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(2) Name of lead State applying: California Department of Transportation, Division of Rail
States are the only eligible applicants under Track 3

(3) Name(s) of additional States applying in this group (if applicable):
This application is supported by the Southern California Regional Rail Authority; Los Angeles County Metropolitan Transportation Authority; Orange County Transportation Authority; Southern California Association of Governments; San Bernardino Association of Governments.

(4) Is this Planning Project related to additional applications for HSIPR funding? Yes No Maybe
If “Yes” or “Maybe” provide the following information:

Application Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
Central LA Consolidated Yard	Ca DOT	Track 2	\$ 650,000,000	Applied
Grade Separations Passons & Valley View	Ca DOT	Track 1a - FD/Construction	\$ 35,000,000	Applied
Sante Fe Springs Grade Separations - 4	Ca DOT	Track 2	\$ 290,000,000	Applied
LA Union Station ROW	Ca DOT	Track 2	\$ 70,000,000	Applied



B. Project Overview

(1) **Planning Project Name:** LA Union Station HST Planning & Devel.

(2) **Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)?**

(Please limit your response to 1000 characters).

This project is proposed to complete planning and design California High Speed Rail (HSR) Project, located in the Anaheim to Los Angeles Section, connecting the cities of Anaheim and Los Angeles. The proposed project is east of downtown in the area area of the City of Los Angeles and includes the existing Los Angeles Union Station. The project is in an adopted community plan area, Alameda District Plan. The proposed new LA Union Station will function as the hub for the three planned southern California HSR segments including: LA/Anaheim, LA/San Diego, and LA/Palmdale. The station will also continue to serve existing commuter and Intercity passenger rail service. This planning project will result in final architectural design work for the new Los Angeles High Speed Train station.

(3) **Which of the following planning activities are proposed to be funded under the HSIPR Program?**

- Alternative Analysis Studies
- Service Development Planning
- "Service" or "Tier 1" NEPA
- Other *(Please Describe):*

(4) **Describe the service attributes of the Program/Project for which you are planning (Check all that apply):**

- | | |
|--|--|
| <input checked="" type="checkbox"/> Additional Service Frequencies | <input checked="" type="checkbox"/> Improved On-Time performance on Existing Route |
| <input checked="" type="checkbox"/> New Service | <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times |
| <input checked="" type="checkbox"/> Service Quality Improvements | <input checked="" type="checkbox"/> Other <i>(Please Describe):</i> Safety |

(5) **What are the anticipated start and end dates for this Planning Project? (mm/yyyy)**

Start Date: 01/2010

End Date: 12/2015

(6) **Total Cost of Planning Activity(s)** (Year of Expenditure (YOE) Dollars*): \$ 3,000,000

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 1,500,000

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

** This is the amount for which the applicant is applying.

(7) **Planning Project Overview** *(Please limit response to 4000 characters):*

Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:

- Component of a Service Development Plan
- Planning Tasks / Milestones
- Preparation of Documents, Including Expected Deliverables

Detail the nature of any studies to be conducted and the expected outcomes from these, including design, technical and field studies. Also include anticipated outreach and coordination efforts with the public, agencies, affected railroads, and property owners, as applicable.

Within 90 days of financial approval MTA will re-evaluate the capacity and critical constraints of the existing plan, followed by a six month consultant effort to re-design circulation and improvements to assure capacity. In three months move toward final document, and integrate the design into planned or funded improvement programs (on-going effort).

PE/NEPA tasks/milestones: Supplemental NEPA work will only be required if the modifications have significant environmental impacts. While the planning efforts may identify design modification, CEQA/NEPA efforts would not be required in this phase of the work, but would be completed as part of the construction of discreet components. This plan will provide the basis for full systems integration and then rely on the newly advanced project to be environmentally cleared.

Preparation of documents: Documentation of the project and process will be ongoing and preserved in the MTA Transportation Library, a depository for Union Stations history since 1939 and the central depository for Los Angeles' Red and Yellow car history (dating back to the 1890's).

The study and design work includes updating the Union Station Plan (inclusive of the Union Station/Alameda District Plan and the Union Station Gateway Project) to fully integrate high speed rail with the intra/inter-city rail, light rail, subway and numerous transit services connecting within the area of Union Station.

The Union Station/Alameda District Plan and the Union Station Gateway Project are previously approved NEPA /CEQA environmental documents generally encompassing the 100 plus acre area identified as Union Station/Alameda District in the Central Business District of the City of Los Angeles (Los Angeles Union Passenger Terminal also know as Union Station). Union Station is the western terminus of Amtrak, the terminus for the MTA Red and Purple Lines (subway), the terminus of the regions intercity rail (Metrolink) and a critical station for the MTA Gold line to Pasadena and the East LA Gold Line. It is the recipient of over 1,400 buses daily and includes over 3,500 buses/shuttles daily in the immediate area. Union Station is also the terminus of the El Monte bus way and the proposed terminus of one segment of a federal congestion pricing demonstration project (currently under construction). Union Station is also a critical central station for three segments of the California High Speed rail including a proposed starter line from Anaheim to Los Angeles.

The addition of the projected 5,000 daily HSR patrons connecting to this critical center along with new or expanded transit operations will strain the capacity of the current station designs. To meet the expanding demand requires a redesign of the critical circulation within the Union Station/Alameda District Plan and new connections to both HSR/inter-city rail and the expanded transportation services planned for the area.

MTA has a long and extensive history of completing "consensus planning efforts" that fully incorporate the public inclusive of adjacent property owners, transit services providers and patrons using the systems. The Los Angeles County Metropolitan Transportation Authority (MTA) plans, constructs and operates numerous transportation facilities and services throughout the region. MTA's responsibilities additionally include planning, designing and reaching consensus for numerous public private real estate co-ventures valued at over \$10 billion dollars. MTA has historically included intensive public involvement in its project development and currently utilizes and/or supports over 20 different technical advisory groups, neighborhood advisory councils, regional operating boards, planning and outreach committees and other related consensus building and community advisory groups.

(8) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Program/Project that is the subject of the planning study, including a brief description of *(Please limit response to 4000 characters)*:

- The location of the Program/Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Program/Project supports the States' strategic transportation goals

The proposed project is located in the eastern part of the downtown area of the City of Los Angeles inclusive of and adjacent to the existing Los Angeles Union Station. It is the center of the region's transit system with connections directly to the Metro subway and light rail systems, the region's Metrolink and Amtrak terminus, numerous bus and shuttle operations and direct service to LAX (airport). It is the expected terminus for three California HSR segments, LA/Anaheim, San Diego/LA, and LA/Palmdale (north).

Name of current route: Anaheim to Los Angeles Section of the California High Speed Train project. The railroads that currently share Right-of-Way ownership current route segment is BNSF Railroad Co. for Class 1 Freight, MTA for Commuter Rail, and Amtrak. The north endpoint of this section is downtown Los Angeles; the south endpoint of this section is the City of Anaheim. It includes San Diego to Los Angeles via eastern and southern route and Los Angeles to Palmdale via a northern route. All center on Union Station.

An economic analysis on the impact of California high-speed train system in the Los Angeles area has determined that the project will be an immediate stimulus to the economy during construction and adding to the region's economic growth on an ongoing basis. The increase alone will be more than the entire GDP of 20 California counties and will last throughout the operating lifetime of the high-speed train system. Specifically, California high-speed rail will infuse and additional 2%-4% into the Los Angeles Region's economic growth annually, provide an annual increase in household incomes of more than \$800 per family of four, reduce unemployment by 1%-2%, and add \$340 million per year to Los Angeles County tax revenues by 2020.

Rail is a cost-effective means for serving transportation needs in congested intercity corridors. This project will develop the design plan for the Los Angeles Union Station High Speed Train station and related maintenance/storage yard facility hub to integrate the three planned Southern California high speed rail segments, including the Los Angeles/Anaheim HSR segment, San Diego/Los Angeles segment, and the Los Angeles/Palmdale segment. Operation of HSR will require development of a new aerial track level, station structure and re-configuration of internal pedestrian access and vehicular circulation. Currently, nearly 800 train movements occur in Union Station in a typical 24-hr period with this doubling by 2030. Train operations include the MTA's Gold and Red Lines, Amtrak and Metrolink. Future train operations will increase due to activation of new transit lines including the Regional Connector, Expo Line, Gold Line Eastside Extension II, Purple Line Extension and the Gold Line Extension to Claremont combined with planned increases in service levels by Amtrak and Metrolink and new service resulting from operation of the California High Speed Rail.

C. Eligibility Information

(1) Provide the percentage and amount of matching funds: Applications submitted under Track 3 require at least a 50% non-Federal match.

Percentage: 50 %

Total Amount (YOE*): \$ 1,500,000

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

(2) Indicate the source, amount and percentage of matching funds:

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount (YOE Dollars)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
Measure R	New	Planned	Sales Tax Revenue	\$1,500,000	50%	In November 2008, Measure R was approved by a two-thirds majority of voters, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next 30 years. The tax went into effect July 1, 2009.
	Existing	Committed				
	New	Committed				
	New	Committed				

(3) Is the planning activity included in the State’s Statewide Transportation Improvement Program (STIP) at the time of application? Yes No

If not, describe / explain:

¹ Reference Notes: The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor’s control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency’s CIP.



D. Public Return on Investment

(1) Project Benefits *(Please limit response to 4000 characters):*

Describe the benefits that are anticipated to result from the planned investment which is subject to this planning activity, including the extent to which the activity may be expected to:

- Lead to benefits for intercity passenger rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Support livable communities
- Promote environmental quality and/or energy efficiency
- Provide other public benefits in a cost-effective manner

This project will ensure safe and efficient transportation choices by promoting the safest possible movement of goods and people, and by optimizing the use of existing and new transportation infrastructure. Additionally, this project will facilitate efficient movement of people and goods, as well as promote energy efficiency, thus provide a greater return of public investment. Ultimately, this project will reinforce efforts to foster energy independence and renewable energy, and reduce pollutants and greenhouse gas emissions. This will aid in the achievement of multi-modal, interconnected, livable communities by improving the quality of life in local communities by promoting affordable, convenient and sustainable housing (Transit Oriented Development), energy and transportation options.

The Alameda District Plan, implemented in 1991, will be updated to include high-speed rail in Los Angeles, and envisions a distinct district in Los Angeles evolving from what exists today, and culminating in a rich urban environment. The district reinforces the connections with Downtown and the emerging rail systems, including high-speed rail, vehicular movement, and pedestrian accessibility at Union Station.

The project will be a key increment in the fully integrated, urban mixed-use district envisioned in the Alameda District Plan and the development of the MTA Headquarters and Patsaouras Transit Plaza. The new Union Station HST station is expected to stimulate the development of up to 11 million square feet of new development in the immediate station area as well as more tightly linking non-vehicular transport in a comprehensive multimodal regional transport hub providing access to MTA heavy and light rail and regional rapid bus services, Metrolink commuter rail, Amtrak intercity service, high speed rail, and a major congestion management terminus.

The long-term economic benefit to Los Angeles will be realized in the development of this major urban transit village and its accessibility to jobs, affordable housing, and regional destinations. High speed rail will promote the development of more livable communities by creating the infrastructure to accommodate and attract regional growth in higher density, urban centers.

The recent adoption in California of laws linking land development with greenhouse gas emissions reductions, implementation of HST in the state has the potential, particularly in the new HST station areas to achieve even broader livable community benefits in the form of congestion reduction, mobility improvements, and accessibility enhancements. MTA has a long history in developing transit oriented development projects and supporting local land use planning to achieve appropriate integration of adjacent land uses and transit. MTA is also a regional leader in the adoption of "green" technologies, including solar energy and clean fuels. To develop Sustainable Communities Strategies, MTA will work closely with local jurisdictions, Councils of Government, and other stakeholders to maximize the greenhouse gas reduction potential of our transportation system investments, including high speed rail.



Track 3-Planning

Project Name: CA-PS-LA Union Station HST Planning and Development

Version Number: 1

OMB No. 2130-0583

Date of Submission: 8/21/09



E. Project Success Factors

(1) Planning Project Management Approach and Applicant Qualifications Narrative *(Please limit response to 4000 characters):*

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key Planning Project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential Planning Project cost overruns.
- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

MTA is unique among the nation's transportation agencies. It serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. There will be three basic management levels overseeing this project: The board of Directors, which provides policy direction; the Chief Executive Officer and his direct reports, which provide executive direction; and the LA Union Station HST Planning and Development Team, which will be responsible for implementation of planning and development of the project.

The mission of MTA is to provide continuous improvement of an efficient and effective transportation system for Los Angeles County. The project design will be completed within established budgets and schedules, and in accordance with the implementation goals established by the MTA Board. MTA and its technical consultant teams will emphasize openness to design options, community concerns, innovation, impact mitigation, and user friendly communication to assure partnership with the community and project success. MTA continues to accomplish this through fiscal responsibility, customer focus, community and regional responsiveness, and employee support.

More than 9 million people - one-third of California's residents - live, work, and play within its 1,433-square-mile service area. Los Angeles has a regional rail network that consists of heavy rail, light rail, and commuter rail components. The Los Angeles Rail Transit Project (MTA Red Line) is an 18-mile heavy rail rapid transit subway project extending from Union Station to North Hollywood. The final North Hollywood segment was completed and opened for revenue service on June 24, 2000. Opened for service in 1990, the 22-mile MTA Blue Line Light Rail Transit system operates between downtown Los Angeles and Long Beach. In 1994, the 20-mile MTA Green Line Light Rail Transit system opened for service between Redondo Beach and Norwalk, primarily operating in the median of the Century Freeway (I-105). In 1992, commuter rail service was initiated with Metrolink, a regional rail network that connects Ventura, Los Angeles, Orange, San Bernardino, Riverside, and San Diego counties utilizing an existing rail right-of-way shared with Amtrak. In July 2003, the 13.8-mile MTA Gold Line to Pasadena opened for service connecting downtown Los Angeles with East Pasadena. The MTA Gold Line Eastside Extension is scheduled to open in 2009 and will connect downtown Los Angeles with East Los Angeles. The region will then have over 400 miles of commuter rail and over 79 miles of intercity passenger rail. MTA is partnering with a number of agencies, including the California Transportation Commission, Air Resources Board, California Energy Commission, Caltrans, Councils of Governments and other local agencies and stakeholders to coordinate climate change plans, programs, and adaptive efforts. At the MTA, safety starts in the design and continues through the purchasing, fabrication, and construction phases of the project. MTA has a policy of obtaining LEED silver-rating minimums for new facilities and developments at transit stations. MTA has a community outreach program with a proven track record of successful stakeholder/community constraints mitigation. U.S. Transportation Secretary Ray LaHood, on July 3, 2009, toured the new MTA Gold Line Eastside Extension, now nearing completion, and called the new rail extension “a model for the nation.”



MTA is on the forefront of developing a fully integrated sustainable transportation system, and has the ability to manage innovative projects through the development of design criteria and implementation of procurement and construction practices that complements the natural, social, and financial aspects of our environment.

(2) Timeliness of Planning Project Completion: Provide a brief timeline for completion of key milestones within the period of performance for the planning activity. *Please upload a schedule if available. (Please limit response to 2000 characters.)*

Describe the extent to which the planning activities will:

- Directly lead to project and/or Service Development Program applications
- Lead to NEPA for route selection
- Lead to completion of a Service Development Program
- Lead to construction and service delivery

Initial Planning and Design 01/2010

Design /Selection & Alternative Analysis 06/2012

CEQA / NEPA 06/2014

Final Design 06/2015

Construction Begins 06/2016

Operational 06/2020

Timeline is based on authorization by October 2009.

F. Additional Information

(1) Please provide any additional information, comments, or clarifications. This section is optional.

In addition to the two public agency owners of the rail rights-of-way, listed previously, the three other member agencies also own rail right-of-way and agreement for the proposed PTC project that is covered under the Joint Agreement for SCRRRA. The three other members are: Riverside County Transportation Commission, San Bernardino Associated Governments and Ventura County Transportation Commission.

G. Summary of Application Materials

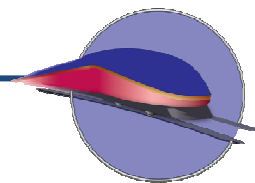
Application Forms	Required	Optional	Reference	Description	Format
X Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
X Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
X SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
X SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
X SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
X FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA’s website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2130-0583.



Project Name: CO-State Rail Plan Date of Submission: 8/21/09 Version Number: 1

High Speed Intercity Passenger Rail (HSIPR) Program



Application Form

Track 3–Planning

Welcome to the Track 3–Planning Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 3 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 3 Planning Project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Planning Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: Mickey Ferrell		POC Title: Federal Government Liasion		
Street Address / City: 4201 E. Arkansas Ave.	City: Denver	State: CO	Zip Code: 80222	Telephone Number: 303-757-9755
Fax: 303-757-9877		Email: mickey.ferrell@dot.state.co.us		

(2) Name of lead State applying: Colorado Department of Transportation
States are the only eligible applicants under Track 3

(3) Name(s) of additional States applying in this group (if applicable): N/A

(4) Is this Planning Project related to additional applications for HSIPR funding? Yes No Maybe
If “Yes” or “Maybe” provide the following information:

Application Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied



Project Name: CO-State Rail Plan Date of Submission: 8/21/09 Version Number: 1

B. Project Overview

<p>(1) Planning Project Name: Colorado Freight and Passenger Rail Plan</p>						
<p>(2) Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)? <i>Please limit your response to 1,000 characters.</i></p> <p style="margin-left: 40px;">N/A</p>						
<p>(3) Which of the following planning activities are proposed to be funded under the HSIPR Program?</p> <p><input type="checkbox"/> Alternative Analysis Studies</p> <p><input type="checkbox"/> Service Development Planning</p> <p><input type="checkbox"/> "Service" or "Tier 1" NEPA</p> <p><input checked="" type="checkbox"/> Other <i>(Please Describe):</i> Develop a State Rail Plan encompassing both freight and passenger rail services</p>						
<p>(4) Describe the service attributes of the Program/Project for which you are planning <i>(check all that apply):</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><input type="checkbox"/> Additional Service Frequencies</td> <td style="width: 50%;"><input type="checkbox"/> Improved On-Time performance on Existing Route</td> </tr> <tr> <td><input type="checkbox"/> New Service</td> <td><input type="checkbox"/> Increased Average Speeds/Shorter Trip Times</td> </tr> <tr> <td><input type="checkbox"/> Service Quality Improvements</td> <td><input checked="" type="checkbox"/> Other <i>(Please Describe):</i> State Rail Plan</td> </tr> </table>	<input type="checkbox"/> Additional Service Frequencies	<input type="checkbox"/> Improved On-Time performance on Existing Route	<input type="checkbox"/> New Service	<input type="checkbox"/> Increased Average Speeds/Shorter Trip Times	<input type="checkbox"/> Service Quality Improvements	<input checked="" type="checkbox"/> Other <i>(Please Describe):</i> State Rail Plan
<input type="checkbox"/> Additional Service Frequencies	<input type="checkbox"/> Improved On-Time performance on Existing Route					
<input type="checkbox"/> New Service	<input type="checkbox"/> Increased Average Speeds/Shorter Trip Times					
<input type="checkbox"/> Service Quality Improvements	<input checked="" type="checkbox"/> Other <i>(Please Describe):</i> State Rail Plan					
<p>(5) What are the anticipated start and end dates for this Planning Project? (mm/yyyy)</p> <p style="margin-left: 40px;">Start Date: 4/2010 End Date: 4/2011</p>						

<p>(6) Total Cost of Planning Activity(s) (Year of Expenditure (YOE) Dollars*): \$ 800,000</p> <p>Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 400,000</p> <p><small>* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation</small></p> <p><small>** This is the amount for which the applicant is applying.</small></p>
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<p>(7) Planning Project Overview. <i>Please limit response to 4,000 characters.</i></p> <p>Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:</p> <ul style="list-style-type: none"> • Component of a Service Development Plan • Planning Tasks / Milestones
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- Preparation of Documents, Including Expected Deliverables

Detail the nature of any studies to be conducted and the expected outcomes from these, including design, technical and field studies. Also include anticipated outreach and coordination efforts with the public, agencies, affected railroads, and property owners, as applicable.

Colorado intends to complete a State Rail Plan (Plan) within 12 months of submitting a "Notice to Proceed" to a selected vendor based on review of submitted proposals. Overall direction of the Plan will be provided by a CDOT Senior Management Team. Technical Advisory Teams will be established for freight and passenger elements. These technical teams will include private and public sector representatives. The selected vendor will be expected to provide a public outreach plan that will allow public comment and input during the Plan development. Colorado's State Rail Plan will include the required components which include Vision, Goals and Objectives; Rail System Inventory and Assessment; and Planning for the Future. This Plan will be compliant with Federal guidelines to qualify for Federal grants authorized through the PRIIA. Additional tasks will include Identifying passenger system networks; Integration of projected freight and passenger system planning; Establishing investment needs; Roles of private vs. public sector; Institutional guidance; and Funding and Programming listing potential projects along with cost estimates, timing and possible funding sources for project implementation for a long-range investment program.

This effort will include an examination of the State Rail plans of other nearby states to ensure coordination with visions for broader interstate rail for both freight and passenger capabilities. Conversations with representatives of the "Success in the Heartland" coalition have already occurred and coordination for both East-West and North-South future rail movements and improvements will be taken into consideration as part of this effort. The business community has expressed support for improvement and expansion of rail transport in the region and continued interface with those interests will be included.

(8) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Program/Project that is the subject of the planning study, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The location of the Program/Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Program/Project supports the States' strategic transportation goals

Colorado's State Rail Plan (Plan) will encompass the entire state. The Plan will also be developed in the context of the vision of other nearby states so that potential for transcontinental connectivity for both freight and passenger rail is enhanced. This Plan will incorporate findings from previous evaluations completed, which includes the Colorado High Speed Rail Feasibility Study which is expected to be completed later this year and the Freight Rail Relocation Study which was completed in January, 2009. If funding becomes available Colorado will also include the results of a Connectivity Study that is proposed which will look at the connectivity of high speed rail and Colorado's Regional Transportation Districts Light Rail network known as FasTracks. Some of Colorado's goals include:

- Develop and maintain a viable rail freight and passenger transportation system that is essential to the economic viability and continued prosperity of all the regions of Colorado as well as supportive of broader interstate connections.

- Ensure the maintenance of efficient rail service by promoting and relying on privately owned and operated rail common carriers
- Participate in the planning and coordination of all modes of freight and passenger transportation in Colorado and coordinate with nearby states to maximize connectivity.
- Continue to promote and enforce safe railroad practices so as to ensure safety and operating values
- Solicit input from relevant railroads, rail users, governmental agencies, other organizations the general public in performing rail transportation planning functions
- Recognize the importance of the rail mode to the economic development of Colorado, including the development of its energy resources, in the transportation process, and to the economic prosperity of the mid-west and western region that can be realized with an integrated system.
- Promote the viability of the private railroad mode via the analysis and possible modification of certain rail system components
- Maintain a continuing and cooperative rail planning process for Colorado, and coordinate with other states in the Region to ensure inter-connectivity.

Because Colorado’s freight railroads are privately owned and operated, the primary mission of the Colorado is to support the state’s railroads by ensuring safe and efficient operations. The mission of the Colorado Department of Transportation is to provide the best multi modal transportation system for Colorado that most effectively moves people, goods and information.

Project Name: CO-State Rail Plan Date of Submission: 8/21/09 Version Number: 1

C. Eligibility Information

(1) Provide the percentage and amount of matching funds: Applications submitted under Track 3 require at least a 50% non-Federal match.

Percentage: 50 %

Total Amount (YOE*): \$ 400,000

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

(2) Indicate the source, amount and percentage of matching funds:

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount (YOE Dollars)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
Colorado Department of Transportation	New	Committed	State HUTF	\$400,000	50%	
	New	Committed				
	New	Committed				
	New	Committed				

(3) Is the planning activity included in the State’s Statewide Transportation Improvement Program (STIP) at the time of application? Yes No

If not, describe / explain: A STIP amendment can be processed in a relatively short period of time if needed for a grant project

¹ Reference Notes: The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor’s control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency’s CIP.



Project Name: CO-State Rail Plan Date of Submission: 8/21/09 Version Number: 1

D. Public Return on Investment

(1) Project Benefits. *Please limit response to 4,000 characters.*

Describe the benefits that are anticipated to result from the planned investment which is subject to this planning activity, including the extent to which the activity may be expected to:

- Lead to benefits for intercity passenger rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Support livable communities
- Promote environmental quality and/or energy efficiency
- Provide other public benefits in a cost-effective manner

The benefit to the public and return on the investment of the creation of a State Rail Plan will be in the development of a comprehensive document which will be integrated into Colorado's Long Range Plan that will assess the current state of rail development in Colorado, analyze the safety consideration of rail movement, help determine deficiencies in the infrastructure, provide better data for planning transportation system improvements and providing direction in the leveraging of limited funds to produce maximum public and private benefits based on identified needs. Scarce fiscal resources will be able to be directed to the projects and programs most likely to return the best overall benefits to the citizens, governments and businesses of Colorado. This effort will also consider the plans and visions of other states in the Region in order to maximize the larger scale economic benefits of intercity connectivity.

A State Rail Plan will guide actions, programs and prioritize projects that are linked to Colorado's Long Range Plan. We will have a rail system inventory, evaluation of that system and document issues and opportunities for the present and the future. Planning for the future will include prioritizing investments based on economic, environmental and community factors. Implementation of a State Rail Plan will be integrated into Colorado's organizational and financial elements which include state transportation plans and priorities. By developing a State Rail Plan that includes the set of requirements outlined by PRIIA Colorado will become eligible for future PRIIA funds which will be a great benefit to our citizens.

This effort will include coordination with other nearby states and their rail planning efforts so that interconnectivity is maximized. Conversations have already occurred with representatives of the Kansas City Civic Coalition, which has launched the "Success in the Heartland" initiative. The economic benefits of intercity and transcontinental rail connections is clear at a regional, national and even global level. The business community has expressed their support for a broad vision of rail improvement and connection.



Project Name: CO-State Rail Plan Date of Submission: 8/21/09 Version Number: 1

E. Project Success Factors

(1) Planning Project Management Approach and Applicant Qualifications Narrative. *Please limit response to 4,000 characters.*

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key Planning Project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential Planning Project cost overruns.
- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

The Colorado Department of Transportation being the primary transportation agency for the State is statutorially and professionally the focal point for managing and directing this project. As a result of legislation signed into law in 2009, the State has created a Rail and Transit Division comprised of technical, administrative and managerial staff capable of directing this process. Previously the transit and rail staff worked in other offices within the Department.

In addition, as part of the project scope technical, policy and industry level teams will be created to provide additional support. In conjunction with the Director of the Department, there is a Senior Management Team comprised of freight and passenger rail related professionals who will focus on the management and other related activity of this project. The Senior Management Team will consist of the Division of Transportation Planning Director, Manager of the Multimodal Planning Branch, Manager of the Mobility Analysis Section, Government Relations staff, Public Information staff, and a newly appointed Director of Rail and Transit. If a Director of Rail and Transit is not in place at the beginning of this project a representative of the Rail and Transit Division Advisory Committee will be selected to participate on the Senior Management Team.

The project will be managed by a Project Manager who will have overall responsibility to manage the project with oversight from the Division Business Office for financials and the Departmental Office of Policy for compliance.

All project spending will be subject to all applicable State and Federal Fiscal rules. Project outlays will be monitored through the State's Enterprise Planning Resource (ERP) fiscal system

and appropriate monthly and quarterly reports will be reviewed. The ERP system does not allow for cost incurred beyond the scope of the project and contract amendments must be approved conforming to State and Federal fiscal rules.

Risks for non-completion and cost overruns are minimal due to the project management responsibilities and fiscal reporting and oversight. In the event for the need of a major scope change, these will be subject to the approval of multiple layers of fiscal and administrative approval.

Colorado will continue to look for guidance and technical assistance from the American Association of Highway and Transportation Officials, Federal Railroad Administration, other State Department of Transportations and local and national constituent groups.

- (2) Timeliness of Planning Project Completion:** Provide a brief timeline for completion of key milestones within the period of performance for the planning activity. *Please upload a schedule if available. Please limit response to 2,000 characters.*

Describe the extent to which the planning activities will:

- Directly lead to project and/or Service Development Program applications
- Lead to NEPA for route selection
- Lead to completion of a Service Development Program
- Lead to construction and service delivery

The timeline for the development of a State Rail Plan is designed to be completed in 12 months from the Notice to Proceed to the delivery of a final document. The final document will be a compilation of the technical reports, project findings and public input. The process stresses technical evaluation, public, private and industry input, and fiscal responsibility.

Project Timeline:

1. Finalization of Scope of Work and RFP development - 1 month
2. RFP released, proposals returned which will include
 - a. An outline of the responder's background and experience with examples of similar work done and a list of personnel who will conduct the project, detailing their training and work experience
 - b. A detailed work plan that will identify the major tasks to be accomplished and be used as a scheduling and management tool
3. Consultant selection and contract finalized - 3 months
4. Notice to Proceed issued, preliminary kick-off meeting, technical advisory teams selected, refine scope of work based on selected proposal and preliminary vision and goals developed - 1 month
5. Development of plan begins and will be completed within 11 months

F. Additional Information

- (1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section D, Question 3). This section is optional.**

CDOT has completed two freight rail related studies evaluating the feasibility of removing the majority of the freight rail traffic from the Colorado Front Range to the Eastern Plains. One of the goals of this relocation is to open up capacity for future passenger rail service. Currently CDOT is participating in a High Speed Passenger Rail Feasibility Study conducted by the Rocky Mountain Rail Authority. This Study is to be completed in the July-August, 2009 timeframe. In 2009 Colorado Legislators passed a Bill creating a Division of Rail and Transit within the Colorado Department of Transportation (CDOT). The Division was created on July 1, 2009. It is the intent of CDOT to continue the evaluation of a freight bypass and high speed passenger rail. We believe a State Rail Plan will identify unique circumstances and rail issues in the State and develop a customized Plan for us. The Plan will assist with making a case for rail investment and include facts, maps, tables and charts to simply convey the intended message for future investments. The Plan will address investment that have the potential to improve the quality of life of the States' residents by reducing highway congestion, cutting emissions, decreasing travel delay costs while improving safety for our citizens.

Project Name: CO-State Rail Plan Date of Submission: 8/21/09 Version Number: 1

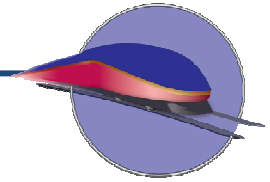
G. Summary of Application Materials

Application Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input type="checkbox"/> Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

Project Name: CO-Interregional Connectivity Study Date of Submission: 8/21/09 Version Number: 1

High Speed Intercity Passenger Rail (HSIPR) Program



Application Form

Track 3–Planning

Welcome to the Track 3–Planning Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 3 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 3 Planning Project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Planning Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: Mickey Ferrell		POC Title: Federal Government Liasion		
Street Address / City: 4201 E. Arkansas Ave.	City: Denver	State: CO	Zip Code: 80222	Telephone Number: 303-757-9755
Fax: 303-757-9877		Email: mickey.ferrell@dot.state.co.us		

(2) Name of lead State applying: Colorado Department of Transportation
States are the only eligible applicants under Track 3

(3) Name(s) of additional States applying in this group (if applicable): N/A

(4) Is this Planning Project related to additional applications for HSIPR funding? Yes No Maybe
If “Yes” or “Maybe” provide the following information:

Application Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
Feasibility study of High Speed Rail Corridor between El Paso, TX, Las Cruces, NM, Albuquerque, NM and Denver, CO	State of New Mexico	Track 3	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied

Project Name: CO-Interregional Connectivity Study Date of Submission: 8/21/09 Version Number: 1

B. Project Overview

<p>(1) Planning Project Name: CO Interregional Connectivity Study</p>		
<p>(2) Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)? <i>Please limit your response to 1,000 characters.</i></p> <p style="margin-left: 40px;">Colorado Corridor, connectivity between High Speed Rail and RTD FasTracks system</p>		
<p>(3) Which of the following planning activities are proposed to be funded under the HSIPR Program?</p> <p><input type="checkbox"/> Alternative Analysis Studies</p> <p><input type="checkbox"/> Service Development Planning</p> <p><input type="checkbox"/> "Service" or "Tier 1" NEPA</p> <p><input checked="" type="checkbox"/> Other (<i>Please Describe</i>): Examine how interregional HSIPR lines would interface with existing & future regional passenger lines in metro Denver area</p>		
<p>(4) Describe the service attributes of the Program/Project for which you are planning (<i>check all that apply</i>):</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Additional Service Frequencies <input type="checkbox"/> New Service <input type="checkbox"/> Service Quality Improvements </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Improved On-Time performance on Existing Route <input type="checkbox"/> Increased Average Speeds/Shorter Trip Times <input checked="" type="checkbox"/> Other (<i>Please Describe</i>): Rail system connectivity </td> </tr> </table>	<input type="checkbox"/> Additional Service Frequencies <input type="checkbox"/> New Service <input type="checkbox"/> Service Quality Improvements	<input type="checkbox"/> Improved On-Time performance on Existing Route <input type="checkbox"/> Increased Average Speeds/Shorter Trip Times <input checked="" type="checkbox"/> Other (<i>Please Describe</i>): Rail system connectivity
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<p>(5) What are the anticipated start and end dates for this Planning Project? (<i>mm/yyyy</i>)</p> <p style="margin-left: 40px;">Start Date: 4/2010 End Date: 10/2011</p>		
<p>(6) Total Cost of Planning Activity(s) (Year of Expenditure (YOE) Dollars*): \$ 2,000,000</p> <p style="margin-left: 40px;">Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 1,000,000</p> <p style="font-size: small; margin-left: 40px;">* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation</p> <p style="font-size: small; margin-left: 40px;">** This is the amount for which the applicant is applying.</p>		
<p>(7) Planning Project Overview. <i>Please limit response to 4,000 characters.</i></p> <p style="margin-left: 40px;">Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:</p> <ul style="list-style-type: none"> • Component of a Service Development Plan 		

- Planning Tasks / Milestones
- Preparation of Documents, Including Expected Deliverables

Detail the nature of any studies to be conducted and the expected outcomes from these, including design, technical and field studies. Also include anticipated outreach and coordination efforts with the public, agencies, affected railroads, and property owners, as applicable.

Overall direction of the Study will be provided by a CDOT Senior Management Team. Technical Advisory Teams will consist of staff from CDOT and the Regional Transportation District (RTD), owner and operator of existing and future passenger rail lines in metro Denver, as well as the Class I railroads. Outreach for the project will include the members of the RMRA Board, made up of mostly city, county and MPO officials, as well as local communities that may be affected.

The Teams will build upon the work of the Colorado High Speed Rail Feasibility Study conducted by the Rocky Mountain Rail Authority (RMRA) in 2009. The Teams will also build upon the FasTracks planning of RTD. The RTD FasTracks program is a 12-year, comprehensive, voter-approved and funded plan that includes 122 miles of new light rail and commuter rail service on 6 new lines and 3 extensions. PE and environmental clearances are already under way on all the corridors, and construction has started on one.

This project will not result in a Service Development Plan, but, rather, will result in background work and route and station location decisions that can help Colorado's HSIPR project progress to the next stages of development. Although the focus of this effort is on the Denver metropolitan area, coordination with other nearby states on their vision for High Speed Passenger Rail will occur to ensure that opportunity for connectivity on a larger, transcontinental scale is maintained.

Outreach

Given that the RTD FasTracks project already has considerable public outreach, and the fact this is primarily a preliminary technical project not resulting in final decisions, there will not be significant public outreach. Primary outreach will be directed towards members of the RMRA Board (mostly city, county and MPO officials), and the Class I railroads.

In addition, coordination with the business community, that has expressed support for the development of high speed rail, will be a part of this effort.

Key Milestones:

- The Technical Advisory Team will first identify and map out RTD's existing and planned FasTracks rail stations and rail corridors.
- The Team will then determine where HSIPR stations would ideally need to connect with RTD lines to maximize ridership of both systems, then examine whether such connections are feasible and whether they complement the systems' routes or create undue line competition or overlap. It is likely that the RTD and HSIPR services could not operate on the same tracks, but there are some locations where the two might operate in the same rail corridor.
- The Team will identify potential shared corridors along with the pros and cons of the two services sharing those rail corridors.
- CDOT will examine the results of the RMRA study and determine how ridership projections could be

adjusted based on the station and corridor locations.

Expected Deliverables

- The Team will develop recommendations on where it should consider future accommodation of joint stations with HSIPR and will recommend to HSIPR planners the corridors that would be most beneficial for a HSIPR line based on station location and corridor access and sharing.
- Ridership projections for the HSIPR lines will be refined based on impact of connections.

(8) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Program/Project that is the subject of the planning study, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The location of the Program/Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Program/Project supports the States' strategic transportation goals

Colorado is now completing a study of the feasibility of HSIPR service along the I-25 and I-70 corridors. The State of New Mexico is submitting an application to study feasibility of HSIPR from El Paso to Denver. Colorado is part of that study and welcomes the New Mexico proposed project. The application contained herein does not conflict with the New Mexico request. Rather this will complement that effort as the connections in the Denver Metro area are key to that interstate service as well. Also, Colorado has had conversations with the Kansas City Civic Council regarding potential future East-West intercity connection and will continue to coordinate with nearby states to ensure opportunity for High Speed Rail transcontinental interconnectivity that would be of economic benefit on a national scale.

The Rocky Mountain Rail Authority (RMRA) is conducting the Colorado High Speed Rail Feasibility Study, using State funds provided by CDOT. The Study is anticipated to conclude that such service is feasible in Colorado. A key issue identified in that Study is the manner in which an HSIPR project would interface with existing RTD light rail lines and particularly with future rail projects being developed under RTD's FasTracks program in metro Denver. However, because the RMRA study is examining only feasibility, it has not been able to address the Denver connectivity issue in detail.

Ridership for statewide HSIPR will be highly dependent on connections in Denver, so it must be determined how HSIPR could interface with RTD. Station locations are being developed for RTD FasTrack passenger rail lines, but locations are not yet established for HSIPR lines. It is important to determine the following:

- where it would be most important for the two lines to intersect for the sake of ridership
- where it would be possible to share stations
- where it might be possible and desirable for local and HSIPR lines to share rail corridors
- where there might be detrimental or duplicative services in the proposals of the local and HSIPR lines

lines

It is critical to examine this interregional connectivity now, as the FasTracks system is under design and so that options for both the regional and intercity systems complement each other and maximize ridership.

When the RMRA's Colorado High Speed Rail Feasibility Study was originally envisioned, it was intended to examine service from New Mexico, through Colorado to Wyoming. However, Colorado could not pay for a feasibility study for the other two states, so it was up to each state at that time to conduct a feasibility study. The State of New Mexico is submitting an application to study feasibility of HSIPR from El Paso to Denver. Colorado is part of that study and welcomes the New Mexico proposed project. Colorado will also continue to coordinate with other states in the "Heartland" region to support development of rail improvements that would produce broader economic benefits.

Project Name: CO-Interregional Connectivity Study Date of Submission: 8/21/09 Version Number: 1

C. Eligibility Information

(1) Provide the percentage and amount of matching funds: *Applications submitted under Track 3 require at least a 50% non-Federal match.*

Percentage: 50 %

Total Amount (YOE*): \$ 1,000,000

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(2) Indicate the source, amount and percentage of matching funds:

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount (YOE Dollars)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
Colorado Department of Transportation	New	Committed	State HUTF	\$1,000,000	50%	
	New	Committed				
	New	Committed				
	New	Committed				

(3) Is the planning activity included in the State’s Statewide Transportation Improvement Program (STIP) at the time of application? Yes No

If not, describe / explain: A STIP amendment can be processed in a relatively short period of time if needed for a grant project.

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Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor’s control (e.g., the project development schedule extends beyond the State Rail Program period).

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D. Public Return on Investment

(1) Project Benefits. *Please limit response to 4,000 characters.*

Describe the benefits that are anticipated to result from the planned investment which is subject to this planning activity, including the extent to which the activity may be expected to:

- Lead to benefits for intercity passenger rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Support livable communities
- Promote environmental quality and/or energy efficiency
- Provide other public benefits in a cost-effective manner

The benefit to the public and return on the investment in conducting this Study will be in the coordinated, interagency effort to develop local and interregional lines in a manner that will complement both local and interregional services and ensure they are able to connect in locations most beneficial and feasible for both systems.

It is important for the success of HSIPR in Colorado that passengers be connected with local passenger rail in the state's largest city. The results of this Study could benefit travel time reductions and service quality for HSIPR passengers by linking them in directly with local passenger rail stations in the most advantageous locations.

This Study will be very complementary to existing planning processes. The RMRA feasibility study did not identify specific corridors. They will need to be identified in the next steps of the HSIPR process. It is absolutely vital for this work to be coordinated with the FasTracks planning, design and engineering work being conducted by RTD so that these systems can best interface to achieve maximum usage for both.

The Study will examine where and whether it would be possible to share a station or a rail corridor, thus potentially reducing the cost of public infrastructure investment, while also maximizing ridership through connectivity. Given that RTD engineering work on its FasTracks corridors is under way, while HSIPR engineering has not yet started, the Study will avoid unnecessary future problems by identifying connectivity opportunities well in advance of HSIPR implementation.

Project Name: CO-Interregional Connectivity Study Date of Submission: 8/21/09 Version Number: 1

E. Project Success Factors

(1) Planning Project Management Approach and Applicant Qualifications Narrative. *Please limit response to 4,000 characters.*

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key Planning Project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential Planning Project cost overruns.
- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

The Colorado Department of Transportation, being the primary transportation agency for the State, is statutorily and professionally the focal point for managing and directing this project. As a result of legislation signed into law in 2009, the State has created a Rail and Transit Division comprised of technical, administrative and managerial staff capable of directing this process. Previously the transit and rail staff worked in other offices within the Department.

In addition, this Study involves coordination with RTD, the owner of local passenger lines and the state's preeminent passenger rail operator, will be deeply involved in the Study. A Senior Management Team comprised of freight and passenger rail related professionals will focus on the management and other related activity of this project. The effort will be led by the Department's Division of Transit and Rail Director. If a Director of Rail and Transit is not in place at the beginning of this project a representative of the Rail and Transit Division Advisory Committee will be selected to participate on the Senior Management Team.

The project will be managed by a Project Manager who will have overall responsibility, as well as a lead representative from the RTD to ensure coordination of the two agencies' efforts. Financial oversight will be provided by the Division's Business Office.

All project spending will be subject to all applicable State and Federal Fiscal rules. Project outlays will be monitored through the State's Enterprise Planning Resource (ERP) fiscal system and appropriate monthly and quarterly reports will be reviewed. The ERP system does not allow for cost incurred beyond the scope of the project and contract amendments must be

approved conforming to State and Federal fiscal rules.

Risks for non-completion and cost overruns are minimal due to the project management responsibilities and fiscal reporting and oversight. In the event for the need of a major scope change, these will be subject to the approval of multiple layers of fiscal and administrative approval.

Colorado will seek guidance and technical assistance from the American Association of Highway and Transportation Officials, Federal Railroad Administration, other State Departments of Transportation and local and national constituent groups.

- (2) Timeliness of Planning Project Completion:** Provide a brief timeline for completion of key milestones within the period of performance for the planning activity. *Please upload a schedule if available. Please limit response to 2,000 characters.*

Describe the extent to which the planning activities will:

- Directly lead to project and/or Service Development Program applications
- Lead to NEPA for route selection
- Lead to completion of a Service Development Program
- Lead to construction and service delivery

The Interregional Connectivity Study is needed in order to move onto a Service Development Program and NEPA studies for route selection. Many difficult decisions will have to be made in order to arrive at route selection in the developed metro Denver area. This Study is intended to examine and identify opportunities while RTD is developing its FasTracks program.

This Study is expected to be completed in a maximum of 12 months from the Notice to Proceed to the delivery of a final document. The final document will be a compilation of the technical reports, project findings and recommendations. The process will stress technical review and evaluation, as well as scope management.

Project Timeline:

1. Finalization of Scope of Work and RFP development - 2 months
2. RFP released, proposals returned which will include
 - a. An outline of the responder's background and experience with examples of similar work done and a list of personnel who will conduct the project, detailing their training and work experience
 - b. A detailed work plan that will identify the major tasks to be accomplished and be used as a scheduling and management tool

3. Consultant selection and contract finalized - 3 months
4. Notice to Proceed issued, preliminary kick-off meeting, technical advisory teams selected, refinement of scope of work based on selected proposal and preliminary vision and goals developed - 1 month
5. Development of plan begins and will be completed within 17 months

Project Name: CO-Interregional Connectivity Study Date of Submission: 8/21/09 Version Number: 1

F. Additional Information

- (1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section D, Question 3). *This section is optional.*

It is important to note the following as part of the Planning Project Overview presented in Section B, Question 7:

- The Colorado Department of Transportation submitted a letter to the USDOT Secretary in 2001 expressing interest in designation of the Colorado Corridor as the 11th HSR Corridor. The USDOT was not accepting applications for that designation at that time, so Colorado was advised it could submit a letter of interest instead.
- CDOT completed two freight rail related studies evaluating the feasibility of removing the majority of the freight rail traffic from the Front Range urban corridor to the Eastern Plains. One of the goals of this relocation is to open up capacity for future passenger rail service.
- In 2009 Colorado Legislators passed legislation creating a Division of Rail and Transit within CDOT.
- The RTD FasTracks program is a 12-year, comprehensive, voter-approved and funded plan that includes includes 122 miles of new light rail and commuter rail service on 6 new lines and 3 extensions. PE and environmental clearances are already under way on all the corridors, and construction has started on one.

Project Name: CO-Interregional Connectivity Study Date of Submission: 8/21/09 Version Number: 1

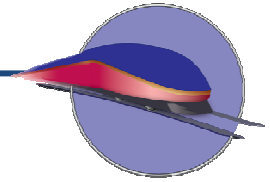
G. Summary of Application Materials

Application Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

Project Name: DE - Intercity Rail Connection Date of Submission: 08/24/09 Version Number: 1

High Speed Intercity Passenger Rail (HSIPR) Program



Application Form

Track 3–Planning

Welcome to the Track 3–Planning Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 3 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 3 Planning Project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Planning Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: J. Brett Taylor		POC Title: Financial and Legislative Policy Advisor		
Street Address / City: 800 Bay Road	City: Dover	State: DE	Zip Code: 19905	Telephone Number: 302-760-2492
Fax: 302-739-4329		Email: brett.taylor@state.de.us		

(2) Name of lead State applying: Delaware
States are the only eligible applicants under Track 3

(3) Name(s) of additional States applying in this group (if applicable):
 Maryland, though not a formal applicant, supports the project

(4) Is this Planning Project related to additional applications for HSIPR funding? Yes No Maybe
If “Yes” or “Maybe” provide the following information:

Application Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied



Project Name: DE - Intercity Rail Connection Date of Submission: 08/24/09 Version Number: 1

B. Project Overview

<p>(1) Planning Project Name: DE - Intercity Rail Connection</p>						
<p>(2) Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)? <i>Please limit your response to 1,000 characters.</i></p> <p style="margin-left: 40px;">This project proposes to determine the feasibility of intercity passenger rail service between destinations on the Delmarva Peninsula and the Amtrak Northeast Corridor (NEC). Potential endpoints include Dover, Delaware and Berlin, Maryland which would serve Ocean City and other shore points. Connections to all major cities on the NEC from Washington, D.C. to New York, inclusive, will be evaluated.</p>						
<p>(3) Which of the following planning activities are proposed to be funded under the HSIPR Program?</p> <p><input checked="" type="checkbox"/> Alternative Analysis Studies</p> <p><input checked="" type="checkbox"/> Service Development Planning</p> <p><input type="checkbox"/> "Service" or "Tier 1" NEPA</p> <p><input checked="" type="checkbox"/> Other (<i>Please Describe</i>): Environmental Assessment, if the Alternatives Analysis justifies proceeding to that step.</p>						
<p>(4) Describe the service attributes of the Program/Project for which you are planning (<i>check all that apply</i>):</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><input type="checkbox"/> Additional Service Frequencies</td> <td style="width: 50%;"><input type="checkbox"/> Improved On-Time performance on Existing Route</td> </tr> <tr> <td><input checked="" type="checkbox"/> New Service</td> <td><input type="checkbox"/> Increased Average Speeds/Shorter Trip Times</td> </tr> <tr> <td><input type="checkbox"/> Service Quality Improvements</td> <td><input type="checkbox"/> Other (<i>Please Describe</i>):</td> </tr> </table>	<input type="checkbox"/> Additional Service Frequencies	<input type="checkbox"/> Improved On-Time performance on Existing Route	<input checked="" type="checkbox"/> New Service	<input type="checkbox"/> Increased Average Speeds/Shorter Trip Times	<input type="checkbox"/> Service Quality Improvements	<input type="checkbox"/> Other (<i>Please Describe</i>):
<input type="checkbox"/> Additional Service Frequencies	<input type="checkbox"/> Improved On-Time performance on Existing Route					
<input checked="" type="checkbox"/> New Service	<input type="checkbox"/> Increased Average Speeds/Shorter Trip Times					
<input type="checkbox"/> Service Quality Improvements	<input type="checkbox"/> Other (<i>Please Describe</i>):					
<p>(5) What are the anticipated start and end dates for this Planning Project? (<i>mm/yyyy</i>)</p> <p style="text-align: center;">Start Date: 01/01/10 End Date: 06/30/11</p>						
<p>(6) Total Cost of Planning Activity(s) (Year of Expenditure (YOE) Dollars*): \$ \$900,000 (2010-11)</p> <p>Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ \$450,000 (2010-11)</p> <p style="font-size: small; margin-top: 10px;">* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation</p> <p style="font-size: small;">** This is the amount for which the applicant is applying.</p>						
<p>(7) Planning Project Overview. <i>Please limit response to 4,000 characters.</i></p> <p style="margin-left: 40px;">Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:</p>						

- Component of a Service Development Plan
- Planning Tasks / Milestones
- Preparation of Documents, Including Expected Deliverables

Detail the nature of any studies to be conducted and the expected outcomes from these, including design, technical and field studies. Also include anticipated outreach and coordination efforts with the public, agencies, affected railroads, and property owners, as applicable.

Completion of an Alternatives Analysis to determine the feasibility of intercity passenger rail service linking the state of Delaware and the Delmarva Peninsula with key points along the Northeast Corridor.

The proposed service will use active Norfolk Southern Railway (NS) freight lines, FRA Class III with continuous welded rail. NS's Delmarva Secondary connects with the NEC at Newark, Delaware. DelDOT has secured rights to use NS track in the state for passenger service under the Railroad Facilities Improvement and Revenue Participation Agreement of May 3, 2002.

DelDOT, using entirely state funding, conducted a Downstate Commuter Rail Alternatives Analysis in 2004-5 which concluded that there were no fundamental obstacles to passenger service but that the market for commuter rail service in the study area, Wilmington to Dover, did not justify implementation of that mode.

The Downstate Delaware Passenger Rail Program project will analyze the potential for intercity service linking Delaware and the Delmarva with a wider selection of destinations and travel markets. Alternatives for a southern terminus include Dover or points in southern Delaware or Maryland. On the northern end, alternatives oriented both northward and southward on the NEC will be considered, including service to Washington, Baltimore, Philadelphia, or New York. Southern Delaware and the Maryland seashore are popular destinations for tourists and travelers from all these areas.

The project will comprise an Alternatives Analysis of routes for intercity passenger rail service followed by an Environmental Assessment of the route(s) recommended for implementation. The key determinants of whether intercity passenger rail service is warranted are expected to be demand and cost-effectiveness rather than engineering, operational, environmental, or other feasibility issues.

The service, if implemented, is expected to add 2-4 daily trains to the NEC, which currently accommodates 70-100 passenger trains per day. It is not proposed to study in detail infrastructure improvements or environmental impacts to the NEC.

Alternatives Analysis:

Identification of Alternatives to be analyzed. Build Alternatives will be distinguished primarily by the pairings of endpoints. Service schedules for each will be developed for evaluation purposes. They will be evaluated against each other and a No Build Alternative.

Travel Demand Forecasting. Standard demographic techniques will be used to estimate ridership for each Build

Alternative.

Capital and Operating Cost Estimates. Capital costs will be estimated for each Build Alternative, but these are expected to be significantly less than for most new rail starts due to the use of existing track and the scale of the proposed service, initially 1-2 daily round trips, contracted with an existing passenger rail operator.

Cost-Benefit Evaluation. Capital and annualized operating costs per new passenger will be calculated for each Build Alternative. Cost-effectiveness is expected to be the primary metric for determining if further consideration of intercity passenger service is warranted and which Build Alternative(s) should proceed into Environmental Assessment.

The AA will include coordination with concerned public agencies and railroads and a limited public information program. More extensive public outreach will be included in the Environmental Assessment if one or more of the Build Alternatives justify continuing into that phase.

Environmental Assessment:

An EA will be conducted for any Build Alternative(s) recommended by the Alternatives Analysis. An EA is recommended for this project since the service will be on existing active track and will add only a small number of trains.

As noted above, major public outreach and involvement will be conducted if the Downstate Delaware Passenger Rail Program proceeds into Environmental Assessment.

(8) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Program/Project that is the subject of the planning study, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The location of the Program/Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Program/Project supports the States' strategic transportation goals

The Downstate Delaware Passenger Rail Program will provide new passenger rail service from the NEC at Newark, Delaware south to Dover, Delaware, and potentially as far south as Berlin, Maryland. The service area has experienced extensive residential growth in recent years. Delaware and Maryland shore areas are becoming permanent homes to large numbers of retirees in addition to their long-standing status as tourist destinations. Travel is oriented in the north-south direction, which is reflected in congestion on the highway system and heavy utilization of commuter and intercity bus services. The existing NS railroad lines represent underutilized transportation capacity which the Downstate Delaware Passenger Rail Program proposes to employ.

The details and extent of service to be proposed are what this application is intended to determine, but the intent is to connect a selected terminal in Delaware or Maryland to an endpoint(s) on the NEC. Service could proceed north and/or south on the NEC. Suggested endpoints for travel demand forecasting are Wilmington, Philadelphia, and New York (north) and Baltimore and Washington, D.C. (south). The demand for intercity passenger service, along with projected operating cost, is expected to be the primary determinant of whether the Downstate Delaware Passenger Rail Program should go forward.

The service envisioned is intercity passenger rail, initially 1-2 round trips per day, between a selected endpoint in Delaware or Maryland and 1 or 2 selected endpoints on the NEC. It is anticipated it would be operated by Amtrak or another existing rail operator.

Within Delaware and Maryland, the service will connect with local public transit. The Dover station location is adjacent to a new transit hub for the central Delaware area. A new commuter rail station is planned for the point at which the Delmarva Secondary connects with the NEC in Newark, DE. This will provide connections with Amtrak, SEPTA Regional Rail, and local bus service and bicycle and pedestrian access. NEC destinations will provide connections to Amtrak and local area transit.

The project will support the States' strategic transportation goals by:

- Providing an alternative to the highway along the primary north-south axis of travel.
- Providing a mobility alternative to citizens unable to use personal motor vehicles for intercity travel, including the growing population of retirees in southern Delaware and Maryland.
- Serving the popular tourist destinations at the Delaware and Maryland seashores.

As the Delaware Downstate Passenger Rail Project will use existing operational track, the level of required infrastructure improvements will be significantly less than many new passenger rail starts. Most of the track is FRA Class III with continuous welded rail, so minimal improvement should be necessary to allow passenger speeds up to 60 mph and to provide satisfactory ride quality. If the service extends into Maryland, approximately 10 miles of track will require more extensive upgrades.

As the proposed service plan and schedule are developed, it will be determined if passing sidings or other track improvements are necessary to provide safe and transparent operation for passenger and freight trains. DTC is committed to avoiding any degradation of freight service.

Highway-rail grade crossings will be upgraded with improved warning devices and Constant Warning Time (CWT) control systems to accommodate the varying speeds of passenger and freight trains.

Passenger stations will be established at suitable locations, consistent with established spacing for

intercity passenger rail service. Adequate parking and automobile, transit, bicycle, pedestrian, and handicapped access will be provided. Where feasible, existing or historic stations may be reactivated. Consideration will be given to the role of train stations in supporting community and economic development.