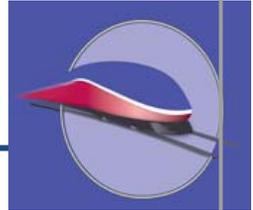


Preapplication for HSIPR Program

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

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): NY,MA,RI

(4) Application point of contact (POC):

James Redeker

POC title:

Bureau Chief, Public Transportation

Street address:

2800 Berlin Turnpike

City:

Newington

State:

Connecticut

Zip code:

06410

Telephone number:

860-594-2802

Fax: 860-594-3406

Email: james.redeker@ct.gov

What is your project?

(5) Project/program name: Northsat Corridor - Boston to New York Trip-Time / Capacity Improvement Program

(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*): Pursuant to the Northeast Corridor (NEC) master planning process, this program includes bridge replacements, signal and catenary upgrades, curve realignments and track upgrades to improve trip times and increase capacity on the main line of the Northeast Corridor between Boston and New York (see also attached project list). Included in this program are replacement of four major bridges, including Walk and Saga on the ConnDOT-owned New Haven Line and Connecticut River and Pelham Bay on Amtrak-owned portions of the corridor. In addition, curves will be realigned on the New Haven and Hell Gate Lines; a layover yard will be constructed at New London; track capacity will added in or near Boston, Kingston and New Haven, and the Farley Post Office in New York will be rehabilitated as Moynihan Station to handle increased intercity ridership. This proposed program includes preliminary engineering and project-specific environmental documentation, which in general would take place over the next two years, followed by design and construction in 2013 through 2017. The New York to Washington Corridor, Empire and Springfield Lines will also benefit from the proposed improvements.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): NEC main line, Boston to New York

(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*): Directly benefits Acela Express and Regional service, Boston to New York, including the Vermonter service and addition service in the Springfield-New Haven-NY corridor. Secondary benefits accrue to New York to Washington and Richmond / Newport News services.

(C) State(s) in which the project/program investment is/are located: CT, NY, RI, MA

(D) State(s) in which the benefiting service(s) is/are located: Above, plus VT and NH.

(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 checked="" 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 type="checkbox"/> Grade Crossing Improvements |
| <input checked="" type="checkbox"/> Communications, Signaling, Control | <input checked="" 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*): Bridge replacements, curve straightening and signal system improvements on the Hellgate Line; Bridge replacements, track, interlocking, catenary, signal system, and fixed bridge improvements on the ConnDOT/MTA-owned New Haven Line; Track, interlocking, and catenary improvements on the Shore Line and Attleboro Line; a new electrified yard facility at New London and terminal improvements at Boston and New York.

(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: 2012

Construction completion date: 2017

Service improvements realized: 2018

(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	634 Million	988 Million (2018); 1.3 Billion (2030)	<input type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	19 (10 Acela / 9 Regional)	23 (12 Acela/ 11 Regional by 2018)	<input type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	83% Acela	90% Acela	<input type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	150	150 + (see also discussion, page 7, Section (D))	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)	65 (Acela)	71 (Acela)	<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):
\$3.75 Billion

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

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

Other If other is selected, please specify: Varies by State

(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 type="checkbox"/>	<input checked="" type="checkbox"/> 2007	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> 2009	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> 2009	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> 2009	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> 2009	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> 2011	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> 2009	<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"/> 2011	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> 2012	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> 2011	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> 2009	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> 2009	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> 2009	<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):	ConnDOT / MTA-Metro North/Massachusetts
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	Host railroad consulted, but support is not final

- (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):

Partner consulted, awaiting support commitment

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

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

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

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

Track 2 (Programs)

If unsure, please explain:

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

2009 – first round

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

(C) What help do you need?

(23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): FRA technical assistance is welcome on all aspects of planning, program development and environmental documentation. Note: This draft preapplication assumes the need for further discussion among the affected parties on development of a comprehensive program of trip-time improvements to the New Haven Line.

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. Benefit figures cited on page 3 are preliminary estimates. This program will also help to reduce air and highway congestion and carbon and other emissions per passenger mile by converting existing highway and air trips to intercity passenger rail trips within the corridor. Maximum operating speeds, also shown on page 3, are for the entire corridor. Increased operating speeds to 180 or 200 MAS in selected areas in Rhode Island and Massachusetts may be possible depending on future equipment specifications and FRA regulations on trainset crash-worthiness standards and risk mitigation practices for the next generation of equipment. Amtrak is currently in the specification development process with new equipment expected in the 2015-2018 timeframe. Trip time assumptions contained herein assume 3'15 between Boston and New York, an approximate reduction of 15 minutes from current Acela travel times, with approximately 9 to 10 minutes of that reduction needed on the New Haven Line to meet the 3'15 trip time goal (see also discussion under Section (C)). Current MAS on the New Haven Line ranges between 70 and 90 mph with numerous curves that further restrict speeds.

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