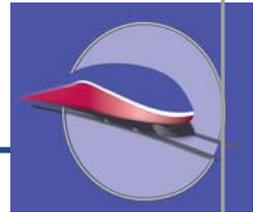


Preapplication for HSIPR Program

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: Connecticut Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): Amtrak, and in close coordination and cooperation with Massachusetts

(4) Application point of contact (POC):
James Redeker

POC title:
Bureau Chief, Public Transportation

Street address:
2800 Berlin Tpk

City:
Newington

State:
CT

Zip code:
06131

Telephone number:
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What is your project?

(5) Project/program name: Springfield-New Haven-NYC HSR Corridor PART B

(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*):
 This is one of two separate Preapplications which combined propose the eventual development of fully electrified HSR service from Springfield, MA to NYC. PART B consists of a series of "ready to go" projects that will serve as the initial phase of speed and frequency improvements to train service on this route. The New Haven- Springfield Line currently operates both freight and passenger service on a 62 mile corridor. Amtrak is currently upgrading (completion '09) all of the existing track to Class 5. This Preapp seeks ARRA funding for the proposed addition of about 40 miles of Class 5 track to provide double track for the full length along with additional universal cross-over interlockings, signal system, minor bridge rehabilitation and grade crossing warning device improvements. These improvements will increase the operating capacity for both high speed rail and freight.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The improvements covered by this application are located on the existing track from New Haven, CT to Springfield, MA. See attached map.

(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 improvements proposed will benefit Amtrak routes on the New Haven-Springfield Line. There are currently 6 round trip daily routes on this line that operate at an average speed of about 40 miles per hour. The project will allow more trains to run at faster speeds.

(C) State(s) in which the project/program investment is/are located: This initial phase of the project is located in Connecticut and Massachusetts.

(D) State(s) in which the benefiting service(s) is/are located: This initial phase of the project will provide benefits to services in Connecticut and Massachusetts.

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Approximately 40 miles of new double track, rehabilitation of about 6 miles of existing siding track, new universal cross-over interlockings, signal system, minor bridge rehabilitation and grade crossing warning device improvements.

(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:

2010

Construction completion date:

Late 2011

Service improvements realized:

Late 2011

(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	29.0 Million	TBD	<input type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	6	TBD	<input type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	79%	90%	<input type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	80	110	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)	40	50	<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):
Estimated in the range of \$300 million.

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

(A) Yes If yes, as what percentage of total costs? Matching funds for the entire project from Springfield to New York will be about 30%

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)*:

Other If other is selected, please specify: TBD

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1 Programmatic (or “service”) NEPA (Identify document from dropdown menu)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Categorical Exclusion (CE)					
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Categorical Exclusion (CE)					
Detailed Capital Cost Estimates	<input 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"/>
General Planning Studies/Documents					
Project Management Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input 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
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	No agreement, but host railroad supports project
Railroad owner 2 (Name):	N/A
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	No host railroad involved

- (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 1 (Projects) FD/Construction

If unsure, please explain: Track 1 (Projects) FD/Construction for this phase of the work. Other phases to complete the corridor are anticipated to be funded on Track 2.

- (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. ConnDOT is currently advancing an EA for the New Haven to Springfield segment of this corridor. Categorical Exclusion(s) for work to be performed under this Track 1 Pre-application will be pursued.

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