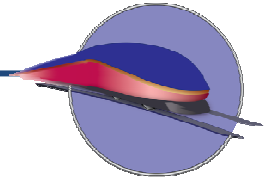


Corridor Service Name: MA Knowledge Corridor Date of Submission: 10/02/09 Version Number: 1

High-Speed Intercity Passenger Rail (HSIPR) Program

Track 2-Corridor Programs:

Corridor Service Overview



Welcome to the Corridor Service Overview form for Track 2-Corridor Programs of the Federal Railroad Administration's (FRA's) High-Speed Intercity Passenger Rail (HSIPR) Program.

The purpose of the Corridor Service Overview is to (1) serve as a navigation tool for application(s) related to a particular corridor service, (2) allow applicants to present their comprehensive vision for the development of a corridor service, and (3) demonstrate regional coordination in the development of the corridor service.

Definition: For purposes of Track 2, a “corridor program” is “a group of projects that collectively advance the entirety, or a ‘phase’ or ‘geographic section,’ of a corridor service development plan.” (*Guidance, 74 Fed. Reg. 29904, footnote 4*). A corridor program must have independent utility and measurable public benefits.

The Corridor Service Overview lists all the applications associated with a particular corridor service (including any Track 2 programs, as well as projects applied for under Tracks 1, 3, and 4). The Overview also lists potential applications for programs and projects supporting the same corridor service that are anticipated under future rounds of the HSIPR Program. For each corridor service, regardless of the number of applicants or applications involved, a Corridor Service Overview must be submitted. In addition to a Corridor Service Overview, an applicant must submit a Track 2 Application Form for each corridor program.

We appreciate your interest in the HSIPR Program and look forward to reviewing your Corridor Service Overview and Track 2 application(s). If you have questions about the HSIPR Program or the Application Forms and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Corridor Service Overview Form:

- Please complete this form electronically.
- In the space provided at the top of each section, please indicate the Corridor Service name, date of submission (mm/dd/yyyy) and an application version number assigned by the applicant. The distinct Corridor Service name should be less than 40 characters and adhere to the following convention: State abbreviation-route or corridor name that is the subject of the Corridor Service Overview (e.g., HI-Fast Corridor). If more than one State is involved in the corridor service, the State abbreviation should be that of the State that is submitting the overview; only one State abbreviation may appear in the Corridor Service name. If projects supporting the same Corridor Service were applied for under Tracks 1a, 1b, 3, or 4, the Corridor Service name must include the same “route or corridor name” that was used in those earlier applications.

- For completion of question 3, at least one corridor **program name** is required. This corridor program name must be the same name used in the Track 2 Application submitted for that program. The corridor program name must be less than 40 characters and must consist of the following elements, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor name, and (3) a corridor program descriptor that will concisely identify the program's focus (e.g., HI-Fast Corridor-Main Stem).
- For completion of question 3, one or more **project name(s)** may be required. In question 3 only list projects already submitted under another track, or exclusively utilizing funding sources other than HSIPR, or intended to be submitted in the future. (I.e., do not list projects that are exclusively components of a Track 2 Corridor Program application). When listing a project already submitted under another track, please use the exact same project name as provided in the original application. For projects not previously submitted, please use a distinct project name according to the following naming convention, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor service name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor- Wide River Bridge).
- For each question, enter the appropriate information in the designated gray box.
- Narrative questions should be answered within the limitations indicated.
- Applicants must upload this completed Corridor Service Overview as an attachment to each Track 2 Corridor Program application to which it pertains. The Overview, the applications, and all other application materials must be uploaded to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.

A. Point of Contact and Overview Information

(1) Corridor Service Point of Contact (POC) Name: Timothy Doherty		POC Title: Director of Rail Programs		
Street Address: 10 Park Plaza, Room 4150	City: Boston	State: MA	Zip Code: 02116	Telephone Number: 617.973.7840
Email: timothy.doherty@state.ma.us		Fax: 617.973.8035		
(2) Name of all States and organizations that are part of this corridor service: Massachusetts, Connecticut, Vermont				

Master List of Related Applications: Please detail each activity for which HSIPR funding is being requested, or which is directly related to the Corridor Service. Applicants should list submissions for all Tracks which are linked to this Corridor Service Overview. For example, if a related Track 1a Project application was already submitted, that application should be separately listed below. If the project covered by that same 1a application is also being submitted as an element of a Track 2 Program, indicate the program when listing the project.

Row No.	Corridor Program or Project Name	Applicant	Description	Application Track	Estimated Corridor Program or Project Cost (Millions of YOE* Dollars, One Decimal)	Funding Info
---------	----------------------------------	-----------	-------------	-------------------	---	--------------

				1a	1b	2	3	4	If a "project": Is this project also included in a "corridor program"? If yes, indicate program's row number	Total Cost	Amount Applied For	
1	MA Knowledge Corridor Restore Vermont	Massachusetts	The Project will restore the Vermont to its former route over the Pan Am Southern (PAS) line between East Northfield and Springfield.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		68,902,205	68,902,205	Already submitted un
2	MA Knowledge Corridor Program Restore Vermont	Massachusetts	The Project will restore the Vermont to its former route over the Pan Am Southern (PAS) line between East Northfield and Springfield. Project also includes a bike tunnel in Northampton for safety and accessibility.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		75,638,305	72,888,305	Currently requesting
3	New Haven-Hartford-Springfield Rail Corridor: Phase 1A	Connecticut	Installation of 10.5 miles of new track between Meriden and Berlin on the NHHS Line - Includes signal and grade crossing work. Provides double track segment extension in critical section of NHHS line to increase line capacity for designated HSP corridor.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		58,725,000	41,100,000	Already submitted un
4	New Have-Hartford-Springfield Rail Corridor: Phase 1B	Connecticut	Preliminary Engineering and the NEPA documentation for double tracking the entire NHHS corridor. In conjunction with 1A application listed above. Includes other associated ROW work (signal, interlocking, grade crossing, bridge repair) for entire designated HSP corridor.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		9,300,000	9,300,000	Already submitted un
5	Vermont/NECR Passenger Rail Improvement Project	Vermont	Track Work and Bridge Improvements to the New England Central Railroad.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		57,936,547	52,732,807	Already submitted un
6	Positive Train Control for Knowledge Corridor	Massachusetts	Preliminary engineering and NEPA documentation and implementation of Positive Train Control on Knowledge Corridor.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		12,000,000	TBD	Will Request Fundin
7	Holyoke Station	Massachusetts	Platforms and other improvements for a new station in Holyoke.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		7,000,000	TBD	Will Request Fundin
9	Knowledge Corridor Enhanced Intercity	Massachusetts	Capacity and signal improvements to enable 3 to 5 additional round trips on the Knowledge Corridor.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		10,500,000	TBD	Will Request Fundin
10	New Haven-Hartford-Springfield Rail	Connecticut	Double Tracking and other improvements for this Corridor.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		TBD	TBD	Will Request Fundin

	Corridor											
1				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
1				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
1				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
3				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
A. Total Costs for Corridor Programs and projects listed above (Unadjusted):										300,002,057	244,923,317	N/A
B. Total costs for projects that are listed separately above (under Tracks 1a, 1b, 3, or 4) <u>and</u> that are included in a Corridor Program above:										224,363,752	172,035,012	N/A
C. To eliminate double counting, subtract the total in B from the total in A (this is the adjusted total cost of Corridor Programs and projects envisioned for this corridor service):										75,638,305	72,888,305	N/A
* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.												

Corridor Service Name: MA Knowledge Corridor Date of Submission: 10-2-09 Version Number: 1

B. Corridor Service Narrative

(1) **Corridor Service Name:** MA Knowledge Corridor

(2) **Corridor Service Narrative.** *Please limit response to 10,000 characters.*

Describe the main features and characteristics of the Corridor Service, including:

- The location and description of the benefiting Corridor Service, including the State(s) and relevant jurisdiction(s) (include a map in supporting documentation).
- The service objectives for the corridor, including a description of pertinent features of the service design.
- A description of how the component Corridor Program and project applications fit together within the framework of the overall Corridor Service.
- If more than one State or organization is involved in this corridor service, a description of how you will coordinate service development and operation.

This application will provide for the restoration of the Vermonter to its former route over a Pan Am Southern (PAS) line between East Northfield and Springfield in the Knowledge Corridor in Massachusetts. The Amtrak intercity passenger train known as the Vermonter, operates daily in each direction between St. Albans, VT, and Washington, DC. Currently the Vermonter operates over the New England Central Railroad (NECR) and CSX lines between East Northfield and Springfield, Massachusetts. The routing of the Vermonter north of East Northfield and south of Springfield will remain unchanged. A map depicting both the current route and the relocated route for this train is contained in the supporting documentation to this Application.

The improvement to the existing service entails relocating the Vermonter to a route that better serves the major population centers within the corridor and reduces travel time for all Vermonter service travelers. By doing so, this project will also increase the sustainability, cost effectiveness and attractiveness of intercity passenger rail service in western Massachusetts and Vermont longer term.

In addition to these service improvements, this project has the potential to be a major factor in:

- Producing economic revitalization, including job creation, in economically distressed areas;
- Improving air quality;
- Increasing overall mobility; and
- Reducing traffic congestion.

The current route within the Project area is 60.4 miles in length and follows the NECR from East Northfield to Palmer, MA and then on CSX to Springfield. The proposed relocated route from East Northfield directly to Springfield is 49.8 miles in length reducing the route distance by 11 miles. The use of the PAS route will also eliminate the need for a time-consuming reverse movement at Palmer that requires the engineer to “change ends” to operate the train in the reverse direction.

The Project will upgrade the existing PAS-owned rail line between East Northfield and Springfield. Major work elements of the Project include:

- Install of New Continuously-Welded Rail
- Replacement of crossties
- Rehabilitation of grade crossings
- Upgrading of switches
- Enhancements to the signaling and communications systems
- Surfacing and alignment of the track
- Structural improvements and strengthening of rail bridges

- Restoring the Northampton station and completing the Greenfield station.

The upgrading work on the rail line will also benefit the existing PAS freight service on this line, as it will allow those freight trains to travel at a higher rate of speed over the improved track and provide more reliable service to the freight customers on the line. There are no commuter rail operations on this line.

For many years the states of Massachusetts, Vermont, and Connecticut have worked very closely and productively regarding improvements along the entire rail corridor from St. Albans, VT to New Haven, CT. This coordinated regional approach has allowed each state to take a leadership role for the projects located within their state while supporting the goal of improvements on the entire corridor. This coordination was foundation for the New England Vision for High Speed and Intercity Passenger Rail released by Governor Patrick and the other New England Governors on July 13, 2009.

The Knowledge Corridor - Restore Vermonter Project is the one of three projects submitted by the states in the larger corridor. It is joined by Vermont's track 1a project for the NECR improvements north of the Knowledge Corridor, and the new double track that Connecticut would install on the New Haven-Hartford-Springfield line south of the Knowledge Corridor.

Going forward, the states expect to continue their close working relationship in the larger corridor by completing a number of identified projects and improving passenger rail service and frequency. These include the enhanced intercity service included in the Knowledge Corridor service development plan as well as the full restoration of double track on the Springfield to New Haven Line. These projects, developed over time, will have a significant impact on the mobility of the entire corridor, lead to significant economic revitalization and transit-oriented development opportunities, and improve the overall interconnectivity of the vibrant Northeast mega-region.

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**.