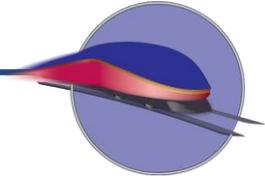


Corridor Service Name: CA-SF/SANJOSEHSR-DESIGN/BUILD Date of Submission: 10/01/2009 Version Number: 1

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: Mehdi Morshed		POC Title: Executive Director		
Street Address: 925 L Street, Suite 1425	City: Sacramento	State: CA	Zip Code: 95814	Telephone Number: 916-324-1541
Email: mmorshed@hsr.ca.gov		Fax: 916-322-0827		
(2) Name of all States and organizations that are part of this corridor service: California High-Speed Rail Authority and the Peninsula Corridor Joint Powers Board (Caltrain)				

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
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				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	CA-Phase1HSRProgram-PE/NEPA/CEQA	California High Speed Rail Authority	PE/NEPA/CEQA for seven Phase 1 segments: (1) SF/SanJose; (2) SanJose/Merced; (3) Merced/Fresno; (4) Fresno/Bakersfield; (5) Bakersfield/Palmdale; (6) Palmdale/LA; (7) LA/Anaheim	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$388.0	\$194.0	Currently requesting
2	CA-Phase2HSR-NEPA/CEQA	California High Speed Rail Authority	NEPA/CEQA for two segments: (1)Merced/Sacramento; (2) LA/SanDiego	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$120.0	\$60.0	Currently requesting
3	CA-AltamontCorridorRail-NEPA/CEQA	California High Speed Rail Authority	NEPA/CEQA for Altamont Corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$45.0	\$22.5	Currently requesting
4	CA-Merced/FresnoHSR-Design/Build	California High Speed Rail Authority	Design and construction for 50-mile segment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$932.0	\$455.0	Currently requesting
5	CA-Fresno/BakersfieldHSR-Design/Build	California High Speed Rail Authority	Design and construction for 98-mile segment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,639.0	\$819.5	Currently requesting
6	CA-LA/AnaheimHSR-Design/Build	California High Speed Rail Authority	Design and construction for 30-mile segment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$4,375.0	\$2,187.5	Currently requesting
7	TTC Rail Level Train Box	Transbay Joint Powers Authority	Design and construct train box to accommodate rail terminal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		\$1,590.0	\$400.0	Already submitted un
9				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
10				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
11				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
12				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Already submitted un
13				<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):										\$9,089.0	\$4,138.5	N/A
B. Total costs for projects that are listed separately above (under Tracks 1a, 1b, 3, or 4) and that are included in a Corridor Program above:										\$1,590.0	\$400.0	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):										\$7,499.0	\$3,738.5	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: CA-SF/SANJOSEHSR-DESIGN/BUILD Date of Submission: 10/01/2009 Version Number: 1

B. Corridor Service Narrative

(1) Corridor Service Name: CA-SF/SANJOSEHSR-DESIGN/BUILD

(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.

CALIFORNIA HIGH-SPEED TRAIN OVERVIEW

The State of California is the world's eighth largest economy. As such, it is critical to the state and national economy that both people and goods move efficiently throughout the state. California is already home to the nation's most heavily-traveled interstate highway, its busiest port, and the second, third and sixth busiest intercity passenger rail corridors in the country. California's population is projected to increase by 12 million more people by 2030 – to 50 million residents. To help keep the state moving, to maintain its high quality of life and to protect its environment, the state is planning to connect its major economic centers together with a high-speed train system. The goals of this program are to provide a reliable, high-speed electrified train system that links the major Bay Area cities to the Central Valley, Sacramento and Southern California and at reliable travel times. The California High-Speed Rail Authority (Authority) has been working to design and plan this system for over a decade. In 2008, California voters overwhelmingly endorsed the project by approving a historic \$9.95 billion bond measure to help fund its implementation and to leverage additional investment.

The 520-mile Phase 1 system is projected to be complete by 2020 and will link the state's major economic centers together – from San Diego, to Los Angeles, through the Central Valley and the Silicon Valley to San Francisco. The full 800-mile full build-out system includes extensions from Sacramento to Merced and from Los Angeles to San Diego via Riverside and is expected to be complete by 2026 (see attached maps). This system -- the first of its kind in the United States -- will provide connections to several international airports, regional and intercity passenger rail systems and bus systems plus pedestrian and bicycle connections at the local community level.

Stations will be approximately 50 miles apart in rural areas and closer together in metropolitan areas. In virtually every major city, the high-speed train station will be developed in conjunction with existing rail transportation hubs to produce the most efficient linkages to local and regional transportation system. These include, for example, the Transbay Terminal in San Francisco, and the Diridon Station in San Jose. Efficient integration of the high-speed train network with local and regional transit systems is critical to its success and will result in a highly integrated, intermodal network of transportation systems that will make it easier for people to travel quickly and conveniently through their communities and across the state.

The HST system will be built as a new rail alignment dedicated exclusively to high-speed train service (i.e., not shared with intercity or commuter rail trains) except in the 50-mile San Francisco-San Jose corridor, which is being planned as a shared use corridor with Caltrain commuter services. Both Caltrain and the Authority will operate electric, lightweight international-standard-(UIC)-compliant equipment. Freight operation on the corridor is planned to be temporally separated, running at night when there are no passenger operations. Although the planned four-track system will be designed to be capable of shared use, each service will operate predominantly on one set of tracks.

Everywhere else in the 800-mile system, the tracks will be solely dedicated to HST service, fully separated from road traffic, freight trains, intercity passenger trains and urban transit systems. In addition, it will be built, wherever possible, along or adjacent to existing rail transportation facilities instead of creating a new transportation corridor, reducing potential unplanned growth and sprawl problems in both rural and urban areas.

It will offer a completely new type and level of service, with operations of up to 220 mph. By 2030, the Authority plans to operate over 200 trains per day (about 115 in each direction) which are projected to carry up to 100 million passengers. Train service will be up to five times faster than current rail services and, as such, it will be competitive with air travel over many of the intercity travel markets. Travel between San Francisco and Los Angeles is projected to be about two and a half hours and between Fresno and Sacramento in about an hour.

Service will be provided using innovative, state-of-the-art, electrically powered, high-speed rail technology that has been proven in high-speed passenger rail service throughout the world. Service will be provided with a new fleet of FRA-approved trainsets, capable of providing reliable and safe 220 mph operations which will not be intermingled with existing operating fleets. A state-of-the-art train control and communications systems will be implemented as will support facilities for operations and maintenance of the vehicles and the right-of-way. The service quality provided will represent a significant improvement over any existing mode of transportation, with projected on time performance at or near 100%, with smooth comfortable rides and extremely high safety standards.

The system will be built with a combination of State, Federal, private and local funds under the direction of the Authority and assisted by experienced high-speed rail planning, engineering and construction management teams. Individual segments will be developed as matching funds become available. While the system may not be constructed as a single continuous project, completion of the major link between Los Angeles/Anaheim and San Francisco will remain the priority. Ongoing operations will be productive and cost-effective with approximately \$3.6 billion in gross revenues annually with fare levels assumed at around half the cost of airfares. This will provide a cash flow that not only help offset a portion of the original capital cost but also means that no operating subsidy will be required.

SAN FRANCISCO-SAN JOSE CORRIDOR

The San Francisco-San Jose Corridor is uniquely positioned to leverage federal economic recovery moneys with local and state funds to deliver a comprehensive package of improvements and create jobs quickly. High-speed rail is complementary to Caltrain and would utilize the Caltrain right-of-way and share tracks with express Caltrain commuter rail services. The SF Peninsula region's strategy for implementing a package of transportation capital projects in two phases. Phase I includes transportation projects that will significantly improve Caltrain service between the San Francisco Transbay Transit Center and San Jose's Diridon Station by 2016 and enable the California High-Speed Rail Authority to implement its planned Statewide High-Speed Rail (HSR) Service by 2020.

Caltrain and its federal partner (the Federal Transit Administration (FTA)) are well along in completing the state (CEQA) and federal (NEPA) environmental review and approval process for its Phase I Peninsula Rail Service improvements. For example, the PTC implementation is NEPA-cleared (received a Categorical Exclusion from the FTA); the electrification implementation is close to receiving a Finding Of No Significant Impact (FONSI) from the FTA; and the San Bruno Grade Separations are anticipated to receive a Categorical Exclusion by the end of CY2009. Should the FRA concur with the FTA's environmental approval of these project elements and allow work to advance, at Caltrain's risk, under a letter of no prejudice, or a comparable similar agreement, construction could proceed on these elements earlier than the receipt of the FRA Record of Decision for this Corridor Program.

The proposed Phase I Peninsula Rail Service improvements (not to be confused with the Authority's statewide Phase I system) include electrifying the entire Caltrain corridor (including provision for future HSR service), and introducing Positive Train Control (PTC) that will not only speed up Caltrain service, but also pave the way for HSR. PTC will reduce the potential for train-to-train collisions and improve signaling at crossings. Also included in Phase I Peninsula Rail Service improvements are grade separations at key Peninsula locations, construction of underground connections to the proposed new Transbay Terminal in San Francisco (proposed as an ARRA Track 1 Project grant application), new platforms and other improvements at the Caltrain Station at Fourth and King in San Francisco, and the first increment of the new expanded Diridon Station in downtown San Jose.

A Tier 1 Environmental Review was completed by the Authority in the Statewide Program Environmental Impact

Report/Environmental Impact Statement in 2005. Subsequently, in 2008 the Authority re-evaluated the corridor in the Bay Area to Central Valley HST EIR/EIS. In the Bay Area to Central Valley program EIR/EIS, the Authority designated the Pacheco Pass via Gilroy as the preferred route to connect the main line of the HST network in the Central Valley with the Peninsula and San Francisco.

The Transbay Joint Powers Authority applied for a separate ARRA grant under the FRA HSIPR Track 1a program to design and construct a train box as part of the Transbay Terminal Center, a project which is complementary to this one. Together these are two high priority projects for the state and region.

Future Phase II Peninsula Rail Service improvements will complete the grade separations, build new HSR tracks and intermediate stations at Millbrae and Redwood City or Palo Alto, complete the HSR electrification and other HSR systems work.

Next Steps

- Complete the NEPA/CEQA environmental reviews/approvals
- Secure the FRA Rule of Particular Applicability (RPA) and CPUC waivers

Assuming this Corridor Program is funded, the Authority and/or Caltrain would take the following next steps:

- Issue the Design/Build contracts for the SF-San Jose Corridor Program elements
- Seek funding for the remaining currently unfunded infrastructure work and “Core Systems”
- Select and contract with the HST System operator

Once additional funding is secured:

- Bid and award the remaining SF-San Jose Design/Build work, including the remaining Grade Separations, the HST Vehicle Layover and Storage Facility, remaining Terminal Stations (SF and San Jose Diridon) work, intermediate HST Stations at Millbrae and Redwood City or Palo Alto, HST trackwork, HST electrification, and other HST “Core Systems”

Once the test track and heavy maintenance facility (HMF) are built in the Central Valley and the high-speed trainsets are ordered:

- Take delivery of the initial HST trainsets and commence testing
- As the construction of HST infrastructure and systems in the SF-San Jose Corridor are nearing completion, start integrated testing and commissioning of the infrastructure, core systems and rolling stock
- Once the testing and commissioning is complete, obtain FRA and CPUC approval to commence revenue service

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