



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

Administrator

1200 New Jersey Avenue, SE  
Washington, DC 20590

January 27, 2010

**ACTION MEMORANDUM TO THE SECRETARY**

**From:** Joseph C. Szabo  
Federal Railroad Administrator   
x36014

**Prepared by:** Mark Yachmetz  
Associate Administrator for Railroad Development  
x36381

**Subject:** Proposed Selections of Applications for Funding Under the High-Speed Intercity Passenger Rail Program

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**ACTION REQUIRED**

Secretarial decision on allocation of funding under the High-Speed Intercity Passenger Rail Program.

**SUMMARY**

The Federal Railroad Administration has completed our review of applications for funding under the High-Speed Intercity Passenger Rail (HSIPR) Program. Based upon a review of the multi-disciplinary technical review panels' evaluations of these applications by the senior leadership of FRA, and your senior leadership team over the past month, I recommend allocation of the HSIPR funds made available under the American Recovery and Reinvestment Act of 2009 (ARRA) and funding for intercity passenger rail grants made available in FRA's FY 2008 and FY 2009 appropriation to the projects and programs contained in the attached summary.

**BACKGROUND**

The President's vision for the future of intercity transportation, which envisioned development of high-speed intercity passenger rail as a complement to this Nation's highway and aviation systems, moved from policy concept to program reality with the enactment of ARRA on February 17, 2009. Title XII of ARRA provided the Department with \$8 billion and directed the Department, consistent with the statutory authorization of

grant programs made under sections 301, 302 and 501 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), to initiate a program of high-speed intercity passenger rail capital investment.

Consistent with the provisions of ARRA, and your direction that the Federal Railroad Administration assume the lead responsibility for this effort, the FRA produced for you a high-speed rail strategic plan, *Vision for High-Speed Rail in America*, in April 2009. Following this, FRA undertook a significant program of outreach across the Nation to solicit comments on the *Vision* and suggestions for next steps, and worked closely with the States to develop program guidance. This was followed by publication in the *Federal Register* of a Notice of Funding Availability, Interim Program Guidance, on June 23, 2009.

Based upon the vision and guidance contained in these documents, FRA received applications by the deadline of August 24, 2009, for (1) projects that could be implemented in the short-term to assist in economic recovery to be funded under ARRA; (2) planning activities to be funded by FRA's FY 2009 appropriation (and some residual funds remaining from FY2008); and (3) capital improvements to be funded under the FY 2009 Appropriation. A total of 214 applications were received for investments totaling approximately \$6.9 billion. FRA received applications by the deadline of October 2, 2009 for programs to be funded under ARRA. These programs will begin development of specific high-speed intercity passenger rail service for multi-city regions. A total of 45 applications were received requesting approximately \$50 billion in funding.

FRA established multi-disciplinary technical evaluation panels to review each of the applications. I want to recognize the support FRA received in this effort from the Federal Highway Administration, the Federal Transit Administration and the Research and Innovative Technology Administration's Volpe Center in this effort. The panels evaluated all of the applications from eligible applicants deemed complete against review criteria presented in Section 5.1 of the June 23 *Federal Register* notice. These criteria fell into three general categories: Public Return on Investment, Project Success Factors, and Other Attributes.

Section 5.2 of the June 23 *Federal Register* notice identified additional cross cutting and comparative selection criteria to supplement those used by the technical evaluation panels, which were used in determining the final selection for awards. These were: region/location (e.g., geography and economic conditions), innovation (e.g., technology and industrial/capacity development, partnerships (e.g., multi-State agreements), and tracks and timing (e.g., preference for corridor development).

Upon receipt of the evaluations by the technical evaluation panels, I and Deputy Administrator Rae engaged with your senior leadership team, led by the Deputy Secretary and the Under Secretary for Transportation Policy, in extensive discussions spanning over a month to identify priorities for allocation of available funds consistent with the above criteria. These discussions have led to the consensus recommendations that I laid out for you on January 13, and now forward to you as the attachment to this memorandum for

your review and action. I would note that each project identified in the attachment has independent utility and is not dependent upon the funding of other projects. These recommendations would cumulatively cover all but \$68 million of the ARRA funding and all but \$64 million of the FY 2009 funds, the latter of which were not requested in any application. I and your senior leadership are available to address any questions or concerns that you might have.

In closing I wish to tell you again what an honor it is to lead the Federal Railroad Administration at this point in its history. In FY 2008, FRA had \$50 million in funding for discretionary grants. A high-speed rail program has been a long-unrealized ambition of FRA staff who truly believe that public transportation by rail can bring significant benefits to this country. Under the leadership of the President, Vice President and you, we at FRA are turning that ambition into reality. It is a great time to be at FRA.

**RECOMMENDATION**

I recommend that you allocate the High-Speed Intercity Passenger Rail Program funds in accordance with the list attached to this memorandum.

**ATTACHMENT**

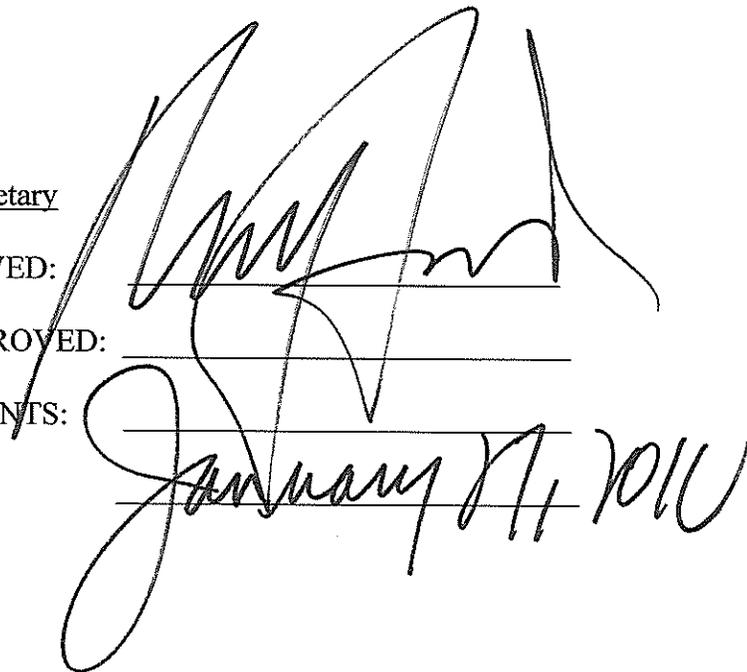
The Secretary

APPROVED: \_\_\_\_\_

DISAPPROVED: \_\_\_\_\_

COMMENTS: \_\_\_\_\_

DATE: \_\_\_\_\_

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## **High-Speed Intercity Passenger Rail Applications Proposed for Funding**

The Federal Railroad Administration recommends the following projects and activities for funding.

### **California Corridor**

FRA proposes to advance the California High-Speed Rail Project which ultimately will provide service at speeds up to 220 mph over an 800 mile long system between the San Francisco Bay Area and Sacramento through Los Angeles to San Diego, and important feeder lines to this system that will result in a comprehensive State-wide passenger rail system. The commitment is subject to successful completion of certain important steps by the State including the successful completion of requisite site-specific environmental documentation. Federal support for this program over the long-term is also subject to the availability of future funding.

#### **High-Speed Main-Line project**

The activities proposed for funding are:

- Completion of the Phase I project level preliminary engineering and environmental documentation for Phase I of the high-speed rail main line between San Francisco and Los Angeles.
- Reservation of funds to begin implementation of specific elements of Phase I, as contained in five separate applications from California, based upon implementation priorities to be set cooperatively by California and FRA upon completion of site-specific NEPA documentation.

The selection of these activities for funding aligns well with FRA's published evaluation criteria in that the program when implemented will result in significant transportation benefits, preserve and create jobs and otherwise contribute to the strengthening of California's economy, and generate other public benefits including promotion of environmental quality, efficient transportation that is not reliant upon fossil fuels, and promote livable communities.

#### **California High-Speed Rail Feeder Lines**

The activities proposed for funding are:

- South Terminal Station Improvement – Capitols Corridor.
- Yolo West Crossover – Capitols Corridor.
- Sacramento intermodal station Track Relocation – Capitols Corridor.
- Pacific Surfliner corridor strategic assessment – Surfliner Corridor.
- Los Angeles to Fullerton Triple Track – Surfliner Corridor.

- Railroad Crossover program – Surfliner Corridor.
- Oceanside stub Project 1 – Surfliner Corridor.
- MOW Spurs – Surfliner Corridor.
- Ortega PE/NEPA – Surfliner Corridor.
- Rolling Stock Locomotive emissions upgrade – Multiple corridors.
- Rolling Stock Cab Car Bicycle Storage – Multiple California corridors.

The selection of these activities for funding aligns well with FRA’s published evaluation criteria, in that the projects when implemented will result in significant transportation benefits to existing passenger rail service that will ultimately serve as feeders to the high-speed rail main line and thus create an integrated intercity passenger rail network. The projects will preserve and create jobs in the short-term and otherwise contribute to the strengthening of California’s economy, and generate other public benefits including promotion of environmental quality, efficient transportation that is not reliant upon fossil fuels, and promote livable communities.

### **Empire Corridor**

The State of New York has undertaken several studies over the years of various segments of the Buffalo – Albany – New York City Empire Corridor and is in the process of finalizing the service development plan and preparing the necessary environmental analyses that will address the investment needs of the corridor holistically. The State has applied for specific improvement projects that benefit current passenger operations. These projects will be part of any future scenario of high-speed intercity passenger rail service on this corridor.

The activities proposed for funding are:

- Corridor Planning.
- Albany-Schenectady second track.
- Phase I third track Mileposts 382-393.
- Grade crossing improvements, Mileposts 75-143.
- Rochester Station improvements.
- Buffalo-Depew Station improvements.

The selection of these activities for funding aligns well with FRA’s published evaluation criteria, in that the projects when implemented will result in transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State’s and region’s economy, which is experiencing economic distress. The projects also contribute to regional balance, support a balance between large/small population centers and ensure integration of a nationwide transportation network.

## **Florida Corridor**

FRA proposes to advance the Florida High-Speed Rail project which ultimately will provide service at speeds up to 186 mph over an initial route between Tampa and Orlando with eventual extension to Miami and other urban areas within the State. The commitment is subject to successful completion of certain important steps by the State. These include developing a strong project management and risk reduction strategy, addressing intercity passenger rail liability issues, and obtaining back-up commitments to cover any needed operating subsidies and construction costs. Federal support for this program over the long-term is also subject to the availability of future funding.

The activities proposed for funding are:

- 84 miles of track and station improvements, largely co-located on the I-4 right-of-way and equipment necessary to operate electric service at up to 16 round trips per day between Tampa and Orlando.

The selection of these activities for funding aligns well with FRA's published evaluation criteria, in that the program when implemented will result in significant transportation benefits, preserve and create jobs and otherwise contribute to the strengthening of Florida's economy, and generate other public benefits including promotion of environmental quality and livable communities, and efficient transportation that is not reliant upon fossil fuels.

## **Keystone Corridor**

FRA proposes to advance further development of the Keystone Corridor which ultimately will provide service at speeds up to 125 mph between Philadelphia and Pittsburgh with initial improvements focused on a connection to the Northeast Corridor between Philadelphia and Harrisburg. The commitment is subject to successful completion of certain important steps by the State, including development of a service development plan and appropriate environmental documentation for the segment west of Harrisburg. Federal support for this program over the long-term is also subject to the availability of future funding.

Activities proposed for funding are:

- Planning west of Harrisburg.
- Keystone East grade crossing elimination.
- Keystone East Interlocking design.
- Keystone East signal/train control improvements.

The selection of these activities for funding aligns well with FRA's published evaluation criteria, in that the projects when implemented will result in transportation

benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, and preserve and create jobs in both the short-term and long term.

### **Midwest Regional Corridors**

FRA proposes to advance the development of a comprehensive system of high-speed intercity passenger rail service focused upon Chicago as a hub. This service has been planned for over a decade through the coordinated efforts of several States as the Midwest Regional Rail Initiative. When completed, most major cities in the Upper Midwest will be served by an integrated network of high-speed intercity passenger rail service operating at peak speeds of 110 mph or greater. The commitment is subject to successful completion of certain important steps by the States, including the successful completion of requisite site-specific environmental documentation in certain locations, and the continued evolution of the current structure for interstate cooperation. Federal support for this program over the long-term is also subject to the availability of future funding.

#### **Illinois**

The activities proposed for funding are:

- Development of the St. Louis to Chicago comprehensive high-speed corridor NEPA.
- Construction of the Englewood Flyover to improve trip times and reliability in the Chicago area that significantly benefits current intercity passenger rail service and future high-speed service from the east including the high-speed routes to Detroit and Cleveland.
- Infrastructure and equipment improvements to enable improvements to increase the speed of current operations between Alton and Dwight.

The selection of these activities for funding aligns well with FRA's published evaluation criteria in that the program when implemented will result in significant transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State's and region's economy, and will help generate other public benefits including the promotion of environmental quality and livable communities, and efficient transportation.

## **Indiana**

The activity proposed for funding is:

- Development of track improvements between Porter, Indiana and the Indiana/Illinois State Line (the Indiana Gateway Project) to address bottlenecks that plague current intercity passenger operations accessing Chicago from the east and are an essential part of long-term high-speed service.

The selection of this activity for funding aligns well with FRA's published evaluation criteria in that the program when implemented will result in significant transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State's and region's economy, and will help generate other public benefits including promotion of environmental quality, efficient transportation, and promoting livable communities.

## **Michigan**

The activities proposed for funding are:

- Dearborn Station improvements.
- Troy Station improvements.
- Battle Creek Station Improvements.

The selection of these activities align well with FRA's published evaluation criteria in that these activities encourage intermodal integration as a foundation of improved intercity passenger rail service and promote more livable communities by providing a better functioning central access point for existing and future high-speed intercity passenger rail service.

## **Minnesota**

The activity proposed for funding is:

- Minnesota-Wisconsin Service NEPA.

This effort is foundational to the extension of the Chicago to Madison leg of the Midwest Regional Corridors to its statutory end point at the Twin Cities of Minnesota. The selection of this activity for funding aligns well with FRA's published evaluation criteria in that the program when implemented will result in significant transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, and will help generate

other public benefits including promotion of environmental quality, efficient transportation, and promoting livable communities.

## **Missouri**

The activities proposed for funding are:

- Rail Bridge over the Osage River.
- Webster universal Crossover.
- Missouri rail Crossing Safety improvements.
- Double track Lee's Summit to Pleasant Hill.
- Kingsville Passing Siding.
- Strasburg Grade Separation.
- Knob Noster Passing Siding extension.
- Bonnots Mill universal Crossover.
- Hermann Universal Crossover.

The selection of these activities for funding aligns well with FRA's published evaluation criteria in that the projects when implemented will result in transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State's and region's economy.

## **Ohio**

The activities proposed for funding are:

- Restoration of intercity passenger rail service over the 255 mile route from Cleveland, through Columbus and Dayton, to Cincinnati.

The selection of this activity for funding aligns well with FRA's published evaluation criteria, in that the program when implemented will result in significant transportation benefits to passenger rail service by restoring service that has not existed for over 30 years, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State and region's economy, and will help generate other public benefits including promotion of environmental quality, efficient transportation, and promoting livable communities.

## **Wisconsin**

The activities proposed for funding are:

- Track, signal and other infrastructure improvements, including station construction, to restore intercity passenger rail service to Madison operating at peak speeds of 110 mph once positive train control is extended over this line.
- Truesdell Crossovers.
- Milwaukee Station Platforms.

The selection of these activities for funding aligns well with FRA's published evaluation criteria, in that the projects when implemented will result in significant transportation benefits to passenger rail service by restoring service to Madison that has not existed for over 30 years, support the development of an integrated regional network of intercity rail passenger transportation, improve the current *Hiawatha* passenger service, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State and region's economy, and will help generate other public benefits including promotion of environmental quality, efficient transportation, and promoting livable communities.

## **Northeast Corridor**

The Northeast Corridor (NEC) is the Nation's premier high-speed rail line. For too long, the NEC has been tied to the larger debate over the future of Amtrak. Viewed in the past as primarily the responsibility of Amtrak, the NEC has not developed the interstate structures and planning necessary to take this high-speed corridor to the next level. FRA is committed to assisting in the establishment of the new structures needed for service development planning and environmental studies that can be embraced by Amtrak and the eight States that benefit most directly from NEC high-speed operations. In the mean time, FRA is proposing to use HSIPR ARRA funds to advance certain NEC-related projects that will be needed regardless of the final plan for the NEC. I would also note that Amtrak has committed over \$600 million of the funds made available to the Corporation under the Recovery Act to improvements to the NEC main line.

Activities proposed to be funded are:

### **District of Columbia**

- Long Bridge preliminary engineering/environmental documentation.
- Union Station garage escalator replacement.

The selection of the bridge engineering, which involves the critical infrastructure connecting the NEC to the Southeast Corridor aligns well with FRA's published evaluation criteria in that the program when implemented will result in transportation

benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, and lay the foundation for expanded high-speed service. The escalator replacement at Union Station strongly supports and encourages intermodal (car and bus to rail) coordination.

### **Maryland**

- B&P tunnel replacement design.
- BWI station improvements.

The selection of the tunnel planning aligns well with FRA's published criteria. The B&P Tunnel planning and design addresses an aging piece of infrastructure critical to NEC operations and when implemented will lead to transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, and lay the foundation for expanded high-speed service. The BWI Station improvements provide for enhanced intermodal integration, facilitate cross modal shift, and help return this important piece of infrastructure to a state of good repair.

### **New Jersey**

- Portal Bridge design.

The selection of this activity aligns well with FRA's published criteria. The Portal Bridge design addresses an aging piece of infrastructure critical to NEC operations and when implemented will lead to transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, and lay the foundation for expanded high-speed service.

### **Rhode Island**

- Kingston Capacity and track improvements.

The selection of this activity aligns well with FRA's published criteria. The track and capacity improvements will improve the reliability of existing high-speed service and help facilitate intermodal integration.

### **Northern New England Corridor**

FRA proposes to advance further development of the Northern New England Corridor through the implementation of specific intercity passenger rail projects in anticipation of the States that are included in this corridor developing the interstate structures necessary to plan and prioritize improvements.

The activities proposed for funding are:

### **Connecticut**

- New Haven-Hartford-Springfield Corridor Improvements.

This project involves improvements to facilitate faster and more frequent intercity passenger rail service from Springfield in the north to the Northern New England Corridor's connection with the Northeast Corridor in New Haven. The selection of this activity for funding aligns well with FRA's published evaluation criteria in that the improvements when implemented will result in transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State and region's economy.

### **Massachusetts**

- Springfield – East Northfield Relocation.

This project involves infrastructure improvements needed to relocate the existing Vermonter intercity passenger rail route and a spur of the Northern New England high-speed corridor to a more direct route. The selection of this activity for funding aligns well with FRA's published evaluation criteria in that the project when implemented will result in transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State and region's economy. It also contributes to regional balance, supports a balance between large/small population centers and ensures integration of a nationwide transportation network.

### **Vermont**

- Vermonter New England Central railroad improvements.

This project involves infrastructure improvements that benefit the route of the existing Vermonter intercity passenger rail service and a spur of the Northern New England Corridor. The selection of this activity for funding aligns well with FRA's published evaluation criteria in that the improvements when implemented will result in transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State and region's economy. It also contributes to regional balance, supports a balance between

large/small population centers and ensures integration of a nationwide transportation network.

### **Pacific Northwest Corridor**

FRA proposes to advance the development of a system of high-speed intercity passenger rail service in the Pacific Northwest Corridor which has been planned for over a decade through the coordinated efforts of the States of Oregon, Washington and the Province of British Columbia. When completed, the corridor from Eugene in the south, through Portland and Seattle, to Vancouver in the north will be served by an integrated network of high-speed intercity passenger rail service operating at peak speeds of 110 mph or greater. The commitment is subject to successful completion of certain important steps by the States, including the successful completion of requisite site-specific environmental documentation in certain locations, the continued evolution of the current structure for interstate cooperation, and the development of service development plans and related environmental documentation for certain segments of the corridor. Federal support for this program over the long-term is also subject to the availability of future funding.

Activities to be funded are:

#### **Oregon**

- Union Station roof.
- North Portland Junctions.
- Willbridge Crossovers.

The Union Station project involves essential improvements necessary to preserve an important intermodal connection for the Pacific Northwest Corridor, aligning well with the evaluation criteria that encourages intermodal integration. The other improvements to infrastructure, along with work on the intermodal station, aligns well with FRA's published evaluation criteria in that the projects when implemented will result in transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State and region's economy

#### **Washington**

- Undertake infrastructure improvements necessary to permit the addition of two train frequencies and increase speeds to 90 mph as part of the long-term plan to achieve 110 mph service between Seattle and Portland

The selection of these activities for funding aligns well with FRA's published evaluation criteria, in that the program when implemented will result in significant

transportation benefits to passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, improve the current *Cascades* passenger service, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State and region's economy, and will help generate other public benefits including promotion of environmental quality, efficient transportation, and promoting livable communities.

### **South Central Corridor**

FRA proposes to advance further development of the South Central Corridor through the implementation of specific intercity passenger rail projects in anticipation of the States that are included in this corridor developing the interstate structures necessary to plan and prioritize improvements.

The activities proposed for funding are:

#### **Texas**

- Undertake infrastructure improvements in the Fort Worth area.
- Crossing and signal timing improvements, Fort Worth División.

The selection of this activity for funding aligns well with FRA's published evaluation criteria, in that the projects when implemented will result in benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation and create jobs in the short-term.

### **Southeast Corridor**

FRA proposes to advance the development of a system of high-speed intercity passenger rail service in the Southeast Corridor which has been planned for over a decade through the coordinated efforts of the States of North Carolina, and Virginia. When completed, the corridor from Atlanta in the south, through Charlotte, Raleigh and Richmond to Washington, D.C. in the north will be served by an integrated network of high-speed intercity passenger rail service. The commitment is subject to successful completion of certain important steps by the States, including the successful completion of requisite site-specific environmental documentation in certain locations, the continued evolution of the current structure for interstate cooperation, and the development of service development plans and related environmental documentation for certain segments of the corridor. Federal support for this program over the long-term is also subject to the availability of future funding.

The activities proposed for funding are:

### **Georgia**

- Atlanta to Birmingham feasibility study.
- Macon to Jacksonville feasibility study.
- Interstate Rail Passenger network compact.

These projects would initiate the planning activities of two important links of the Southeast high-Speed corridor – the connection to Jacksonville and the connection to the Gulf Coast Corridor at Birmingham. The selection of these activities for funding aligns well with FRA’s published evaluation criteria, in that the studies when implemented will support the development of an integrated regional network of intercity rail passenger transportation, and lay the foundation for high-speed service.

### **North Carolina**

- Infrastructure and related improvements and acquisition of equipment that will lead to the addition of two daily round trip intercity passenger train frequencies and lead to increased speeds and reduced trip time
- Raleigh-Charlotte congestion mitigation

The selection of these activities for funding aligns well with FRA’s published evaluation criteria, in that the program when implemented will result in significant transportation benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term and long term while otherwise contributing to the strengthening of the State and region’s economy, and will help generate other public benefits including promotion of environmental quality, efficient transportation, and promoting livable communities.

### **Virginia**

- Arkendale to Powells Creek third track.

The selection of this activity for funding aligns well with FRA’s published evaluation criteria, in that the project when implemented will result in benefits to existing passenger rail service, support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, preserve and create jobs in both the short-term while otherwise contributing to the strengthening of the State and region’s economy, and will help generate other public benefits including promotion of environmental quality and efficient transportation.

## **Intercity Passenger Rail**

The funding made available under ARRA and in the FY 2009 Appropriations Act recognizes the need to build an integrated intercity passenger rail network that has a broad reach and will complement the development of high-speed rail services in selected corridors. Thus, not only are investments off designated high-speed corridors eligible for funding, in appropriate circumstances they are desired as laying the foundation of such an integrated system. It is in that context that FRA proposes to advance several projects.

The activities proposed for funding are:

### **Alabama**

- New passenger rail service planning.

This activity involves a feasibility study to restore intercity passenger rail service from Birmingham, through Montgomery to Mobile, connecting the two legs of the Gulf Coast High-Speed Corridor. The selection of this activity for funding aligns well with FRA's published evaluation criteria, in that the planning when implemented will support the development of an integrated regional network of intercity rail passenger transportation, lay the foundation for high-speed service, and, if implemented, will help generate other public benefits including promotion of environmental quality and efficient transportation. It also contributes to regional balance, supports a balance between large/small population centers and ensures integration of a nationwide transportation network.

### **Colorado**

- Inter regional connectivity study.
- State rail plan.

These activities, which can be viewed as related, would fund the development of the Colorado State rail plan and planning for the interconnectivity between potential high-speed rail, conventional intercity passenger rail service and transit services being developed in Denver. The selection of this activity for funding aligns well with FRA's published evaluation criteria, in that the planning when implemented will support the development of an integrated regional network of intercity rail passenger transportation, encourage intermodal integration, and, if improvements are implemented, will help generate other public benefits including promotion of environmental quality and efficient transportation and support and promote Denver's ongoing livable community efforts that are also being supported in other FRA and USDOT programs.

## **Delaware**

- Intercity rail connection study.

This activity involves planning to determine the feasibility of expanding intercity passenger rail service from a connection to the Northeast Corridor at Wilmington, through the Delmarva Peninsula. The selection of this activity for funding aligns well with FRA's published evaluation criteria, in that the study when implemented will support the development of an integrated regional network of intercity rail passenger transportation, and, if improvements are implemented, will help generate other public benefits including promotion of environmental quality and efficient transportation.

## **Iowa**

- Ottumwa Subdivision Crossover Improvements.
- Chicago to Omaha passenger rail planning.

The first identified activity would improve travel times and improve on-time performance for Amtrak's California Zephyr service, which aligns well with the published criteria, specifically generating improvements to intercity passenger rail service. The second identified activity involves planning for intercity passenger rail expansion centered on the Chicago Hub. The selection of this activity for funding aligns well with FRA's published evaluation criteria, in that the planning when implemented will support the development of an integrated regional network of intercity rail passenger transportation, and, if improvements are implemented, will help generate other public benefits including promotion of environmental quality and efficient transportation.

## **Kansas**

- Kansas rail service development plan.

This activity will lead to a service development plan between Kansas City and Oklahoma City, that could ultimately provide a connection between the Chicago Hub Corridor and the South Central Corridor. The selection of this activity for funding aligns well with FRA's published evaluation criteria, in that the planning when implemented will support the development of an integrated regional network of intercity rail passenger transportation, lays the foundation for high-speed service, and, if improvements are implemented, will help generate other public benefits including promotion of environmental quality and efficient transportation. It also contributes to regional balance, supports a balance between large/small population centers and ensures integration of a nationwide transportation network.

## **Maine**

- Extension of the *Downeaster* service from Portland to Brunswick.

This project would provide an extension of current intercity passenger rail service and serve as a feeder to the Northern New England Corridor at Portland, ME. The selection of this activity for funding aligns well with FRA's published evaluation criteria, in that the extension will generate improvements to existing intercity passenger rail service, enhance intercity travel options, support the development of an integrated regional network of intercity rail passenger transportation, and will help generate other public benefits including promotion of environmental quality and efficient transportation. It also contributes to regional balance, supports a balance between large/small population centers and ensures integration of a nationwide transportation network.

## **New Mexico**

- State rail plan.

This activity would fund production of the State-wide rail plan with a focus on the two existing passenger services serving the State, the *Southwest Chief* and the *Sunset Limited*. The selection of this activity aligns well with FRA's published criteria in that it contributes to regional balance, supports a balance between large/small population centers and ensures integration of a nationwide transportation network.

## **New York**

- Adirondack-Ballston Spa capacity improvements.

This activity involves final design and construction of track infrastructure to improve the reliability of current Amtrak service. The selection of this activity for funding aligns well with FRA's published evaluation criteria in that the improvements will generate improvements to existing intercity passenger rail service, enhance intercity travel options, support the development of an integrated regional network of intercity rail passenger transportation, and will help generate other public benefits including promotion of environmental quality and efficient transportation. It also contributes to regional balance, supports a balance between large/small population centers and ensures integration of a nationwide transportation network.

## **Vermont**

- NY-VT bi-state intercity passenger rail project.

This project involves planning for a reroute of Amtrak's existing *Ethan Allen* service to introduce service to several communities that lack intercity passenger rail service. The selection of this activity for funding aligns well with FRA's published evaluation

criteria, in that the project will enhance intercity travel options, support the development of an integrated regional network of intercity rail passenger transportation, and will help generate other public benefits including promotion of environmental quality and efficient transportation. It also contributes to regional balance, supports a balance between large/small population centers and ensures integration of a nationwide transportation network.

### **West Virginia**

- Intercity passenger rail planning.

This activity would fund feasibility studies that will result in the development of the State rail plan. The selection of this activity aligns well with FRA's published criteria in that it supports development of an integrated intercity passenger rail network, contributes to regional balance, supports a balance between large/small population centers and ensures integration of a nationwide transportation network.

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THE SECRETARY OF TRANSPORTATION  
WASHINGTON, D.C. 20590

January 27, 2010

**MEMORANDUM TO JOE SZABO, ADMINISTRATOR  
FEDERAL RAILROAD ADMINISTRATION**

**FROM:** Ray LaHood

**SUBJECT:** High-Speed Intercity Passenger Rail Program (HSIPR) Selections

After reviewing the attached Federal Railroad Administration (FRA) recommendation memorandum, and participating in numerous discussions with the U.S. Department of Transportation (DOT) officials, and based on the authority granted to me as Secretary of Transportation under relevant Federal statutes and regulations, I hereby exercise my discretion to select the projects listed below to receive HSIPR program awards. These selected projects cumulatively will receive up to \$8 billion in funding made available under the American Recovery and Reinvestment Act of 2009 (ARRA), and up to \$91.8 million under FRA's FY 2008 and FY 2009 Appropriations Acts.

The legal authorities granting me the discretion to make these decisions include the HSIPR section in Title XII of ARRA, the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), and FRA's HSIPR Interim Program Guidance dated June 23, 2009. These selections are contingent upon the projects meeting all applicable requirements under the National Environmental Policy Act (NEPA) and relevant Federal statutes and regulations, and all programmatic milestones and conditions imposed by DOT and FRA, as well as the execution of mutually agreed upon financial assistance agreements. Federal support for this program over the long-term is subject to the availability of future funding.

**HSIPR CORRIDORS**

I have selected the following corridors to receive funding: California Corridor, Empire Corridor, Florida Corridor, Keystone Corridor, Midwest Regional Corridor, Northeast Corridor, Northern New England Corridor, Pacific Northwest Corridor, South Central Corridor, and Southeast Corridor. Intercity passenger rail projects in Alabama, Colorado, Delaware, Iowa, Kansas, Maine, New Mexico, New York, Vermont, and West Virginia will also receive funding.

**1. CALIFORNIA CORRIDOR**

The California High-Speed Rail project ultimately will provide service at speeds up to 220 miles per hour (mph) over an 800 mile long system between the San Francisco Bay Area and Sacramento through Los Angeles to San Diego, and provide important feeder lines that will

result in a comprehensive State-wide passenger rail system. The California Corridor will receive funding for the High-Speed Main-Line Project and the California High-Speed Feeder Lines.

### **High-Speed Main-Line Project (up to \$2.250 billion)**

I have selected the following activities for funding:

- Completion of the Phase I project level preliminary engineering and environmental documentation for Phase I of the high-speed rail main line between San Francisco and Los Angeles.
- The remaining funds are reserved to begin implementation of specific elements of Phase I as contained in four separate additional applications. These include elements such as track, bridges, tunnels, and multi-modal stations at San Francisco Transbay Terminal, San Jose Diridon Station, Los Angeles Union Station, and Anaheim Regional Transportation Intermodal Center. Implementation decisions will be based on the satisfaction of HSIPR program requirements and completion of site-specific NEPA documentation.

### **California High-Speed Rail Feeder Lines**

I have selected the following activities for funding:

- South Terminal Station Improvement – Capitol Corridor (up to \$21 million)
- Yolo West Crossover – Capitol Corridor (up to \$5 million)
- Sacramento Intermodal Station Track Relocation – Capitol Corridor (up to \$6.2 million)
- Pacific Surfliner – Corridor Strategic Assessment – Surfliner Corridor (up to \$200,000)
- Los Angeles to Fullerton Triple Track – Surfliner Corridor (up to \$38.3 million)
- Railroad Crossover Program – Surfliner Corridor (up to \$8.4 million)
- Oceanside Stub Project 1 – Surfliner Corridor (up to \$3.4 million)
- MOW Spurs – Surfliner Corridor (up to \$2.1 million)
- Ortega PE/NEPA – Surfliner Corridor (up to \$1 million)
- Rolling Stock Locomotive Emissions Upgrade – Multiple corridors (up to \$14 million)
- Rolling Stock-Cab Car Bicycle Storage – Multiple California corridors (up to \$8.2 million)

## **2. EMPIRE CORRIDOR**

The State of New York has undertaken several studies over the years of various segments of the Buffalo – Albany – New York City Empire Corridor and is in the process of finalizing the service development plan and preparing the necessary environmental analyses that will address the investment needs of the corridor holistically. The State has applied for specific improvement projects that benefit current passenger operations. These projects will be part of any future scenario of high-speed intercity passenger rail service on this corridor.

I have selected the following activities for funding:

- Empire Corridor Planning (up to \$1 million)
- Albany-Schenectady second track ( up to \$91.2 million)
- Phase I third track Mileposts 382-393 (up to \$58.1 million)
- Grade crossing improvements, Mileposts 75-143 (up to \$2.5 million)
- Rochester Station improvements (up to \$2 million)
- Buffalo-Depew Station improvements (up to \$1 million)

### **3. FLORIDA CORRIDOR**

The Florida High-Speed Rail project ultimately will provide service at speeds up to 186 mph over an initial route between Tampa and Orlando, with eventual extension to Miami and other urban areas within the State.

I have selected for funding 84 miles of track and station improvements, largely co-located on the I-4 right-of-way and equipment necessary to operate electric service at up to 16 round trips per day between Tampa and Orlando (up to \$1.250 billion).

### **4. KEYSTONE CORRIDOR**

The Keystone Corridor ultimately will provide service at speeds up to 125 mph between Philadelphia and Pittsburgh, with initial improvements focused between a connection to the Northeast Corridor at Philadelphia and Harrisburg.

I have selected the following activities for funding:

- Planning west of Harrisburg (up to \$750,000)
- Keystone East grade crossing elimination (up to \$18 million)
- Keystone East Interlocking design (up to \$6.3 million)
- Keystone East signal/train control improvements (up to \$1.4 million)

### **5. MIDWEST REGIONAL CORRIDORS**

These corridors advance the development of a comprehensive system of high-speed intercity passenger rail service focused upon Chicago as a hub, which has been planned for over a decade through the coordinated efforts of several States as the Midwest Regional Rail Initiative. When completed, most major cities in the Upper Midwest will be served by an integrated network of high-speed intercity passenger rail service operating at peak speeds of 110 mph or greater.

I have selected the following activities for funding:

### **Illinois**

- Development of the St. Louis to Chicago comprehensive high-speed corridor NEPA (up to \$1.25 million)
- Construction of the Englewood Flyover to improve trip times and reliability in the Chicago area that significantly benefits current intercity passenger rail service and future high-speed service from the east including the high-speed routes to Detroit and Cleveland (up to \$133 million)
- Infrastructure and equipment improvements to enable improvements to increase the speed of current operations between Alton and Dwight (up to \$1.100 billion)

### **Indiana**

- Development of track improvements between Porter, Indiana and the Indiana/Illinois State Line (the Indiana Gateway Project) which involves addressing bottlenecks that plague current intercity passenger operations accessing Chicago from the east and are an essential part of long-term high-speed service (up to \$71.4 million)

### **Michigan**

- Dearborn Station improvements (up to \$28.2 million)
- Troy Station improvements (up to \$8.5 million)
- Battle Creek Station improvements (up to \$4 million)

### **Minnesota**

- Minnesota-Wisconsin Service NEPA (up to \$600,000)

### **Missouri**

- Rail bridge over the Osage River (up to \$23 million)
- Webster universal crossover (up to \$4 million)
- Missouri Rail crossing safety improvements (up to \$2 million)
- Double Track Lee's Summit to Pleasant Hill (up to \$1.4 million)
- Kingsville passing siding (up to \$1 million)
- Strasburg grade separation (up to \$1 million)
- Knob Noster passing siding extension (up to \$1 million)
- Bonnots Mill universal crossover (up to \$0.7 million)
- Hermann universal crossover (up to \$0.6 million)

### **Ohio**

- Restoration of intercity passenger rail service over the 255 mile route from Cleveland, through Columbus and Dayton, to Cincinnati (up to \$400 million)

### **Wisconsin**

- Track, signal and other infrastructure improvements, including station construction, to restore intercity passenger rail service to Madison operating at peak speeds of 110 mph once positive train control is extended over this line (up to \$810 million)

- Truesdell Crossovers (up to \$13.4 million)
- Milwaukee Station Platform (up to \$0.7 million)

## **6. NORTHEAST CORRIDOR**

The FRA is committed to assisting the establishment of the new structures needed for service development planning and environmental studies that can be embraced by Amtrak and the eight States that benefit from Northeast Corridor (NEC) high-speed operations. HSIPR ARRA funds will be used to advance NEC-related projects that will be needed regardless of the final plan for the NEC. Amtrak has committed over \$600 million of the funds made available to the Corporation under the Recovery Act to improvements to the NEC main line.

I have selected the following activities for funding:

### **District of Columbia**

- Long Bridge preliminary engineering/environmental documentation (up to \$3 million)
- Union Station garage escalator replacement (up to \$4 million)

### **Maryland**

- B&P tunnel replacement design (up to \$60 million)
- BWI station improvements (up to \$9.4 million)

### **New Jersey**

- Portal Bridge Design (up to \$39 million)

### **Rhode Island**

- Kingston Capacity and Track Improvements (up to \$1.2 million)

## **7. NORTHERN NEW ENGLAND CORRIDOR**

Funding will advance further development of the Northern New England Corridor through the implementation of specific intercity passenger rail projects, in anticipation of the States that comprise this corridor developing the interstate structures necessary to plan and prioritize improvements.

I have selected the following activities for funding:

### **Connecticut**

- New Haven-Hartford-Springfield Corridor Improvements (up to \$40 million)

### **Massachusetts**

- Springfield – East Northfield Relocation (up to \$70 million)

**Vermont**

- *Vermont* New England Central Railroad Improvements (up to \$50 million)

**8. PACIFIC NORTHWEST CORRIDOR**

Funding will advance the development of a system of high-speed intercity passenger rail service in the Pacific Northwest Corridor, which has been planned for over a decade through the coordinated efforts of the States of Oregon, Washington, and the Province of British Columbia. When completed, the corridor from Eugene in the south, through Portland and Seattle, to Vancouver in the north will be served by an integrated network of high-speed intercity passenger rail service operating at peak speeds of 110 mph or greater.

I have selected the following activities for funding:

**Oregon**

- Union Station Roof (up to \$7.3 million)
- North Portland Junctions (up to \$2 million)
- Willbridge Crossovers (up to \$1 million)

**Washington**

- Undertake infrastructure improvements necessary to permit the addition of two train frequencies and increase speeds to 90 mph as part of the long-term plan to achieve 110 mph service between Seattle and Portland (up to \$590 million)

**9. SOUTH CENTRAL CORRIDOR**

Funding will advance further development of the South Central Corridor through the implementation of specific intercity passenger rail projects, in anticipation of the States that comprise this corridor developing the interstate structures necessary to plan and prioritize improvements.

I have selected the following activities for funding:

**Texas**

- Undertake infrastructure improvements in the Fort Worth area (up to \$7.2 million)
- Crossing and signal timing improvements, Fort Worth Division (up to \$4 million)

**10. SOUTHEAST CORRIDOR**

Funding will advance the development of a system of high-speed intercity passenger rail service in the Southeast Corridor, which has been planned for over a decade through the coordinated efforts of the States of North Carolina, and Virginia. When completed, the corridor from

Atlanta, in the south, through Charlotte, Raleigh and Richmond to Washington, D.C. in the north, will be served by an integrated network of high-speed intercity passenger rail service.

I have selected the following activities for funding:

#### **Georgia**

- Atlanta to Birmingham Feasibility Study (up to \$250,000)
- Macon to Jacksonville Feasibility Study (up to \$250,000)
- Interstate Rail Passenger Network Compact (up to \$250,000)

#### **North Carolina**

- Infrastructure and related improvements and acquisition of equipment that will lead to the addition of two daily round trip intercity passenger train frequencies and lead to increased speeds and reduced trip time (up to \$520 million)
- Raleigh-Charlotte congestion mitigation (up to \$25 million)

#### **Virginia**

- Arkendale to Powells Creek Third Track (up to \$75 million)

### **INTERCITY PASSENGER RAIL**

The ARRA and the FY 2009 Appropriation made funding available to build an integrated intercity passenger rail network that has a broad reach and will complement the development of high-speed rail services in selected corridors. Thus, investments in activities not located in designated high-speed corridors are eligible for funding, and in appropriate circumstances are desired to lay the foundation of an integrated system.

I have selected the following Intercity Passenger Rail Projects for funding:

#### **Alabama**

- New Passenger Rail Service Planning (up to \$200,000)

#### **Colorado**

- Inter Regional Connectivity Study (up to \$1million)
- State Rail Plan (up to \$400,000)

#### **Delaware**

- Intercity Rail Connection Study (up to \$450,000)

#### **Iowa**

- Ottumwa Subdivision Crossover Improvements (up to \$17 million)
- Chicago to Omaha passenger rail planning (up to \$1 million)

**Kansas**

- Kansas Rail Service Development Plan (up to \$250,000)

**Maine**

- Extension of the *Downeaster* service from Portland to Brunswick (up to \$35 million)

**New Mexico**

- State Rail Plan (up to \$100,000)

**New York**

- Adirondack-Ballston Spa Capacity Improvements (up to \$3 million)

**Vermont**

- NY-VT Bi-State Intercity Passenger Rail Project (up to \$500,000)

**West Virginia**

- Intercity Passenger Rail Planning (up to \$1 million)

## ATTACHMENT

FRA's Memorandum "Proposed Selections of Applications for Funding Under the High-Speed Intercity Passenger Rail Program"