

- Draft Programmatic Environmental Impact Statement

Portions of the work needed as input into this Phase can begin in parallel with the prior phases using the Amtrak’s NEC Infrastructure Master Plan as a guide; basic information can be assembled, for example:

- . demographic information for the existing population and employment, population and employment projections for future years from MPOs, and a variety of information on current Amtrak and public transit ridership relevant to the NEC rail services;
- . available information from other environmental analyses conducted for projects on the NEC or adjacent to it covering more recent years;
- . cataloguing other basic environmental information to determine where gaps exist requiring new data collection efforts; and,
- . documenting environmentally sensitive areas along the NEC which require special attention if any plans require disturbing or impacting these areas.

For those proposed physical improvements which are sufficiently defined and are eligible for a categorical exclusion, work can begin in parallel with prior phases to prepare documents to submit to FRA to seek that exclusion.

Other physical infrastructure improvements would be covered by the main body of this effort conforming to FRA requirements for PEISs. It may be feasible to initiate portions of this work when Phase II is completed or at some point into Phase III.

- Final Programmatic Environmental Impact Statement

This work would potentially follow the sequence of work noted for the DPEIS.

However, it will be necessary to have a further discussion with FRA about how to progress such a PEIS for some of the improvements which are in the out years beyond

2030. It will obviously get much harder to speak with certainty about some impacts that are many years into the future.

In addition to the technical work of the four Phases, a “lessons-learned” process will be imbedded in the work plan of the project. This process will document those activities - including effective institutional/stakeholder engagement activities, effective modeling, simulation and analysis tools/techniques, and effective technical assistance methods – which will be transferable to other multi-state planning efforts.

Section A. (11)

Utilizing the capacity of rail and other transit corridors to move people and goods is essential to the future of Rhode Island’s transportation network. The Northeast Corridor is a critical asset to the state’s mobility within the Northeast megalopolis. Rhode Island has and will continue to invest in the Northeast Corridor infrastructure and develop multi-modal connections, such as: Commuter rail extensions South of Providence; air-to-rail connection at TF Green Airport; freight rail capacity to Quonset; and Kingston high speed rail improvements are examples of Rhode Islands investment strategy.

(2) Optional Supporting Documents (If you have submitted documents to the HSIPR@dot.gov email address, please provide document title, filename, and description here):

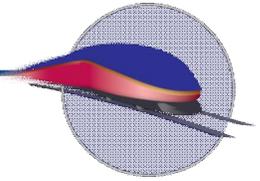
D. Checklist of Proposal Materials

Required Documents	Description	Format
<input checked="" type="checkbox"/> Proposal Form	This document to be submitted by email to HSIPR@dot.gov	Form
<input checked="" type="checkbox"/> Letter(s) signed by participating states	This document to be submitted by email to HSIPR@dot.gov	None
Optional Supporting Documents	Description	Format
<input checked="" type="checkbox"/> Map of proposal area	This document to be submitted by email to HSIPR@dot.gov	None
<input checked="" type="checkbox"/> Other supporting documents as identified by applicant	This document to be submitted by email to HSIPR@dot.gov	None

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 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**.

High Speed Intercity Passenger Rail (HSIPR) Program

Multi-State Planning Proposal



Groups of states seeking FRA-led corridor planning must submit this Proposal Form and other documents as outlined in Section D of this form. Please complete this document and provide any supporting documentation electronically. Supporting documentation should be logically and descriptively labeled. For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your proposal, please indicate “N/A.” If you have questions about the HSIPR program or this form, please contact FRA at HSIPR@dot.gov.

A. Point of Contact and Project Information

(1) Lead Agency: Nevada Department of Transportation		Lead Agency Authorized Representative Name and Title: Susan G Martinovich P.E. Director		
Street Address / City: 1263 S. Stewart St.	City: Carson City	State: NV	Zip Code: 89712	Telephone Number: 775-888-7440 Email: smartinovich@dot.state.nv.us
Point of Contact (POC) Name and Title (If different): Tracy Larkin Thomason Asst. Director Planning		POC Telephone: (775) 888-7440 POC Email: tlarkin@dot.state.nv.us		
(2) Name(s) of additional States that will participate in the Proposal activities: State of Utah, Utah Transit Authority Arizona Department of Transportation, Maricopa Association of Governments Regional Transportation Commission of Southern Nevada and Regional Transportation Commission of Washoe County, Colorado Department of Transportation, Denver Regional Council of Governments High Desert Corridor Joint Powers Authority				
(3) Proposal Name (Please provide a clear, concise, and descriptive name, example “Capital City to Hill Valley Corridor Service Development Plan”): Western High Speed Rail Alliance Service Area Planning				

(4) Describe the corridor service(s) that is (are) the subject of the Proposal, including corridor name, endpoints, major intermediate cities, and other characteristics (upload a map if applicable):

This application seeks assistance in performing activities associated with the planning and implementation of a high-speed rail network providing connections throughout the Intermountain West region with connections to the Pacific Coast and eventual possible connections to other regions of the United States. The Western High Speed Rail Service Area consists of proposed HSR corridors linking the following city pairs: Denver-Salt Lake City, Reno-Salt Lake City, Salt Lake City-Las Vegas, Phoenix-Las Vegas, Phoenix-Los Angeles, Victorville-Palmdale.

The Desert Express, not part of this project, is a high speed rail proposal that would extend service from Las Vegas to Victorville, California. Victorville was chosen as terminus point as it is the first major population center northeast of the Cajon Pass through the San Bernadino mountain range separating the High Desert from the Los Angeles basin and serves as a natural collection point for the approximately 11 million people that drive from Southern California to Las Vegas every year (Source Desert Express EIS). There is a potential market of 24 million people in Southern California. A stop on the California HSR system is planned in Palmdale, California. Making the 50 mile connection to the California High Speed Rail system in Palmdale is a key step in the creation of a national system. This connection will provide the regional connectivity to create an entire western region high speed rail system. There are very few identifiable NEPA concerns between the two cities. As part of the Tier 1 EIS the Western Alliance would analyze this key connection from Victorville to Palmdale.

The Western High-Speed Rail Alliance was formed for the purpose of determining the viability of planning, constructing, operating and promoting a high-speed rail network to provide connections throughout the Intermountain West with connections to the Pacific Coast and eventual possible connections to other regions of the United States. The Alliance works towards the acquisition of funding to conduct studies of high-speed rail options, to develop plans for high-speed rail infrastructure, and to construct high-speed rail facilities throughout the region as is considered appropriate.

(5) Total Estimated Cost of Proposal Activity(s) (Please provide more details in question B.5): \$ 16.1 M, can be phased over multiple years.

(6) Proposal Abstract (In 3 - 5 sentences, please describe the proposal):

The planning project consists of identifying HSR corridors throughout the Intermountain West Region. The analysis will consist of economic benefit analysis, corridor identification, feasibility studies, ridership and population projections, institutional and management frameworks, and preliminary engineering and costs. Deliverables for this phase of the project will include Service Development Plans and Tier 1 NEPA document to recognize the project, possibly preserve rights of way on public lands, and advance an institutional framework.

(7) Which of the following planning activities are requested under this multi-state planning proposal?

- Service Development Planning
- Service NEPA
- Both Service Development Planning and Service NEPA

(8) Describe the service attributes of the Project that is the subject of the proposed planning activity (check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Additional Service Frequencies | <input type="checkbox"/> Improved On-Time performance on Existing Route |
| <input checked="" type="checkbox"/> New Service | <input type="checkbox"/> Increased Average Speeds/Shorter Trip Times |
| <input type="checkbox"/> Service Quality Improvements | <input type="checkbox"/> Other (Please Describe): |

(9) What are the anticipated start and end dates for this Proposal? (mm/yyyy)

Start Date: 08/2010

End Date: 12/2013

(10) Multi-State Planning Proposal Overview Narrative: Provide an overview of the planning activities requested under this Proposal, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The underlying issue and objective that the planning activity will address
- The planning activities that will be performed under the Proposal
- The schedule for carrying out and completing proposed planning activities

The recent Recovery Act contained more than \$48 billion in transportation funding to help bring about economic recovery and make long lasting investments in the nation's infrastructure (FRA Preliminary National Rail Plan). Key investments in high speed rail will help maintain economic competitiveness of the United States. Development of a Western high speed rail system is a key component of the development of a national system. The Western system would link to California network and eventually the Midwest and Texas systems.

Nevada DOT, in cooperation with the Western High Speed Rail Alliance (WHSRA), will initiate the development of a Service Development Plan (SDP) and a Tier 1 Programmatic Environmental Impact Statement (EIS) in connection with the establishment of the High Speed Rail System throughout the Intermountain West. The Western High Speed Rail Service Area consists of proposed High Speed Rail (HSR) corridors linking the following city pairs: Denver-Salt Lake City, Reno-Salt Lake City, Salt Lake City-Las Vegas, Phoenix-Las Vegas, Phoenix-Los Angeles, Victorville-Palmdale.

The SDP will consist of the following parts: Project Purpose and Need; Alternatives Development (including corridor identification); Feasible Alternatives; Safety Accommodations; Risk Assessment Phasing; Rail Equipment; Future Service/Operating Plan; Future Ridership/Revenue Forecasts; Capital/Operating Cost Estimates; Assessment of Impacts/Benefits; Public Outreach; and finally, a Program Implementation Plan, including a Program Management Plan, a Financial Plan and Stakeholder Agreements. These SDP components, including all elements of design and field studies, will be in coordination with the public and/or affected parties as applicable, and are expected to become deliverables. When added together they will form the SDP for the Western High Speed Rail Corridors.

In addition to the SDP, a programmatic NEPA document will be prepared. Required components of a Programmatic NEPA document include: Purpose and Need; Corridor SDP (see above); Alternatives Considered; Assessment of Existing/Local Conditions and Affected Environment; Identification of Environmental Constraints; Assessment of Impacts and Potential Permitting Requirements; Public Outreach and Notification; and Final Documentation. It is expected that the programmatic NEPA document prepared will be an EIS, performed in accordance with the Federal Railroad Administration's (FRA) policies. Upon completion of an environmental fatal flaws analysis, an outline/schedule would detail where additional NEPA documentation is likely to be required, the efforts to conduct and complete preliminary engineering and the other efforts necessary to develop the project for advancement to Final Design/Construction. Such efforts would include a plan for resolution of institutional and stakeholder issues. A timeline for each key element (further engineering, individual NEPA and potential permitting, stakeholder agreement and public outreach) and significant milestones would be prepared.

The following documents would be prepared as part of the project:

Transportation Economics Study

Corridor Identification

Opportunities Study

Fatal Flaws Analysis

NEPA Scoping

Purpose and Need

Resource Analysis

Public and Agency Coordination

Service Development Plan - corridors, operating speed, trains, headways, maintenance facilities, ridership, freight, operations,

ownership, governance
Form FRA-F 6180.135 (03-10)

(11) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Project that are the subject of the planning study, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The location of the Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Project supports the States' strategic transportation goals

The Western High Speed Rail Service Area consists of proposed HSR corridors linking the following city pairs: Denver-Salt Lake City, Reno-Salt Lake City, Salt Lake City-Las Vegas, Phoenix-Las Vegas, Phoenix-Los Angeles, Victorville-Palmdale with connections to the Pacific Coast and eventual possible connections to other regions of the United States.

Current rail service through this region is provided by Amtrak's California Zephyr, Southwest Chief, and Sunset Limited. The California Zephyr has daily service from Chicago to San Francisco stopping in Denver, Salt Lake City, and Reno. The Southwest Chief travels daily from Chicago to Los Angeles serving cities in New Mexico and Arizona. And the Sunset Limited operates 3 days weekly from New Orleans to Los Angeles serving stops in New Mexico and Arizona. Currently there is no north-south service, i.e. Phoenix to Las Vegas, Salt Lake City to Las Vegas.

The vision for the Western HSR Corridors is fast, reliable, frequent, and high quality service, with facilities and amenities being sufficiently attractive to the traveling public that passenger rail will be highly competitive with other intercity modes, including commercial air and the personal automobile. With an integrated and coherent network connecting western cities, intercity passenger rail becomes a viable transportation option, providing energy-efficient service from downtown to downtown.

A key component to making passenger rail a viable mode of travel is providing connectivity at station terminals to other modes of travel. WHSRA partners with transit providers, such as UTA, RTC Southern Nevada, and the RTC of Washoe County. In short, this project will improve reliability, travel times and service options for passenger rail not only in the Intermountain West but in the entire region. It is wholly consistent with – and central to – the strategic goals of both the States and the nation with respect to intercity passenger rail service.

B. Proposal Details

(1) Potential Transportation and Public Benefits

Please identify:

- The clarity and detail with which the States have identified the problem to be addressed by the proposed service;
- The market potential of the corridor being studied, taking into consideration such factors as population, density, economic activity, and travel patterns;
- The potential for the corridor to deliver high-speed and intercity passenger rail service benefits, including ridership, on-time performance, travel time, service frequencies, safety and other factors;
- The potential of the corridor program to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base;
- The potential of the corridor program to enhance energy efficiency and environmental quality;
- The potential of the corridor program to promote interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations); and
- The consideration of other transportation modes in the planning process.

The FRA-supported investment in High Speed Rail will provide attractive service across the Intermountain West and multimodal connectivity with regional transit services and intercity buses. With high-quality rail connections in Denver, Salt Lake City, Reno, Las Vegas, Phoenix, Victorville, and Palmdale a Western High Speed Rail system will serve a central role in the regional rail network. Given connections to California and Texas, the development of the Intermountain West HRS system is key for completion of a national HSR system.

The new HSR service will access new markets within the corridors, reinforcing and enhancing transportation options at downtown hubs in Denver, Salt Lake City, Phoenix, Reno, Las Vegas, and other cities. Providing this option improves the livable development in station areas by providing convenient, environmentally-friendly mobility options while, at the same time, promoting growth in central business districts. The noted cities all have extensive public transit systems to move people to and from future HSR stations.

All the states within the proposed service area are known world wide for the recreational opportunities presented by the diverse geography, climate of the region, and natural beauty found no where else. The area is home to National Parks, Monuments and Forests, world class ski resorts, modern thriving cities, and other remarkable natural wonders. All of these are within several hours driving distance from the various city centers. HSR service would provide an opportunity to travelers, especially those arriving via air from outside the region, to better enjoy their recreational experience by linking more of these destination and expanding that experience.

Livable communities places an emphasis on creating a network of transportation options other than single occupant automobiles. This includes the development of walkable communities with easy access to mass transit options, both in the form of bus and rail. The planned investment will provide access for residents of the Intermountain West to reliable and frequent passenger rail service, while providing connections to the West Coast, Southwest, and the Midwest. The increased ridership that will result from the planned investment will encourage integrated private development along the corridor. Intermodal connections will link rail stations with bus systems that further extend the reach of transit options throughout the West.

Improvements to passenger rail service encourage wider use of intercity passenger rail and diversion of auto and air trips to rail service. Environmental benefits can result from a reduction in the number and share of trips made by automobiles and airplanes, which are less efficient than passenger rail in terms of per capita emissions and energy use. Diverting trips from automobiles to passenger rail may also lead to reductions in congestion and delay on heavily traveled highway corridors resulting in a reduction of emissions and wasted fuel from slow-moving or

idling vehicles. The decrease in energy use caused by the growing ridership of greater energy efficient trains ultimately leads to a reduction in dependence on foreign oil, a key goal of the current state and Federal administrations.

All major cities along the corridors have well established bus and rail transit systems and already provide multi-modal connections to central hubs, some of which include Amtrak stations. Additionally, many of the other towns and cities served by the Corridors also have bus systems that serve their respective service areas. These well established mass transit systems will compliment and provide numerous opportunities for transit-oriented development that combine residential and retail uses for continued feeder service to the HSR system. Smaller metropolitan communities along the corridor also provide housing, employment and retail in close proximity to the HSR Corridor. The project is listed in the Unified Planning Work Plan (UPWP) for Clark County, Nevada.

During the course of this effort, the wide range of project public benefits will be explored and documented, including those related to freight rail efficiency and competitiveness. Many of the proposed investments have synergistic freight rail/passenger rail benefits, both in terms of capacity and in terms of redundancy (which, in turn, enhances reliability).

(2) Future Program Viability and Sustainability.

Please identify:

- The likelihood that the final deliverables (Service Development Plan, Environmental Document, or State Rail Plan) will be ready and capable of being implemented;
- The demonstrated commitment of the State and other stakeholders to quickly execute the program once planning is complete;
- The degree to which the planning process meaningfully incorporates input from affected communities, local governments, regional councils and planning organizations, neighboring States, railroads, transportation modal partners, environmental interests, the public and other stakeholders – early and throughout the process;
- The likelihood that the corridor programs being studied can yield measurable service and public benefits in a reasonable period of time;
- The demonstrated ability of the States to support the future capital and operating needs of the corridor being studied;
- The thoroughness of the proposed deliverables; and
- The quality of proposed methodology and assumptions.

Historically the Nevada Department of Transportation has consistently met 100% of their federal obligation limits. Every year NDOT has collected funding available through 4th quarter August redistribution. NDOT has a project management division. Along with traditional project delivery, NDOT has experience in alternative project delivery. For example, a major design-build project on the interstate in the middle of Las Vegas was delivered a year ahead of schedule and under budget.

Members of the Alliance have strong track records delivering projects on time and on budget while meeting ridership expectations. To date the Utah Transit Authority has completed four successful FTA full funding grant agreement projects. UTA provides multi-modal public transportation services over a 1,400 square mile area across six counties. Currently, services include over 700 buses, 450 vanpools, bus rapid transit, 20 miles of light rail system, and a newly opened 44-mile FrontRunner commuter rail line from Ogden to downtown Salt Lake City. Rapid growth in the system has come about by a combination of local and federal funds. UTA has approximately tripled its local revenues in the past 7 years through two locally approved referenda to increase sales tax. The most recent referendum provided 80 percent local funding for the addition of 70-miles of rail to bring Utah's total rail

passenger service to 134-miles.

The RTC of Washoe County (Reno, Nevada) is now completing a new bus passenger transfer facility, 4th Street Station, that was funded through FTA Section 5309 Bus Discretionary program. Additionally, the RTC is implementing a new Bus Rapid Transit service known as RAPID along the Virginia Street corridor connecting Reno's historic downtown, Truckee River redevelopment area, and the Reno-Sparks Convention Center. The City of Sparks is working to relocate the Union Pacific rail yard which would allow for a major mixed use development adjacent to the Union Pacific rail line between Sacramento and Salt Lake City.

The Regional Transportation Commission of Southern Nevada (RTC/SNV) provides multi-modal public transportation services for a metropolitan area of 2 million people as well as support for transit in two rural communities. Services include over 700 buses serving conventional fixed route, paratransit, route deviation services and bus rapid transit. Since the inception of RTC transit service in 1990, ridership has increased by 500 percent. RTC service expansion is based on both local and federal funds; specifically the two "Question 10" local funding initiatives of 1990 and 2003. These increased sales tax and other revenues for transportation, with a sales tax dedicated to transit capital and operations. RTC has initiated bus rapid transit routes throughout the Las Vegas Valley with the initial route beginning operations in 2004. RTC has recently added the Gold Line in the central employment area, which operates on exclusive rights-of-way and as an express service in mixed flow traffic. Construction has begun on the 17-mile Green Line BRT to the southeastern part of the valley and funds have been obtained for construction of the Sahara Avenue BRT. Also recently opened is the C line commuter service from a 600-space park and ride in the the northwestern part of the valley down to the main employment area and on to the University of Nevada, Las Vegas campus. A second park and ride in the west is under construction. Both of these use High Occupancy Vehicle lanes to cut the previous commute time by over 50%. These ACE BRT lines and ACE Express Commuter routes form an intensive transit system that overlays the main bus route grid throughout the Las Vegas Valley.

The Maricopa Association of Governments (MAG) is a regional planning agency and serves as the designated Metropolitan Planning Organization for Maricopa County, including the Phoenix urbanized area. MAG has had a history of delivering transportation improvements to the region. Proposition 300 was passed by the voters of Maricopa County in 1985, establishing a half-cent sales tax for transportation through 2005. With Proposition 300, the region completed about 138 centerline miles of new freeways. In 2004, Maricopa County voters passed Proposition 400, providing a 20-year extension of the sales tax to implement additional projects and programs identified in the MAG Regional Transportation Plan, including bus service, high capacity transit links, arterial street improvements, as well as freeway improvements. Since 1985, approximately 160 miles of new freeways have been constructed in the region and an additional 107 miles widened. In 2008, the City of Phoenix, in partnership with the Cities of Tempe and Mesa, opened a 20-mile light rail system that serves the central area of the region. The Regional Public Transportation Authority has added 13 bus rapid transit/express bus routes and expanded the regional bus grid with seven additional routes. The MAG Regional Transportation Plan identifies 78 more miles of freeways, 45 additional regional bus routes, and 38 more miles of high capacity transit service. In addition, MAG has recently completed a Commuter Rail Strategic Plan that will guide future efforts regarding commuter rail service in the metropolitan area, as well as a series of Commuter Rail Corridor Development Plans for key rail corridors in the region.

The Denver Regional Council of Governments (DRCOG) is the federally designated Metropolitan Planning Organization for the Denver metropolitan region. As a regional planning agency for the 57 member organization, DRCOG has statutory responsibility to prepare and adopt a regional plan. DRCOG's planning area consists of 8 counties and portions of a ninth, covering an area exceeding 5,000 square miles along Colorado's Front Range. DRCOG is also responsible for approving the technology and financing of all fixed guideway mass transit projects proposed. DRCOG's Clean Water Plan is the areawide water quality management plan, and the agency also analyzes and produces transportation and development plans to improve regional air quality. As the Area Agency on Aging, DRCOG is responsible for providing services to metro area older adults. DRCOG is the 3rd oldest regional council in the United States and has an excellent record for delivering products and services on time. Most recently, DRCOG was praised for the timely, but thoughtful selection process to direct ARRA transportation funds in the region. As the MPO and AAA, the lion's share of funding is from state and federal sources, with an annual budget of \$14M. Federal Certifications of the MPO frequently identify best practices of the agency and audits are clean. DRCOG collects dues from its member governments and also administers programs requiring assessments from participants.

The County of San Bernardino, County of Los Angeles, and the Cities of Adelanto, Victorville, Apple Valley, Lancaster, and Palmdale have formed a Joint Power Authority (JPA) to develop a new freeway/expressway from SR14 to I-15. The City of Victorville has received federal funds to develop a portion of this corridor from US395 to I-15 and on through to SR18 and preliminary engineering and environmental studies are underway. The JPA will combine the many separate efforts currently underway into one combined project. The High Desert Corridor/E220 is officially designated in Section 1305 of SAFETEA-LU as a High Priority Corridor on the National Highway System from Los Angeles to Las Vegas via Palmdale and Victorville.

Members of the alliance are representatives of local government agencies. There is strong support of the alliance members by local cities and other stakeholders. Measurable service and public benefit would be determined in an economic feasibility study. Financial feasibility would be determined through the project development process.

- (3) Project Management Proposal:** Describe the proposed method for managing the project, including a description of the shared responsibilities between the FRA and the States, and the relationships and means of coordination among the participating States, service operators, and host railroads. This section should detail the mechanism by which States will coordinate their views during the project.

The NDOT will work with the FRA in many of the same ways it works with the FHWA and FTA. The grant agreement between the NDOT and FRA will serve as the device that stipulates the allocated responsibilities between the FRA, the NDOT and the other state DOTs. A steering committee will be formulated that brings together the participating states along with the service operators and host railroads. Special efforts will be made to bring into the review and decision making process the U.S. Department of Interior (Bureau of Land Management, Bureau of Reclamation, and the Bureau of Indian Affairs), the U.S. Department of Agriculture (U.S. Forest Service), the U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers, and the other modal administrations of the Department of Transportation.

Caltrans and NDOT have alternately hosted bi-yearly rail summits for the last seven years. The Regional Transportation Commissions of Southern Nevada (Clark County) and Washoe (Northern Nevada) have been active participants for many years. In the past two years, Arizona and Utah have also participated along with Union Pacific Railroad, Amtrak, and the Port of Oakland. NDOT holds regular meetings (3-4 times a year) with the Arizona Department Of Transportation, the Utah Department Of Transportation, Caltrans, the Utah Transit Authority, etc. to discuss various issues of mutual interest including rail. Relationships have been developed with FRA through other rail projects (high speed rail between Los Angeles and Las Vegas) and via our MPO partners.

Additional coordination specific to this project has occurred through the Western High Speed Rail Alliance. A core group developed from the agencies listed above along with other western states (Colorado) and MPOs (Denver, Maricopa Co., RTC) have performed coordination specific to this project (e.g. statistical analysis, data collection, estimating, etc.).

- (4) Justification Statement:** Identify the rationale for Federal leadership on the planning project, such as specific institutional barriers or operational complexities. Conditions that may call for a Federal leadership role include multi-state and multi-jurisdictional complexity and/or operational complexity involving multiple operating entities and/or divided property ownership and rights. Additionally, please address how the proposal could serve as a demonstration project and national model for future FRA-managed, multi-state planning projects.

The Western High-Speed Rail Alliance was formed for the purpose of determining the viability of developing and promoting a high-speed rail network to provide high-speed rail connections throughout the Intermountain West region with connections to the Pacific Coast and eventual possible connections to other regions of the United States. The members of the Alliance have agreed to work jointly for the acquisition of funding to conduct studies of high-speed rail options, to develop plans for high-speed rail infrastructure, and to construct high-speed rail facilities throughout the region as is considered appropriate. At the time of this application the alliance is investigating the procedure by which a multi-state compact would be formed for long term operation and maintenance of the HSR system.

NDOT and the WHSRA chose to pursue the multi-state planning proposal due the complexities involved with operating and maintaining a transit system in such a large geographic area that contains millions of acres of land managed by a myriad of federal agencies such as the BLM, Forest Service, Bureau of Indian Affairs, and the Department of Defense. No other region in the U.S. has so many federal agencies that would be called to coordinate the development of HSR. The FRA would be instrumental in managing the complex interface between multiple federal agencies. The proposal is to run HSR corridors within and across 5 states: Colorado, Utah, Nevada, Arizona, and California, eventually tying to other systems across the United States.

The FRA's leadership would unite the individual jurisdictions and operating entities and enable the system to operate seamlessly from state to state. The FRA would provide a stable platform from which NDOT and the WHSRA would continue to investigate and address the multi-state operational complexities anticipated with this type of project, including the final governance, operation and maintenance, and organizational structures.

(5) Estimated Cost: Provide an estimate of the total cost for the planning activities being proposed, along with an estimate of how much the State(s) will be contributing to the cost, either in the form of cash, or with FRA approval, in-kind contributions of services, supplies, equipment, or real estate. Note: FRA's expectation is that State(s) will provide a comparable match to the FY 2010 Planning Program, which requires at least a 20% non-Federal match. Please outline how you plan to cover this match amount.

Members of the Western Alliance are proposing to develop a Transportation Economics Analysis which would focus on the potential regional benefits from the implementation of a system. The study would focus on regional job creation, as well as primary and secondary economic benefits. With FRA approval, non-Federal match will consist of the development of an economic study; in-kind services such as donation of staff time, technical expertise associated with preparation of SDPs and NEPA documents; and local funds for a total of 20%.

Estimated project costs are as follow:

Governance Study	\$ 46 K
Transportation Economics Study	\$ 1.40 M
Opportunities Study	\$ 1.44 M
Service Development Plan	\$ 3.89 M
Programmatic NEPA	\$ 7.77 M
Conceptual Engineering	\$ 1.50 M
TOTAL PROJECT COST	\$ 16.1 M

D. Checklist of Proposal Materials

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<input checked="" type="checkbox"/> Other supporting documents as identified by applicant	This document to be submitted by email to HSIPR@dot.gov	None

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