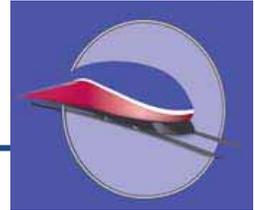


# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes.**
- Applicants should complete and submit this form electronically to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

## A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):

State

Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: State of California, California Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): none

(4) Application point of contact (POC):

Bill Bronte

POC title:

Chief, Division of Rail

Street address:

1120 N Street

City:

Sacramento

State:

CA

Zip code:

95814

Telephone number:

916 653-3060

Fax: 916 653-4565

Email: [bill.bronte@dot.ca.gov](mailto:bill.bronte@dot.ca.gov)

## What is your project?

(5) Project/program name: Integration of existing regional rail service with the proposed CHSR project

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):  
 This proposal requests funding for capacity enhancements and preliminary environmental planning on the existing regional passenger rail corridor between the Los Angeles Union Passenger Terminal (LAUPT) to the City of Lancaster California. The proposed project would provide for capacity enhancements, enhance existing levels of service (LOS) and frequency and address environmental issues required to integrate the existing regional passenger rail service with the proposed California High Speed Rail (CHSR) project in the Southern California Region. This corridor is contiguous with the proposed California High Speed Rail Authority's (CHSRA) preferred alignment for Southern California

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The project corridor is fully contained in the County of Los Angeles

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): The proposed project would benefit the existing Metrolink (SCRRA) service and the proposed CHSR project

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

(D) State(s) in which the benefiting service(s) is/are located: CA

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*):

(C) Service attributes (*Check all that apply*):

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Additional Frequencies on Existing Route | <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    |

Other (Please describe): High speed corridor integration planning with existing regional passenger rail corridor.

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

Construction start date:

Construction completion date:

Service improvements realized:

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>			<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Average daily round trips</b> (weekday)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Top speed (mph)</b>			<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)			<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$1,000,000

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

(A)  Yes If yes, as what percentage of total costs? 50%

No

(B) Proposed source(s) of capital matching funds *(Please check all that apply)*:

State  Local  Private  Other *(Please specify)*:  N/A  Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters)*.

### Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes  No  Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Dedicated State funding source If other is selected, please specify:

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Legislation introduced If other is selected, please specify:

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1 Programmatic (or “service”) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

Railroad owner 1 (Name):	Publically Owned
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	No agreement, but host railroad supports project
Railroad owner 2 (Name):	NA
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No operating partner involved

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

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

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

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

Track 3 (Planning)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): The project could use technical assistance with commuter rail/intercity rail and high speed rail integration as there is the potential for creating multi-modal opportunities at LAUPT and in North Hollywood Glendale and other locations.

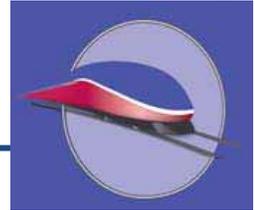
## (D) Additional information (optional)

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

**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**.

# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes.**
- Applicants should complete and submit this form electronically to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

## A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):

State

Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: State of California, Department of Transportation, Division of Rail

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

(4) Application point of contact (POC):

Lea M. Simpson

POC title:

Chief Capital Projects and Operations, South Branch

Street address:

1120 N Street, P.O. Box 942874 – MS 74

City:

Sacramento

State:

CA

Zip code:

94274-0001

Telephone number:

916-654-7184

Fax: 916-654-7184

Email: [lea\\_simpson@dot.ca.gov](mailto:lea_simpson@dot.ca.gov)

## What is your project?

(5) Project/program name: Planning and development of the Los Angeles/Anaheim HSR segment Los Angeles Union Station High Speed Train Station

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):  
 This 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 Metro'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.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The proposed project is located in the eastern part of downtown area of the City of Los Angeles inclusive of and adjacent to the existing Los Angeles Union Station. It is the expected terminus for three California HSR segments, LA/Anaheim, San Diego/LA and LA/Palmdale (north).

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): Anaheim to Los Angeles Section of the California High Speed Train project. 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 an eastern and southern route and Los Angeles to Palmdale via a northern route. All center on Union Station.

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

(D) State(s) in which the benefiting service(s) is/are located: California

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): The existing Union Station is not configured to support the operations and requirements of the high speed train proposed for the California High Speed Rail system. A new station is required to support the planned CHSR. The program EIR/EIS identifies an aerial station approximately 35 feet above the existing station tracks at Union Station, including 6 tracks and 3 platforms, vertical circulation (escalators, elevators, etc) with linkages to Metrolink, Amtrak, and local transit services.

(C) Service attributes (*Check all that apply*):

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*): Direct linkages to local transit light rail, heavy rail and bus services, and to commuter rail and intercity rail services at Los Angeles Union Station.

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

Construction start date:  
01/2013

Construction completion date:  
12/2015

Service improvements realized: 01/2016

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>			<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Average daily round trips</b> (weekday)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Top speed (mph)</b>			<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)			<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$590 million est. for station construction. \$1.5 million est. for preliminary architectural/engineering studies.

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

(A)  Yes If yes, as what percentage of total costs? 30%

No

(B) Proposed source(s) of capital matching funds (*Please check all that apply*):

State     Local     Private     Other (*Please specify*): Bond  
1A HSR already approved by voters     N/A     Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*).    Project engineering and management

### Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes     No     Not sure

(A) If additional operating funding is required, what would be the source? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Dedicated State funding source If other is selected, please specify:

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify:

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input checked="" type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Assessment (EA)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>General Planning Studies/Documents</b>					
Project Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

Railroad owner 1 (Name):

California High Speed Rail Authority

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):

Master Agreement in place

Railroad owner 2 (Name):

Prologis Corporation

Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):

Master Agreement in place

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): 25% to 50%

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

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

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

Track 3 (Planning)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): The project partners welcome all assistance from FRA both in the technical and best practices areas

## (D) Additional information (optional)

- (24) 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 in question 18, the three other member agencies also own rail right-of-way and agreement for the PTC project is covered under the Joint Powers Agreement for SCRRRA. The three other members are : Riverside County Transportation Commission, San Bernardino Associated Governments and Ventura County Transportation Commission.

**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**.

# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes.**
- Applicants should complete and submit this form electronically to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

## A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):

- State  
 Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

- Group of States  
 Interstate Compacts  
 Public Agency established by one or more States  
 Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: State of California, Department of Transportation, Division of Rail

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): This application is supported by the North County Transit District (NCTD), San Diego Association of Governments (SANDAG), Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Transportation Authority (Metro), Southern California Regional Rail Authority (SCRRA), LOSSAN.

(4) Application point of contact (POC):  
 Lea Simpson

POC title:  
 Chief Capital Projects and Operations, South Branch

Street address:  
 1120 N Street, P.O. Box 942874 –  
 MS 74

City:  
 Sacramento

State:  
 CA

Zip code:  
 94274-0001

Telephone number:  
 916-654-7184

Fax: 916-653-4565

Email: [lea\\_simpson@dot.ca.gov](mailto:lea_simpson@dot.ca.gov)

## What is your project?

(5) Project/program name: LOSSAN Corridorwide Strategic Assessment – Phase 2: Technical Analysis

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor is the nation's second busiest, shared between Amtrak's Pacific Surfliner intercity, commuter rail, and BNSF and Union Pacific services. The LOSSAN Joint Powers Authority and member agencies have worked together to develop a plan to better integrate passenger rail services in the corridor. Onboard and resident surveys have been completed to provide detailed rider and potential rider opinions. Along with an assessment of the corridor's Strengths, Weaknesses, Opportunities, and Threats and expert knowledge of corridor agencies, an overall service vision has been drafted, funded locally by LOSSAN members.

The next step is to conduct detailed demand analysis and operations modeling to develop a business case that can be considered by the LOSSAN JPA and member agencies, most of whom are corridor owners and operators. Detailed ridership projections will be developed. Rail operations simulations will be modeled including express intercity service between Los Angeles and San Diego, pooled commuter rail service, and other proposed service enhancements along the entire 351-mile LOSSAN corridor.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The attached map shows the southern California rail network including the LOSSAN corridor. The technical analysis will cover this network, including Amtrak's Pacific Surfliner corridor and the region's commuter rail network.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): The Southern California High Speed Rail system from Los Angeles to Palmdale, Los Angeles to Anaheim and San Diego to Los Angeles as well as the Pacific Surfliner intercity service from San Diego to San Luis Obispo will benefit from this project.

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

(D) State(s) in which the benefiting service(s) is/are located: CA

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): na

(C) Service attributes (*Check all that apply*):

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*): Integrated vision and business case for the LOSSAN corridor

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

Construction start date: na      Construction completion date: na      Service improvements realized: na

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	222.4 m		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Average daily round trips</b> (weekday)	11		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	75%		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Top speed (mph)</b>	90		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	47		<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$500,000

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

(A)  Yes If yes, as what percentage of total costs? 50%

No

(B) Proposed source(s) of capital matching funds (*Please check all that apply*):

State  Local  Private  Other (*Please specify*):  N/A  Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). Staff from LOSSAN member agencies will review and comment on the technical analysis.

### Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes  No  Not sure

(A) If additional operating funding is required, what would be the source? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Dedicated State funding source If other is selected, please specify:

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify:

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Detailed Capital Cost Estimates	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

Railroad owner 1 (Name):	Los Angeles County Metropolitan Transportation Authority
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place
Railroad owner 2 (Name):	Orange County Transportation Authority
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): 50% to 75%

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

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

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

Track 3 (Planning)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

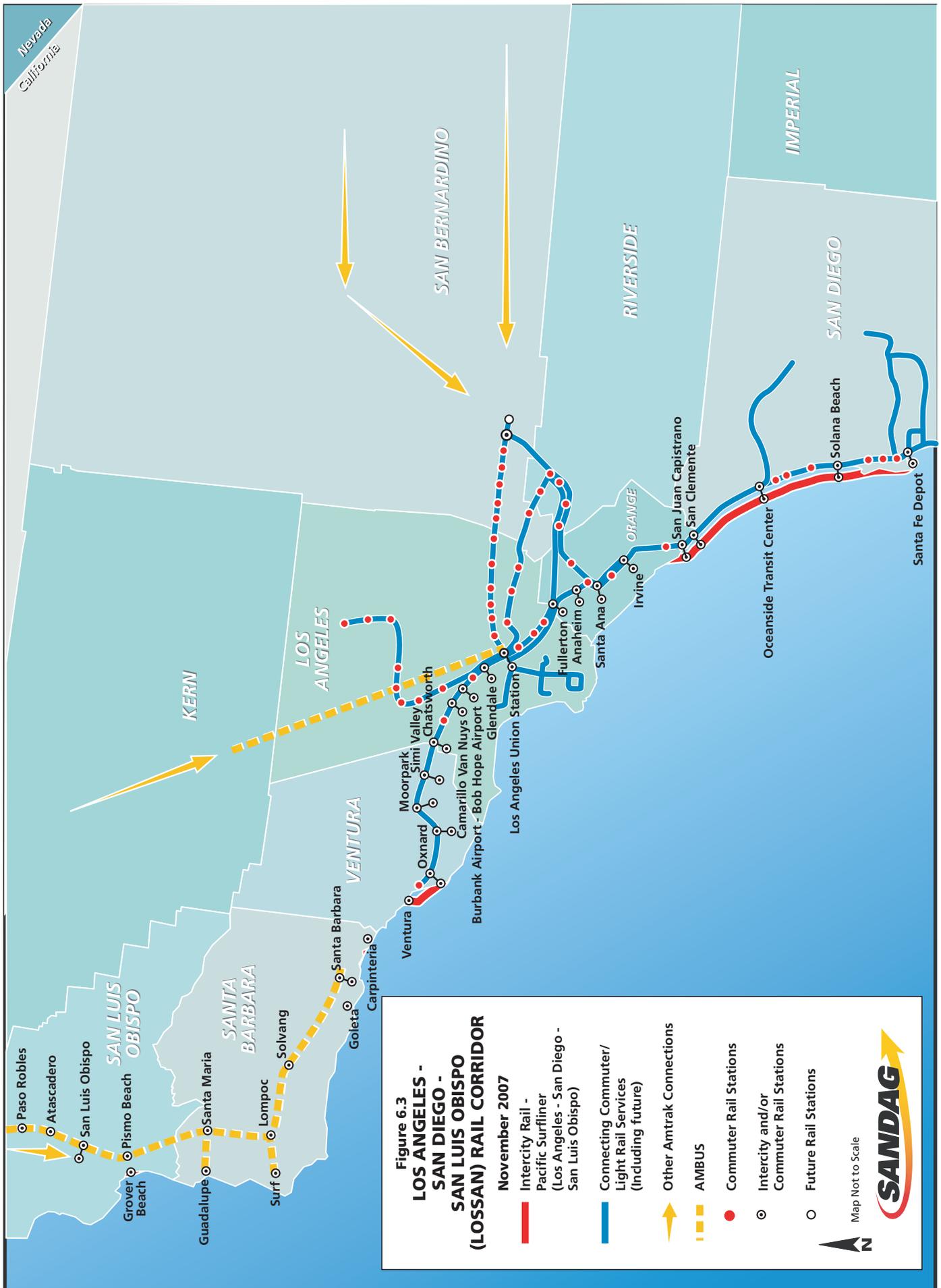
- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): LOSSAN member agencies welcome all assistance from FRA both in the technical and best practices areas.

## (D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. Question 18: In addition to the two public agency owners of the rail rights-of way, listed in question 18, five other public agencies also own rail right-of-way: San Diego Metropolitan Transit System, North County Transit District, Riverside County Transportation Commission, San Bernardino Associated Governments and Ventura County Transportation Commission. Amtrak also has trackage rights in the LOSSAN Corridor. Agreements are either in place or also being developed with the BNSF and UPRR who also own and operate on the intercity rail corridor in Southern California.

Map Attachment is: LOSSAN Strategic Assessment Technical Analysis Map.pdf

**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**.



**Figure 6.3  
LOS ANGELES -  
SAN DIEGO -  
SAN LUIS OBISPO  
(LOSSAN) RAIL CORRIDOR**

**November 2007**

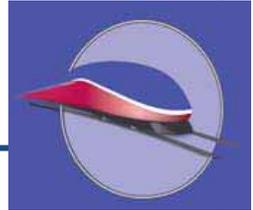
- Intercity Rail - Pacific Surfliner (Los Angeles - San Diego - San Luis Obispo)
- Connecting Commuter/ Light Rail Services (including future)
- - - Other Amtrak Connections
- AMBUS
- Commuter Rail Stations
- Intercity and/or Commuter Rail Stations
- Future Rail Stations

Map Not to Scale

**SANDAG**

# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes.**
- Applicants should complete and submit this form electronically to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

## A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):

State

Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: State of California, Department of Transportation, Division of Rail

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): This application is supported by the San Diego Association of Governments (SANDAG).

(4) Application point of contact (POC):

Lea Simpson

POC title:

Chief Capital Projects and Operations, South Branch

Street address:

1120 N Street, P.O. Box 942874 – MS 74

City:

Sacramento

State:

CA

Zip code:

94274-0001

Telephone number:

916-654-7184

Fax: 916-653-4565

Email: [lea\\_simpson@dot.ca.gov](mailto:lea_simpson@dot.ca.gov)

## What is your project?

(5) Project/program name: San Diego Joint High Speed / Intercity Rail Layover Facility Site Analysis

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):  
This planning study will identify potential locations for a layover/maintenance facility within San Diego to be used by intercity, future high-speed, and commuter trains. A "footprint" for the site will be developed. An site evaluation analysis will be completed to determine feasibility of a joint intercity/high-speed rail facility, develop conceptual design parameters for a facility, and an analysis of potential sites within San Diego County.

San Diego is one terminus of Amtrak's Pacific Surfliner intercity service, the nation's second busiest, and would benefit from a facility at the terminal that can perform maintenance and cleaning. Currently, this work must be done at the Los Angeles or Goleta facilities, which means a train could be in service for more than a day before servicing can be performed. San Diego also is planned as a terminus of the proposed California High-Speed Train network and will need a layover and maintenance facility for high-speed trains.

San Diego, and specifically the downtown area where both services terminate, is limited for potential sites that are large enough and adjacent to the rail corridor where this site could potentially be accommodated.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The proposed project area is San Diego County, California.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): The Southern California High Speed Rail system from Los Angeles to Palmdale, Los Angeles to Anaheim and San Diego to Los Angeles as well as the Pacific Surfliner intercity service from San Diego to San Luis Obispo will benefit from this project

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

(D) State(s) in which the benefiting service(s) is/are located: CA

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Site analysis evaluation

(C) Service attributes (*Check all that apply*):

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*):

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

Construction start date: na      Construction completion date: na      Service improvements realized: na

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	222.4 m		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Average daily round trips</b> (weekday)	11		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	75%		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Top speed (mph)</b>	90		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	47		<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$300,000

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

(A)  Yes If yes, as what percentage of total costs? 50%

No

(B) Proposed source(s) of capital matching funds (*Please check all that apply*):

State  Local  Private  Other (*Please specify*):  N/A  Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). Staff from SANDAG, Caltrans, Amtrak, and the California High-Speed Rail Authority will provide technical expertise.

### Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes  No  Not sure

(A) If additional operating funding is required, what would be the source? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Annual State appropriations If other is selected, please specify:

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify:

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2007	<input type="checkbox"/>
Service/Operating Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2007	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Categorical Exclusion (CE)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

Railroad owner 1 (Name):

San Diego Metropolitan Transit System

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):

Master Agreement in place

Railroad owner 2 (Name):

Amtrak

Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):

Master Agreement in place

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): 50% to 75%

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

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

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

Track 3 (Planning)

If unsure, please explain:

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

2009 – first round

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

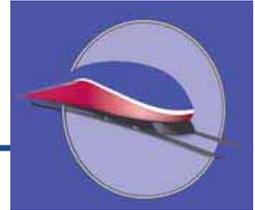
## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): SANDAG and Caltrans welcome all assistance from FRA both in the technical and best practices areas. In addition, our agencies have close working relationships with the San Diego Metropolitan Transit System (SDMTS), North County Transit District (NCTD), Southern California Regional Rail Authority (SCRRA), BNSF Railway, Amtrak, and the California High-Speed Rail Authority. Each agency will be consulted regarding this project. We also would anticipate working with individual jurisdictions on this site analysis.

## (D) Additional information (optional)

- (24) Please provide any additional information, comments, or clarifications. This section is optional. Question 18 - we would assume some ownership by the California High-Speed Rail Authority in addition to SDMTS.

**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**.



# Preapplication for HSIPR Program

OMB No. 2130-0583

**Preapplication instructions:**

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes.**
- Applicants should complete and submit this form electronically to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

## A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):

State

Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: California Department of Transportation (Caltrans)

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

(4) Application point of contact (POC):

Lee Goldenberg

POC title:

Rail Transportation Manager I

Street address:

1120 N Street

City:

Sacramento

State:

CA

Zip code:

95814

Telephone number:

(916) 654-9777

Division of Rail MS 74

Fax: (916) 653-4565

Email: Lee.Goldenberg@dot.ca.gov

## What is your project?

(5) Project/program name: Sacramento to Stockton Corridor Feasibility Study

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):  
 This project is a Corridor Feasibility Study for the purpose of establishing a new passenger rail route from Sacramento to Stockton. Factors that must be addressed in a study include, but are not limited to, preliminary engineering, community impact, right-of-way, environmental feasibility, train speeds, reduced running times, reliability and ridership factors (modeling). Although the proposed new route is along an existing alignment (former Western Pacific Railroad), the facility has not been used for scheduled rail passenger service in almost four decades. If determined to be feasible, the new route would feature non-stop rail service from Sacramento to Stockton, provide an additional connection to the existing Sacramento Amtrak Station, accomodate operating speeds up to 110mph and serve as part of a feeder line to the future High Speed Intercity Rail System at Merced.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): This new route would extend from Sacramento to Stockton, providing a connection to the future High Speed Intercity System in Merced. The Feasibility Study will examine factors relevant to the overall feasibility of the proposed segment.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): Amtrak California San Joaquin Corridor is the focus of this effort. Endpoints of this specific project Feasibility Study are in Sacramento (MP 139.8) & Stockton (MP 95.1). (As reference, Sacramento subdivision comprises this segment.)

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

(D) State(s) in which the benefiting service(s) is/are located: California

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): The Feasibility Study will examine, at a minimum, the types of factors checked in Section (A) of this question.

(C) Service attributes (*Check all that apply*):

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*): Would provide a non-stop rail connection from Sacramento to Stockton, but in addition would link with future high speed rail in Merced.

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

Construction start date: 01/2010 (or within 90 days of funding)      Construction completion date: 01/2012      Service improvements realized: TBD

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	75,000	TBD	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	TBD	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	N/A	N/A	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	110	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	51	TBD	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$1.5 million

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

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

No

(B) Proposed source(s) of capital matching funds (*Please check all that apply*):

State  Local  Private  Other (*Please specify*):  N/A  Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). N/A

### Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes  No  Not sure

(A) If additional operating funding is required, what would be the source? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Dedicated State funding source If other is selected, please specify:

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify:

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating Cost Forecast	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1 Programmatic (or “service”) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

Railroad owner 1 (Name):

Union Pacific Railroad

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but host railroad supports project

Railroad owner 2 (Name):

N/A

Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):

No host railroad involved

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): 25% to 50%

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

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

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

Track 3 (Planning)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

(23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): N/A

## (D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. The proposed higher speed passenger route between Sacramento and Stockton would permit greater frequencies and higher train speeds for the State-supported Amtrak San Joaquin service. The current track between Sacramento and Stockton (portion of UPRR Fresno Sub) is UPRR's primary north-south freight corridor in California and cannot support the higher speeds and passenger train frequencies anticipated for future growth of the San Joaquin service. In addition, the current track segment will not function well as a feeder line to the California High Speed Rail system.

**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**.