Preapplication for HSIPR Program

OMB No. 2130-0583

Preapplication instructions:

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

A. Who are you?

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

☒ State

☐ Amtrak

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

☐ Group of States

☐ Interstate Compacts

☐ Public Agency established by one or more States

☐ Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):		POC title:		
Kelly Taylor		Rail Division Administrator		
Street address:	City:	State:	Zip code:	Telephone number:
555 13th Street NE	Salem	OR	97301	503.986.4125
Fax: 503.986.3183		Email: kelly.c.taylor@odot.state.or.us		

What is your project?

(5) Project/program name: Pacific Northwest Rail Corridor: Oregon Segment Improvements

(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)*:

Project Description (list attached):

Incremental improvements on the 124-mile Oregon Segment of the Pacific Northwest Rail Corridor resulting in: increased average speed from 42 to 65 miles per hour, increased maximum speed from 79 to 110 miles per hour, reduced trip time by 26%, and increased on-time performance from 68% to 90% +.

Track 1 FD/Construction: $8.8 million. To construct one “shovel ready” project at Portland's Union Station by 2012.

Track 1 PE/NEPA: $52.6 million. To complete PE/NEPA on nine specific projects along the corridor by 2012.

Track 2 Programs: $2.06 billion. To pursue a Letter of Intent to complete construction for projects identified in Track 1 and to acquire rolling stock.

This application is submitted in partnership with the Washington Department of Transportation's application(s) "Pacific Northwest Rail Corridor: Washington Segment Improvements."

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) *(less than 250 characters):* The proposed projects are at various points along the Pacific Northwest Rail Corridor between Portland and Eugene, OR. See attached map.

(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)*: Pacific Northwest Rail Corridor: Eugene, OR toVancouver BC. Major locations: Eugene, OR; Salem, OR; Portland, OR; Vancouver, WA; Seattle WA, Vancouver, BC. Current service includes the Amtrak Cascades and Coast Starlight.

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

(D) State(s) in which the benefiting service(s) is/are located: Oregon, Washington & British Columbia

(8) Project/program type:

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

- ☒ Structures (bridges, tunnels, etc.)
- ☒ Track-Rehabilitation
- ☒ Track-New Construction
- ☒ New Rights-of-Way
- ☒ Major Interlockings
- ☒ Communications, Signaling, Control
- ☐ Other *(Please describe)*:
- ☐ Rolling Stock Refurbishments
- ☒ Rolling Stock Acquisitions
- ☒ Stations, Terminals
- ☒ Support Facilities (Yards, Shops, etc.)
- ☒ Grade Crossing Improvements
- ☒ Electric Traction

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

Track 1 FD/Construction: upgrade station; building repairs.
Track 1 PE/NEPA: preliminary engineering and environmental work to advance corridor improvements.
Track 2 Programs: new connections, station building repairs, new double track , rehabed station track, ease curvature, extend PTC, new crossovers, new layover tracks, purchase right-of-way, acquire equipment, and electrify.

(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)*: Improved saftey

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

Construction start date:	Construction completion date:	Service improvements realized:
Track 1 FD/Const: 09/2010	Track 1 FD/Const: 09/2012	Track 1 FD/Const: 09/2012
Track 1 PE/NEPA: 09/2010	Track 1 PE/NEPA: 09/2012	Track 1 PE/NEPA: 09/2017
Track 2 Programs: 09/2011	Track 2 Programs: 09/2017	Track 2 Programs: 09/2017

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles	21,000,000 Oregon Segment	46,000,000 Oregon Segment	☐	☐
Average daily round trips (weekday)	3 Oregon Segment	7 Oregon Segment	☐	☐
On-time performance (OTP) (at endpoint terminals)	68% Oregon Segment	90% + Oregon Segment	☐	☐
Top speed (mph)	79 MPH Oregon Segment	110 MPH Oregon Segment	☐	☐
Average operating speed (mph) (between endpoint terminals)	42 MPH Oregon Segment	65 MPH Oregon Segment	☐	☐

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): Track 1 FD/Construction: $8.8 million / Track 1 PE/NEPA: $52.6 million / Track 2 Programs: $2.06 billion

(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).* NA

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
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	☐	☐	☐	☒ 2003	☐
Service/Operating Plan	☐	☐	☐	☒ 2000	☐
Prioritized Capital Plan	☐	☐	☐	☒ 2003	☐
Ridership/Revenue Forecast	☐	☐	☐	☒ 2009	☐
Operating Cost Forecast	☐	☐	☐	☒ 2000	☐
Tier 1 Programmatic (or "service") NEPA *(Identify document from dropdown menu)* Environmental Assessment (EA)	☐	☐	☐	☒ 2000	☐
Assessment of Benefits	☐	☐	☐	☒ 2009	☐
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	☒	☒	☒	☒ 2008	☐
Tier 2 (project-level) NEPA *(Identify document from dropdown menu)* Environmental Impact Statement (EIS)	☒	☒	☒	☒ 2008	☐
Detailed Capital Cost Estimates	☒	☒	☒	☒ 2008	☐
Assessment of Benefits	☐	☐	☐	☒ 2009	☐
General Planning Studies/Documents					
Project Management Plan	☐	☐	☐	☒ 2009	☐
Financial Plan (capital & operating – sources/uses)	☐	☐	☐	☒ 2009	☐

(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):	Oregon Department of Transportation
Status of railroad owner 1 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	No host railroad involved
Railroad owner 2 (Name):	Union Pacific Railroad
Status of railroad owner 2 *(Click on the appropriate option from the dropdown menu shaded in gray)*:	No agreement, but host railroad supports project

(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 1 (Projects) FD/Construction

If unsure, please explain: and Track 1 (Projects) PE/NEPA and Track 2 (Programs)

(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)*:

(D) Additional information (optional)

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

Additional Railroad Right-of-Way owners from Section 18:

Portland & Western: Host railroad consulted, but support is not final

BNSF Railway: No agreement, but supports the project

City of Portland: No agreement, but supports the project

This application is submitted in partnership with the Washington Department of Transportation's application(s) "Pacific Northwest Rail Corridor: Washington Segment Improvements."

HSIPR Program Preapplication Project List
Pacific Northwest Rail Corridor: Oregon Segment

No.	Project	Description	FUNDING TRACK Track 1 FD/Construction Cost Estimate	Track 1 PE/NEPA Cost Estimate	Track 2 Program/Letter of Intent Construction Cost Estimate
1	UP Connection at North Portland & Peninsula Junctions	Reconfigure the UP connection with BNSF Railway at North Portland Jct. by installing a No. 24 universal crossover and easing curvature. BNSF received a 2009 federal stimulus grant from ODOT to install three No. 20 crossovers to fix 75% of the restrictions at this key interlocker. The remaining 25% addresses the current restrictive UP trackage that limits train speed to 10 MPH. Project includes building a new connection between Peninsula Terminal Company's line and BNSF's A and B Yards at Terminal 6. Also included is easing of curvature on trackage at Peninsula Jct. connecting UP's Kenton Line with the UP Seattle Subdivision (trackage between Peninsula Jct. and North Portland Jct.), and establishing an interface between the BNSF and UP CTC systems to insure continuous movement of UP trains entering and exiting BNSF at North Portland Jct.	$0	$808,512	$15,250,177
2	Union Station	Make permanent structural repairs to the station building as part of a general rehabilitation to bring the structure into a good state of repair and in conformity with seismic requirements. Upgrade existing trackage and construct a sixth track to accommodate through freight traffic now routed via Track 5. Track 5 would then be available for use as a support track for increasing service frequency of passenger trains.	$8,800,000	$3,000,000	$46,539,846
3	East Portland Graham Line Connection	Construct a new connection between UP's Brooklyn Subdivision and the Graham Line allowing trains to move from the Willamette Valley to the Columbia Gorge and vice versa without passing through Albina Yard, Tunnel 18 and Peninsula Jct. Project to include adding a crossover to restore access between the Steel Bridge and Graham Line, and construction one of four potential sidings between East Portland and Troutdale to allow trains using this route to meet and pass another train.	$0	$1,712,160	$31,037,424
4	The Curves Between East Portland and Albina	Track speed between East Portland and Albina Yard is limited to 6 MPH while negotiating severe curvature near East Portland. Slow moving freight trains using this route can cause congestion for passenger trains and other freight trains as they slowly creep out of the way. Realigning the track by cutting into the bluff will permit speed to increase to 20 MPH.	$0	$1,104,000	$29,933,188
5	Lake Yard Upgrades	At the north end of Guilds Lake Yard, upgrade an existing No. 11 power-operated double crossover between main tracks to No. 15 power-operated crossovers, and similarly upgrade the initial switch to the yard. At the south end, upgrade an existing No. 11 turnout to a No. 15 power-operated switch. These two upgrades will eliminate the need for movements entering and leaving the yard to stop and manually throw switches necessary for travel, reducing the amount of time necessary to occupy the main tracks. This smoothing of freight train ingress/egress will reduce congestion that can delay passenger trains.	$0	$600,000	$10,704,165

HSIPR Program Preapplication Project List
Pacific Northwest Rail Corridor: Oregon Segment

			FUNDING TRACK		
No.	Project	Description	Track 1 FD/Construction Cost Estimate	Track 1 PE/NEPA Cost Estimate	Track 2 Program/Letter of Intent Construction Cost Estimate
6	Willbridge	By upgrading existing No. 11 power-operated double crossover to No. 20 power-operated crossover, this project will greatly speed up freight movements required to change tracks at this location, thus reducing opportunities for delay that can affect passenger trains. The connection between the Astoria Line and the BNSF main line will be reconfigured somewhat also.	$0	$504,000	$8,991,498
7	Double track from Willsburg Jct to Clackamas	Extend double track south from Willsburg Jct to allow full efficiency of queuing trains to allow better fluidity for passenger trains approaching Willsburg Jct.	$0	$2,897,568	$52,136,418
8	Eugene Station Layover Tracks	Construct two stub tracks at the downtown Eugene passenger station to permit Cascades corridor passenger trains to be parked overnight, eliminating the current practice of storing them at Eugene Yard, which requires extra time and expense to travel back and forth. Install a new power-operated crossover between the main track and WP siding north of the passenger depot for enhanced freight access to Eugene Yard.	$0	$2,000,000	$35,680,549
9	Rolling Stock	Acquire passenger cars and possibly locomotives for equipping at least two train sets sufficient to meet Oregon's needs independently of equipment used north of Portland. Owning train sets would permit Oregon to continue existing Cascades service and expand schedule frequencies as demand for service grows.	$0	$0	$35,000,000
10	110 MPH/Electrification	Upgrade route to increase speed to 110 MPH, electrify, improve frequency & performance.	$0	$40,000,000	$1,799,540,731
11	PTC Vancouver to Union Station	Install Positive Train Control between Vancouver WA and Portland Union Station in conjunction with the Washington's project to install PTC for the entire Washington segment.	$0	$0	$3,377,041
			$8,800,000	$52,626,240	$2,068,191,037

Application Total	$2,129,617,277

Pacific Northwest Rail Corridor: Oregon Segment

Portland to Eugene: 124 miles

Five Stations:
- Portland
- Oregon City
- Salem
- Albany
- Eugene