U.S. Department
of Transportation

**Federal Railroad
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

January 28, 2010

Mr. Randell H. Iwasaki
Director, California Department of Transportation
1120 N Street
P.O. Box 942673
Sacramento, CA 94273-0001

RE: High-Speed Intercity Passenger Rail Program Selection Decisions

Dear Mr. Iwasaki,

On behalf of President Obama, Vice President Biden, and Secretary of Transportation LaHood, I thank you for your interest in the historic High-Speed Intercity Passenger Rail (HSIPR) Program. We look forward to building upon the relationships established during last summer's outreach and pre-application process to make passenger rail a safe and competitive transportation option in California and throughout the United States. Through our initial outreach workshops in May and June of 2009 and subsequent conference calls, meetings and other feedback, you have played a central role in helping to shape this truly collaborative program.

HSIPR is a new and ambitious endeavor—for the Department of Transportation, for the Federal Railroad Administration (FRA), for the states, and for the country—and we have a great deal of work ahead of us. These awards are just the beginning of a new level of federal engagement in building a safe, world-class passenger rail infrastructure in the United States.

Our initial investment decisions are focused in three key areas: 1) building new high-speed rail corridors that will fundamentally change passenger transportation in the markets they serve; 2) upgrading existing intercity passenger rail services; and 3) laying the groundwork for future high-speed rail services through smaller projects and planning efforts.

The HSIPR Program has generated enormous interest and excitement across the country. FRA received 259 grant applications from 37 states and the District of Columbia requesting nearly $57 billion in funding—far exceeding the initial $8 billion available. In order to reach the funding decisions detailed below, FRA employed a thorough, merit-based application review process based upon requirements contained in the American Recovery and Reinvestment Act of 2009 (ARRA) and Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Applications were first screened to determine whether the applicant and the proposed project were eligible and complied with prerequisites outlined in the Interim HSIPR Program Guidance (Interim Guidance), which were based upon criteria stated in ARRA, PRIIA, and consistent with strategic transportation goals. Eligible applications were then assessed by expert panels at the Department of Transportation in conjunction with the evaluation criteria contained in the Interim Guidance. Following the review, Secretary LaHood made final selections to ensure broad program goals were addressed holistically as reflected in the selection criteria contained in the Interim Guidance and in line with the Department's strategic transportation goals.

Below is a listing of the final selection decisions for the 41 grant application(s) submitted by the California Department of Transportation.

APPLICATIONS SELECTED

SMALLER CORRIDOR PROGRAM, PROJECT(S) AND PLANNING

The following project(s) has been selected for award contingent upon a more detailed review of the application. FRA will be working with you to develop a Statement of Work that describes the project goals and milestones, as well as a final budget for this project(s). The Grant Solutions number(s), project name(s) and track(s) of the application(s) are:

- IPR2010000025; Pacific Surfliner -Corridor Strategic Assessment; Track 3
- HSR2009000052; Los Angeles to Fullerton Triple Track; Track 1a
- HSR2010000194; Capital Corridor-South Terminal Station Improvement; Track 1a
- HSR2010000122; Rolling Stock-Locomotive Emissions Upgrade; Track 1a
- HSR2010000049; Pacific Surfliner -Railroad Crossover Program; Track 1a
- HSR2010000111; Rolling Stock-Cab Car Bicycle Storage; Track 1a
- HSR2010000195; Capital Corridor-YoloXover (Yolo West Crossover); Track 1a

- HSR2010000167; Pacific Surfliner - Oceanside Stub Project 1; Track 1a
- HSR2009000181; Pacific Surfliner Corridor-MOW Spurs; Track 1a
- HSR2009000009; Pacific Surfliner Corridor-PE NEPA Ortega; Track 1b

APPLICATIONS NOT SELECTED

FUNDING LIMITATIONS / EVALUATION

The following application(s) was eligible and ready for consideration, but was not selected during this round due to the intense competition for funding and the results of our merit review process. FRA is available to work with you to further refine and develop this project(s) for potential funding in the future. The Grant Solutions number(s), project name(s) and track(s) of the application(s) are:

- IPR2010000031; San Joaquin Corridor Sacramento to Stockton; Track 3
- HSR2010000048; Stockton to Escalon Double Track Project; Track 1a
- HSR2009000187; Pacific Surfliner Corridor-SystemwideTrackUpgrade - Orange County; Track 1a
- HSR2010000034; Bakersfield to Port Chicago-Positive Train Control; Track 1a
- HSR2010000177; Los Angeles - San Diego (LOSSAN) Corridor-LNL to SNC Double Track; Track 1a
- HSR2009000017; San Joaquin Corridor -Merced/Le Grand-Phase 1; Track 1a
- HSR2010000032; Fullerton to LA-Positive Train Control; Track 1a
- HSR2009000023; San Joaquin Corridor -Port Chicago/Oakley-Option 3; Track 1a
- HSR2009000164; Pacific Surfliner Corridor-Penasquitos BridgeReplacement; Track 1a
- HSR2010000080; San Joaquin Corridor - Gregg Double Track Project; Track 1a
- HSR2010000110; Rolling Stock-Comet 1B Rehabilitation; Track 1a
- HSR2009000050; Capital Corridor Stockton Passenger Track Project; Track 1a
- HSR2010000196; Pacific Surfliner Corridor- Access-Safety Chatsworth; Track 1a
- HSR2010000192; Capitol Corridor Joint Powers Authority (CCJPA) Capitalized Maintenance Phase 2 - Rail Replacement; Track 1a

- HSR2009000189; Pacific Surfliner Corridor-Signal Upgrade-Respace - Orange County; Track 1a
- HSR2010000162; Pacific Surfliner Corridor-NCG Sidings Upgrades & Centralized Traffic Control; Track 1a
- HSR2010000197; Pacific Surfliner Corridor Santa Barbara Crosstie Replace; Track 1a
- HSR2010000198; Pacific Surfliner Corridor- Track-Bridge Upgrade; Track 1a
- HSR2010000033; Capital Corridor-Wireless Network Phase 1; Track 1a
- HSR2009000169; Pacific Surfliner Corridor- Crossovers and Tracks - Orange County; Track 1a
- HSR2009000188; Pacific Surfliner Corridor- Signal Communications Upgrades - Orange County; Track 1a
- HSR2010000193; Pacific Surfliner Corridor Corps-Signal Upgrade-Respace Los Angeles; Track 1a
- HSR2010000047; Capital Corridor-Ticketing (Ticketing System Upgrade); Track 1a
- HSR2009000054; Capital Corridor-Track Relocation; Track 1a
- HSR2010000165; Pacific Surfliner - San Diego Crosstie Program; Track 1a
- HSR2010000166; Pacific Surfliner -Sorrento Miramar Alignment; Track 1a
- HSR2009000010; Pacific Surfliner Corridor-PE-NEPA Seacliff; Track 1b

PROJECT NOT YET READY

The following application(s) did not meet one or more project prerequisites outlined in the Interim Guidance. While the activities of the proposed project appeared to be eligible under the HSIPR Program, the application materials did not demonstrate that the project was sufficiently developed to receive funding for the proposed activities, and in some cases, did not include all materials necessary to adequately evaluate the project. An FRA representative can provide you with further details. The Grant Solutions number(s), project name(s) and track(s) of the application(s) are:

- IPR2010000052; Pacific Surfliner Corridor-LA Union Station HST Planning and Development; Track 3
- HSR2010000029; Pacific Surfliner Corridor-Positive Train Control Southern California; Track 1a
- HSR2009000056; Richmond Rail Connector; Track 1b

APPLICATIONS DEEMED INELIGIBLE

The following application(s) contained a request(s) to fund a project(s) that appeared to be ineligible, given the form in which it was proposed, under the requirements set forth in the HSIPR Program Interim Guidance. An FRA representative can provide you with further details. The Grant Solutions number(s), project name(s) and track(s) of the application(s) are:

- IPR2009000048; Pacific Surfliner Corridor- Los Angeles - Palmdale High-Speed Rail Integration; Track 3

An FRA representative will contact your staff shortly to schedule a conference call to discuss your application(s) and next steps. Additionally, FRA intends to hold regular calls with all applicants to ensure that we continue to build upon the collaborative relationship developed in 2009. If you have any questions, please visit FRA's High-Speed Rail website, as grantee information will be continuously updated: http://www.fra.dot.gov.

These selections are just the first step towards achieving the President's vision for High-Speed Intercity Passenger Rail. In December 2009, Congress appropriated an additional $2.5 billion for the HSIPR Program. FRA will be in contact with you shortly concerning this and other subsequent opportunities for further developing California's High-Speed Intercity Passenger Rail Program.

Again, thank you for your interest in the HSIPR Program. We are excited to embark on this partnership with you as we work together to build a sustainable high-speed rail program in your state and throughout the nation.

Sincerely,

Joseph C. Szabo
Administrator

cc: Curt Pringle, Chairperson
California-High Speed Rail Authority