



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 with cooperation and coordination from Massachusetts

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

POC title:
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Newington

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CT

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06131

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What is your project?

(5) Project/program name: Springfield-New Haven-NYC HSR Corridor Trip Time Improvement -- PART A

(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 Track 2 Corridor Program Preapplication addresses the overall intent, vision, and benefits in the Springfield-NewHaven-NYC Corridor. A separate Track 1 Preapplication with "ready to go" projects within this Corridor is also being submitted. This program will upgrade track structure to provide 110 MPH maximum authorized speed, improve or install universal interlockings where required, repair undergrade bridges especially the Hartford Viaduct, upgrade signals and grade crossing protection, and install 25KV electric traction system to eliminate engine changes in New Haven. Project will permit operation of single-seat through service between Springfield, Hartford and other intermediate stations and the NEC from New Haven to New York and Washington. Substantial ridership is expected by offering High Speed capability along this heavily populated route due to improved travel times. This service will also provide significant reduction of congestion and carbon emissions, along with economic benefits.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The program has two major components: Springfield -New Haven and New Haven- NYC as shown on the attached map. The total corridor distance is 140 miles with additional services south to Washington and north to Vermont.

(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*): Intercity passenger service between Springfield and NYC and points in between will benefit from this initial improvement; with eventual electrified HSR service along the entire route.

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

(D) State(s) in which the benefiting service(s) is/are located: CT/MA/NY/VT/NH/PA/DE/MD/DC

(8) Project/program type:

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input checked="" type="checkbox"/> Rolling Stock Refurbishments |
| <input checked="" type="checkbox"/> Track-Rehabilitation | <input checked="" 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 checked="" 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 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*): New track and systems are proposed for HSR service from Springfield to New Haven as first phase work described in Part B. These improvements include track structure and alignment supporting 110 MPH operations, universal interlockings, improved signalling and grade crossing protection, undergrade bridge repairs, curve smoothing, electric traction system.

(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*): Opportunity for additional single-seat service between points north of and south of New Haven by eliminating engine and train changes.

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

Construction start date: 2012 Construction completion date: 2016 Service improvements realized: 2017

(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	29.1M	80.3M	<input type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	6	10	<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 mph	60 mph	<input type="checkbox"/>	<input type="checkbox"/>

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

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):
\$500M

(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*). Major investments currently being made by CT and Amtrak

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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating Cost Forecast	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1 Programmatic (or “service”) NEPA (Identify document from dropdown menu)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Assessment (EA)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Categorical Exclusion (CE)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

Railroad owner 1 (Name):	Amtrak
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):	No other
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 2 (Programs)

If unsure, please explain: As described above, this Preapplication is Part A of two component parts

- (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*): Connecticut, Massachusetts and AMTRAK welcome any guidance that FRA/DOT wishes to offer.

(D) Additional information (optional)

- (24) Please provide any additional information, comments, or clarifications. This section is optional. CTDOT is currently advancing an EA for the New Haven to Springfield segment of this corridor. That EA will be modified to address the vision for HSR service. Initial ridership estimates and capital cost estimates will be developed to determine overall financial requirements and prioritization of improvements on the corridor that can be made to accommodate the HSR service. The vision for HSR in this corridor has significant political and public support, and will maximize the return on the investments currently being made by CT and Amtrak. A preliminary Service Development Plan will be created in time for the fall applications to demonstrate the viability and attractiveness of the service. The full electrification of this line will provide considerable environmental benefits and improved trip times.

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