detroit to Chicago Corridor. The station work at each of these three stations is one of several related projects, each having independent utility, along the corridor.

Township, Range and Sections of the Proposed Project

Below are the township, range and section coordinates for the proposed project that correspond with the corridor maps provided at the end of this document.

Segment 22

TRS		
town	**range**	**section**
02S	11W	15, 16, 19, 20, 21, 29
02S	12W	22-24, 27, 28, 32, 33
03S	12W	5-7
03S	13W	12-14, 22, 23, 27-29, 31, 32
04S	13W	6
04S	14W	1, 2, 10, 11, 15-17, 19, 20, 30
04S	15W	25, 35, 36
05S	15W	2, 3, 10, 16, 20, 21, 29-31
06S	16W	1, 11, 12, 14, 15, 22, 27, 28, 32, 33
07S	16W	5, 7, 8, 18
07S	17W	13, 23, 24, 26, 27, 33, 34
07S	18W	34-36
08S	17W	4-6
08S	18W	1
08S	18W	3-7
08S	19W	1-6, 12
08S	20W	1-6
08S	21W	1-3, 8-10, 17-19

Segment 23

TRS		
town	**range**	**section**
02S	11W	15, 16, 19-21, 29
02S	12W	22-24, 27, 28, 32, 33

TRS		
town	**range**	**section**
03S	12W	5-7
03S	13W	12-14, 22, 23, 27-29, 31, 32
04S	13W	6
04S	14W	1, 2, 10, 11, 15-17, 19, 20, 30
04S	15W	25, 35, 36
05S	15W	2, 3, 10, 16, 20, 21, 29-31
06S	16W	1, 11, 12, 14, 15, 22, 27, 28, 32, 33
07S	16W	5, 7, 8, 18
07S	17W	13, 23, 24, 26, 27, 33, 34
07S	18W	34-36
08S	17W	4-6
08S	18W	1
08S	18W	3-7
08S	19W	1-6, 12
08S	20W	1-6
08S	21W	1-3, 8-10, 17-19

Segment 24

TRS		
town	**range**	**section**
01N	11E	5, 8, 9, 16, 21, 22, 27, 34, 35
01S	11E	1, 2, 12, 13, 36
01S	12E	18, 19, 29-32
02N	10E	3, 4, 10, 11, 13, 14, 24, 25
02N	11E	30-32
02S	07W	7
02S	08W	1, 12
02S	11E	1, 11, 12, 13, 14
03N	10E	32. 33

Segment 25

TRS		
town	**range**	**section**
02S	11E	11, 12, 14

Segment 26

TRS		
town	**range**	**section**
02S	11W	14-19

Segment 27

TRS		
town	**range**	**section**
01S	05E	31, 32
01S	08W	29, 30, 32-34
01S	09W	25, 34-36
02S	01W	31-35
02S	02E	25-27, 31-34
02S	02W	29-36
02S	03E	10-12, 15, 16, 19-21, 30
02S	03W	31, 35, 36
02S	04E	1-4, 7-9
02S	04W	28-30, 33, 34, 36
02S	05E	2-6, 9-12
02S	05W	25, 26, 30-35
02S	06E	7, 17, 18, 20, 21, 26-28, 35, 36
02S	06W	25-30, 32, 33
02S	07E	31, 32
02S	07W	7-9, 15, 16, 22-25
02S	08E	34-36
02S	08W	1-3, 12
02S	09E	25-27, 31-34
02S	09W	3, 4, 8, 9, 17, 18
02S	10E	21-24, 28-30
02S	10W	13-19
02S	11E	19
02S	11W	13-15, 23, 24
03S	01E	1-4, 6-9
03S	01W	1, 2
03S	02E	06
03S	03W	2, 3, 5, 6, 8-10
03S	04W	1, 2

TRS		
town	range	section
03S	07E	1, 2, 4, 5, 9-11
03S	08E	2-6

Segment 28

TRS		
town	range	section
01N	11E	21
01S	12E	31
02N	11E	31
02S	01W	35
02S	04W	35
02S	06E	28
02S	08W	12
02S	10E	22-24
02S	11W	15
03N	10E	29, 32
06S	16W	01
07S	17W	26
08S	21W	09

Ecologically Sensitive Natural Areas in Project Corridor

Our review indicates the following ecologically sensitive natural areas are documented adjacent to the railroad corridor: 1) Oak Barrens – Central Midwest Type, 2) Prairie Fen - Midwest Type, 3) Dry Mesic Prairie - High Prairie - Midwest Type, 4) Wet Prairie - Midwest Type, 5) Coastal Plain Marsh - Great Lakes Type, 6) Wet-mesic Prairie – Tallgrass, Central Midwest Type, and 7) Mesic Sand Prairie – Moist Sand Prairie, Midwest Type.

Threatened and Endangered Species Overview

Based on the review of MNFI records, there are numerous individual locations for plant and animal species adjacent to this corridor that are state or federally listed as Endangered, Threatened or Special Concern. During the development of the scope of work for this project, avoidance and minimization strategies have been used to lower potential impacts to the plants, animals and their habitats.

Based upon initial review, the federally listed White Prairie Fringed Orchid (Threatened), Indiana Bat (Endangered) and Mitchell's Satyr Butterfly (Endangered) and their habitats may be adjacent to the project corridor.

Coordination with the MDNR and USFWS will be completed in an effort to identify all concerns relating to state and federally listed Endangered, Threatened and Special Concern plant and animal species. Once all concerns have been identified by these agencies, they will be evaluated in the NEPA process and in accordance with state and federal endangered species laws.

Avoidance and Minimization Strategies

Given that field reviews have not been completed, the level of impact from the proposed work activities cannot be fully understood at this time. While avoidance of species and their habitats will be the primary method to eliminate impacts, it is still possible that impacts may occur. These impacts will then be minimized to the greatest extent possible by altering construction plans, construction methods or the time of construction.

The following information describes MDOT's avoidance and minimization measures that have been developed during the initial planning phases of this proposed project:

- The railroad corridor has existed historically, has been an active rail line since its original construction and has historically had double track. Therefore, the rehabilitation of existing track, new sidings on what was historically double track, and upgrading of existing crossings all within existing right-of-way will have a very low impact on species off the existing railroad ballast.

- Permanent easement or fee right-of-way that will be acquired from adjoining properties will be evaluated for potential threatened and endangered species impacts.

- No rehabilitation work on railroad bridges will occur, aside from normal maintenance

- Fence installation will be completed by a work method or within a seasonal time restriction that will avoid impacts to endangered species and their habitats.

- Culvert rehabilitation or replacement will be completed in-kind to minimize impacts to sensitive areas during construction.

- All track work off existing ballast, crossing closures, crossing installation or improvements, pedestrian crossing installation or improvements, ADA compliance, and/or platform installation or improvements, must be approved by MDOT's Endangered Species Specialist and the regulatory agencies. This may necessitate species surveys to determine the presence and/or absence of certain plants and animals within the corridor. Habitat delineation may also be required to better understand the distribution of the species. Furthermore, MDOT may be required to obtain a State of Michigan Endangered Species Permit, complete a Biological Assessment, and undergo Section 7 Consultation with the USFWS.

Summary

There are multiple state and federally listed plant and animal species in the immediate vicinity of the proposed project. Based upon the scope of work and the phase one review completed by MDOT,

there may be impacts to these species and their habitats. MDOT is requesting that the USFWS work with MDOT to identify species and areas of concern associated with the proposed project. The information provided will allow MDOT to continue work on the Pontiac-Detroit-Chicago Rail Corridor Environmental Assessment in an effort to identify all potential endangered species impacts.

Please feel free to contact me at (517) 373-3075 or Schuend@michigan.gov if you have any questions or require additional information to complete your review. Thank you.

Sincerely,

David W. Schuen
MDOT Endangered Species Specialist
Environmental Section
Project Planning Division

Enclosures

United States Department of the Interior

FISH AND WILDLIFE SERVICE
East Lansing Field Office (ES)
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823-6316

IN REPLY REFER TO:

October 7, 2009

Mr. David W. Schuen
Michigan Department of Transportation
Environmental Section
Project Planning Division
P.O. Box 30050
Lansing, Michigan 48909

Re: Pontiac-Detroit-Chicago Rail Corridor Project Service NEPA Environmental Assessment

Dear Mr. Schuen:

We are responding to your letter of September 14, 2009, for the above referenced project. We submit these comments pursuant to section 7 of the Endangered Species Act of 1973, as amended (Act), and in accordance with the intent of the National Environmental Policy Act of 1969 (NEPA).

According to the information provided to our office, the Michigan Department of Transportation (MDOT) is preparing an Environmental Assessment for the proposed high-speed railroad project from Pontiac, Michigan to the Indiana state line. The improvements to the rail corridor for high-speed rail service include improvements to existing track and grade crossings, upgrades to signalization, and construction of a second set of main tracks in portions of the proposed project area.

Endangered Species

In accordance with section 7 of the Act, we are notifying you that the Indiana bat (*Myotis sodalis*) and Mitchell's satyr butterfly (*Neonympha mitchellii mitchellii*) may occur within the identified project area. The Indiana bat and Mitchell's satyr are federally listed as endangered. In addition, the eastern massasauga rattlesnake (*Sistrurus catenatus catenatus*), a federal candidate species, may also occur in the area.

Summering Indiana bats roost in trees in riparian, bottomland, and upland forests. Potential habitat for this species may occur in forested tracts throughout the project area. For aspects of the proposed project that require acquisition of additional rights-of-way, construction of a second set of tracks, and/or clearing of trees, we recommend a qualified individual conduct a habitat evaluation to determine the suitability of the area for Indiana bats. Based upon the results of this habitat assessment, mist net surveys to determine the presence of Indiana bats may be necessary.

Wetlands

Pursuant to the Natural Resources and Environmental Protection Act and the Clean Water Act, the State of Michigan regulates certain activities in wetlands. Development that would impact wetlands may require a permit for which this office may have review authority under the Fish and Wildlife Coordination Act. In the review of these permit applications, we may concur (with or without stipulations) or object to permit issuance depending whether the proposed work may impact public trust fish and wildlife resources.

We appreciate the opportunity to provide these comments at this early stage of project planning. Please direct any questions to Barbara Hosler of this office at 517/351-6326.

Sincerely,

Craig A. Czarnecki
Field Supervisor

cc: MDNR, Wildlife Division, Lansing, MI (Attn: Lori Sargent)

From: David Schuen
To: Noblet, Lori
Date: 11/16/2009 9:37AM
Subject: Fwd: T&E Species Review
Attachments: Rail Corridor.xls

Lori, this is what I got back from Lori Sargent last Friday. Dave

>>> Lori Sargent 11/12/2009 4:21PM >>>
Attached is the Excel file that I've developed for the T&E species review for the Pontiac-Detroit-Chicago railway corridor project. Let me know if you have any questions.

NOTE: An e-mail will get a quicker response
from me than voicemail in most cases

Lori Sargent
Nongame Wildlife Biologist
Wildlife Division
Michigan Dept. of Natural Resources
PO Box 30180
Lansing, MI 48909
SargentL@michigan.gov (mailto:SargentL@michigan.gov)
517-373-9418

From: David Schuen
To: Noblet, Lori
Date: 3/19/2010 8:09AM
Subject: Re: Troy Station

Hi Lori,

The database contains three plants at four separate locations in those two sections.

1. Clinton's Bulrush (SC) 1916
2. False Hop Sedge (T) 1918
3. Showy Orchis (T) 1916
4. Showy Orchis (t) 1902

All are historical populations over 90 years old so I should easily be able to clear the project without impacts to T/E plants and animals. Due to the age of the records MDNRE and USFWS would not even need to be consulted for clearance. Let me know what else you need.

Regards, Dave

David W. Schuen, Endangered Species Specialist
Michigan Department of Transportation
Environmental Section
Ecological Services, Compliance and Mitigation Unit
425 W. Ottawa Street
Lansing, Michigan 48909
Office (517) 373-3075
Cell (517) 230-9845
Fax (517) 373-9255
Email Schuend@michigan.gov

>>> Lori Noblet 3/19/2010 7:46AM >>>
Dave,

The TRS is: T2N, R11E, Sections 31 and 32.

Thanks,

Lori

>>> David Schuen 3/19/2010 7:02AM >>>
Morning Lori,

I got your message but I don't know for certain what the impacts are in that area as the MDNRE didn't send the info back in that manner. I can find out for you though if you give me all of the TRS within a half mile radius of the proposed station. I can run a check on the MNFI database this morning and get an answer back to you before my 9:30 meeting.

Thanks, Dave

Southern Region

Mark R. Nordling
Manager Passenger Operations

www.cn.ca

17641 So. Ashland Avenue
Homewood, IL 60430-1345
T 708.332.4516
F 708.332.3673

June 28, 2011

City of Troy
500 W. Big Beaver Road
Troy, MI 48084
Attn: Steven J. Vandette, P.E., City Engineer

Re: Amtrak Station Location in Troy, MI

Dear Mr. Vandette:

The Grand Trunk Western Railroad Company ("CN") is agreeable to the proposed location for Troy's new Transit Center to serve Amtrak.

The site is situated adjacent to a track referred to as Main 2 of CN's Holly Subdivision. CN has plans to remove Main 2 and single-track through this area, but is open to the possibility of Amtrak and/or the State of Michigan agreeing to preserve the track. Should Main 2 be removed, CN is agreeable to preserving a portion of sufficient length to serve as a station track for the Troy Transit Center.

In either case, infrastructure improvements such as, but not limited to, signaling relocation and upgrades, crossovers and turnouts will be required for Amtrak to serve the Troy Transit Center. In addition, the on-going maintenance of the infrastructure will be the subject of negotiation in any Operating Agreement, whether new or amended, needed for Amtrak to serve Troy.

Please do not hesitate to contact us with any questions.

Best regards,

CC: Tim Hoeffner, State of Michigan
Mike McDonald, Consultant
Paul Ladue
Derrick Colasimone
Chad Anderson
Marc Dupuis