

I. Cover Page

Federal-State Partnership for State of Good Repair Grant Program (FY 2017 and 2018)

Federal Railroad Administration (FRA), Department of Transportation (DOT)

Title: Providence Station State of Good Repair and Capacity Project

Location: Providence, Rhode Island; Congressional District 2

Lead Applicant: Rhode Island Department of Transportation (RIDOT)

Co-applicant: National Railroad Passenger Corporation (Amtrak)

Federal Funding Request: \$12,500,000 (50%)

Non-Federal Match: \$12,500,000 (50%)

Project Total: \$25,000,000



Dear Federal Railroad Administration Evaluation Team,

Providence Station is a vital facility within our country's passenger rail transportation network, and it is in need of capital investment. While many improvements have occurred over the years, many station elements are original to the station's 1986 construction. Various infrastructure and systems do not meet a state of good repair or won't in the near future. Station capacity is strained and this is anticipated to worsen as ridership increases as anticipated.

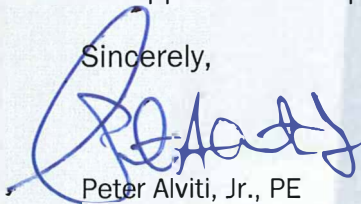
Very recently, with the help of an FRA grant for PE/NEPA, the Rhode Island Department of Transportation (RIDOT) and Amtrak collaborated to assess station conditions as they relate to existing and future needs. Our efforts resulted in a clear understanding of asset conditions and proposed improvements. The project culminated in an FRA-approved 30% plan set and approved NEPA document (Categorical Exclusion).

Through the Federal-State Partnership for State of Good Repair Grant Program, RIDOT and Amtrak propose to advance this mutual project to construction. The preservation and modernization of Providence Station will benefit roughly two million annual intercity and commuter rail riders, and it will sustain the facility's status as the premier transportation hub in the State.

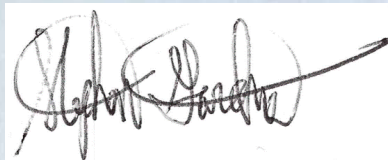
With a grant award we seek to build upon, and justify, the FRA's investment in our design and environmental review efforts completed through the High Speed Intercity Passenger Rail Grant. Between that project and the Kingston Track Capacity and Platform Improvements Project, our three agencies have demonstrated great success.

We appreciate the opportunity to apply for this grant, and we thank you for your consideration.

Sincerely,



Peter Alviti, Jr., PE
Director
Rhode Island Department of Transportation



Stephen J. Gardner
Senior Executive Vice President
Commercial, Marketing & Strategy
National Railroad Passenger Corporation (Amtrak)

II. Project Summary

This project will modernize an aging – and vital – intercity rail station located on our country’s most important rail corridor. Providence Station has the 11th highest ridership of 532 Amtrak stations nationwide, and it has one of the highest commuter rail ridership in the Massachusetts Bay Transportation Authority (MBTA) system, yet much of its infrastructure is original to its 1986 construction.

Through a previous FRA grant (HSIPR), RIDOT and Amtrak worked closely with the FRA to assess the station’s condition and develop plans to address inadequacies and prepare for future growth. Project documents identified many station elements that did not currently meet a state of good repair (SOGR), would soon fall into disrepair, or that lacked necessary capacity for future growth. We are seeking to advance the FRA-approved 30% plan set and approved NEPA with final design and construction funds awarded through this grant opportunity.

III. Project Funding

RIDOT and Amtrak have developed a \$25,000,000 project that will address state of good repair deficiencies and also replace existing assets to increase much-needed capacity.

Funding Source	Amount	Percent
Federal Grant	\$12,500,000	50%
RIDOT Non-Federal Match	\$5,250,000	21%
Amtrak Non-Federal Match	\$7,250,000	29%
Total	\$25,000,000	100%

RIDOT and Amtrak have proportioned the 50% non-federal match based on the intercity/commuter rail use proportions identified through the Northeast Corridor Commission’s Cost Allocation Policy. RIDOT will contribute state transit bond funds to the match while Amtrak will utilize non-Federal revenues generated from its business operations.

IV. Applicant Eligibility Criteria

RIDOT and Amtrak are submitting this important project as joint applicants. RIDOT will serve as the lead applicant, and Amtrak is designated as a co-applicant. Both RIDOT (a State) and Amtrak are individually eligible per NOFO guidelines, yet they are jointly submitting this project as a demonstration of their shared commitment to a critical investment.

Applicant roles will closely mirror those of the successful FRA HSIPR Kingston Track Capacity and Platform Improvements Project. RIDOT will serve as the lead applicant, grantee, and primary liaison to the FRA. Amtrak, the station-owner, will serve as a RIDOT subrecipient, and the agency will procure

and manage the design and construction activities. As with the Kingston Project, interagency coordination will be frequent and efficient.

Non-federal project costs will be borne by both RIDOT and Amtrak at a proportion based on established PRIIA 212 Cost Allocation indices and floorspace usage of the station by intercity and commuter rail passengers.

V. NEC Project Eligibility Criteria

- A. Amtrak, a co-applicant, is the owner of Providence Station. The majority of project funds will be spent on state of good repair (SOGR) and capacity investments in the station. Station access improvements, specifically pedestrian improvements to the station's west, are on state-owned land. The State is the lead applicant.
- B. The Providence Station project is currently included in the approved Northeast Corridor Capital Investment Plan (FY 2020-2024) prepared by the NEC Commission.
- C. Providence Station is currently designated as NEC Cost Allocation Policy Operating Segment 11 with cost-sharing requirements assigned to Amtrak, RIDOT, and the MBTA.
- D. In fall 2013, under the direction of RIDOT and Amtrak (via the FRA HSIPR grant), a consultant team performed a detailed assessment of station conditions. This included examination of structural conditions, station systems (e.g. MEP), and station functionality as it performed under the station's substantial usage. A summary of results was published in the FRA-approved *Report 1. Providence Station Existing Conditions*.

Many elements were recorded as falling short of a SOGR. Even more elements were deemed inadequate for future use. The most egregious examples of infrastructure in disrepair are:

- Restrooms: mirrors, fixtures, and walls in poor condition; piping under fixtures is corroding
- HVAC: Original to 1986 and exceeded median service life; energy inefficient; inadequate cooling; aging piping, ductwork, and diffusers
- Fire Alarm System: functional yet original to 1986 and lacking modern advances of technology
- Electrical System: rusted generator enclosure to be replaced; necessary provision of ground-fault protection in bathrooms and kitchen
- Backroom: fixtures in poor condition
- Plumbing: piping under concourse corroded and leaking



Additionally, outside of the FRA-funded PE/NEPA effort, Amtrak has identified the roof as a major element in need of replacement. The roof was last replaced twenty-two years ago – exceeding its twenty-year useful life. The roof is currently riddled with patches and it continuously leaks. Leaking water has contributed to damage within the interior, including ceiling panels. Amtrak has completed design for a thirty-year roof.

Beyond SOGR concerns, the FRA HSIPR project also highlighted capacity constraints that threaten to hinder future growth. Consistent with the goals of this NOFO, this project will seek to replace existing assets with assets that increase capacity and provide a higher level of service. Examples of limitations on capacity include: undersized restroom facilities, inadequate seating availability, an overcrowded concourse, and circulation concerns resulting from the confined and inefficient placement of the popular café.

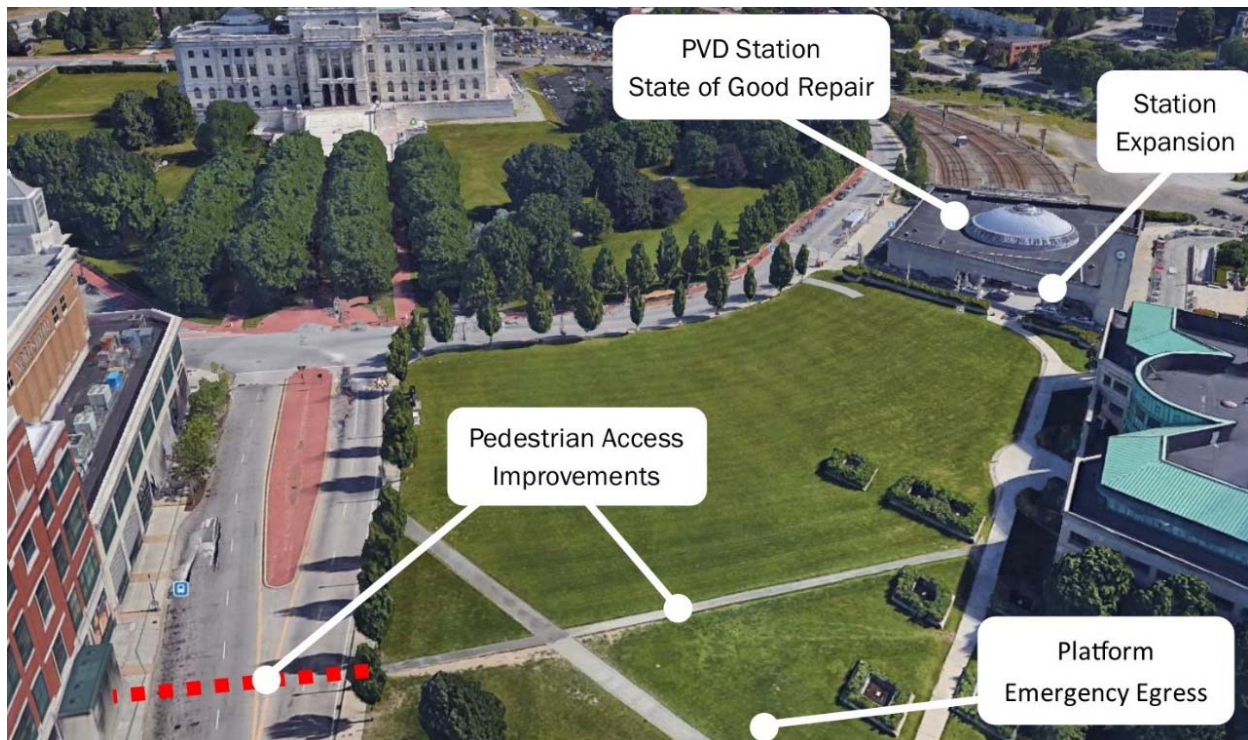


Amtrak completed limited interior renovations at the station twenty years ago to coincide with the launch of Acela Express service, but many station system elements remain original to the station's 1986 construction.

VI. Detailed Project Description

The most troubling concerns facing Providence Station pertain to facility state of good repair and capacity constraints. Many station elements are beyond their useful life including systems that are original to the station's construction over thirty years ago. Additionally, the capacity is constrained for both rail passengers and station tenants (e.g. security, Amtrak personnel, retail). Ridership continues to increase at the station, and deficiencies are becoming more prominent.

The Providence Station State of Good Repair and Capacity Project will complete a major renovation and redesign of the station to adequately prepare it for continued, future use. Proposed improvements are grouped into three primary categories: within the station building, within the station site, and connectivity to Providence.



Within the Station Building

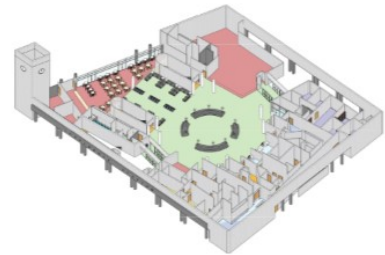
This project is proposing an interior renovation that will expand the building's footprint to the west and repurpose existing space. The improvements directly address immediate needs and also anticipate future growth. All proposals to increase needed capacity are paired with projects to address SOGR deficiencies. Specific improvements within the building include:

- Consolidate ticketing/baggage operations
- Expand restrooms
- Expand station floorplate by enclosing open area west of the café currently outlined by the clocktower and horizontal beam structures
- Install charging receptacles in public waiting area
- Add vertical connection (emergency egress-only) from the west end of the station platforms to the surface
- Close openings between garage and trackway platform area
- Upgrade public address system with visual displays
- Update interior wayfinding signage, replace electronic signage, and replace Platform 3/5 signage
- Correct platform doors to swing in the direction of egress

Existing Layout



Proposed Layout



Within the Station Site

This project will also modernize the exterior property of the station. Currently, passengers are hemmed in to the station's western plaza by an unnecessary, constricting planter wall. This wall will be removed under this project, opening the station's western entrance to the large, landscaped Station Park. This improvement will aid in integrating the station with its surrounding properties. Improvements in this space include:

- Evaluate Amtrak police and personnel parking along station perimeter
- Remove Station Park wall west of the station
- Replace waterproofing membrane below plaza and above the trackway platform area

Connectivity to Providence

Providence Station will benefit from better connectivity to the City. While parking availability at the station is scarce (the garage typically full by 6:30 AM on weekdays), excess capacity exists at the nearby Providence Place Mall. This is one reason, in addition to general commerce, that there is heavy pedestrian activity between the two facilities. Unfortunately the direct path across Station Park includes a poorly maintained gravel path and the crossing at Francis Street is unsafe.

Existing Condition



Proposed Condition

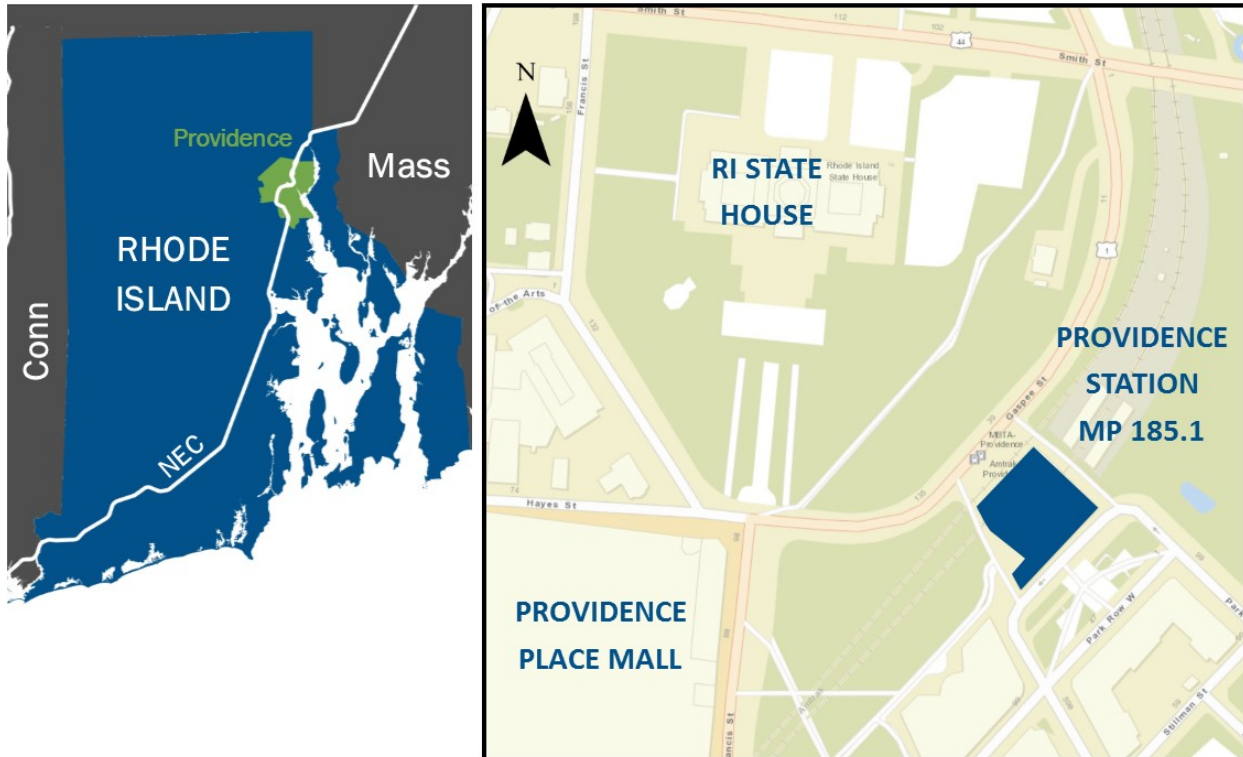


This project proposes to improve the pedestrian connection and install a safe mid-block crossing.

With this comprehensive collection of improvements proposing to reconstruct Providence Station inside and out, RIDOT and Amtrak are preparing the station for many more years of quality service.

VII. Project Location

Providence Station is located in Providence, Rhode Island. The project area is located within Rhode Island Congressional District 2, although the property abuts District 1 as well. The station is at NEC milepost 185.1.



VIII. Evaluation and Selection Criteria

Evaluation Criteria: Technical Merit

- A. The tasks and subtasks outlined for this project will lead to the successful completion of anticipated outcomes proposed by this project. The final design and construction of station improvements is a natural next (and final) step for the PE/NEPA work completed in 2017 in consultation between RIDOT, Amtrak, and the FRA.
- B. Both RIDOT and Amtrak have repeatedly demonstrated their ability to successfully manage federal construction grants. Aside from the FRA HSIPR grant that resulted in the PE/NEPA for Providence Station, RIDOT and Amtrak also demonstrated how they can effectively work together via the recently-completed FRA HSIPR Kingston Track Capacity and Platform Improvements Project. Qualified engineers and planners for both agencies are available and eager to take on this project.



Rhode Island and Amtrak officials join to celebrate completion of FRA-funded Kingston Track Improvements Project

- C. RIDOT has spent three years exploring potential private sector involvement for the financing and construction of improvements at or adjacent to Providence Station. While private sector investment is not currently being proposed as part of this application, the relationships exist to leave the possibility open. Additionally, the proposed interior improvements will lead to increased opportunity for retail revenue at the station which in turn can lead to increased operating contributions to the public sector.
- D. Amtrak, as they've repeatedly demonstrated through projects across the country, has the legal, financial, and technical capacity to carry out this project. Their expertise is bolstered by the technical and financial contributions from RIDOT. Amtrak will have continued control over the facility, and they possess a willingness to maintain the facility into the future. RIDOT, through its Access Agreement with Amtrak, maintains rights to use the station for its commuter rail service and participates financially to its operations and maintenance through PRIIA 212 Cost Allocation.
- E. The Providence Station State of Good Repair and Capacity Project has strong project readiness. RIDOT and Amtrak worked closely with the FRA to complete comprehensive 30% design plans and received an approved NEPA document (Categorical Exclusion) from the agency. The project has also been coordinated with the City of Providence and the Capital Center Commission, the entity charged with guiding development within the Capital Center Special Development District, where the station is located.
- F. The project is consistent with the Five-Year Capital Investment Plan prepared by the NEC Commission.
- G. The project is also consistent with planning guidance and documents stipulated by the Secretary of Transportation.

Evaluation Criteria: Project Benefits

- A. This project will lead to significant positive improvements to system and service performance within the station. The consolidation of ticketing and baggage operations will align Providence Station with Amtrak's intended operational processes as part of their upcoming Next Generation service. The space savings are then repurposed to expand security space which will improve operations and visibility of Amtrak Police. Passenger circulation will also see

marked improvement through additional concourse area and seating capacity, including a larger café space that will no longer have excessive queueing at the main western entrance.

- B. There are several aspects to this project that directly address important safety concerns. Within the station building, a new layout for Amtrak security personnel will give them a visible presence to/from the main concourse for more efficient operations. The new restrooms will be reoriented to provide access to the station's interior, rather than the current undesirable condition of having the restroom exits be directly adjacent to the station's exits. At the platform level, two improvements are proposed to improve safety in the case of an emergency: the platform doors will be rehung to swing towards the exit, and emergency egress stairs will be provided from the western side of the platform to new emergency hatches above. Additionally, this project includes a proposal for safe crossing from the station area to the mall. Currently, dozens of people stream across a five-lane cross section without the aid of a crosswalk or flashing beacon. This important connection will be made safer for all users.
- C. These improvements are anticipated to be built simultaneously, in a coordinated fashion, with an improved bus facility to the south. The Rhode Island Public Transit Authority (RIPTA) will soon be initiating high capacity bus service from the station to across Providence's downtown core, and RIDOT anticipates an increase in intermodal connections at the station. Train users will now have a core bus route with 4-5 minute headways right at the station's doorstep. A vital aspect of initiating this new service to the station is preparing the worn station for increased capacity.



The coordinated bus and rail improvements work in tandem to repair the intermodal connections lost over thirty years ago. When the NEC was relocated and Providence Station built in the mid-1980s, it severed a direct bus-rail connection in downtown's Kennedy Plaza. Over the past 10 years, RIDOT and RIPTA have made incremental improvements to extend bus service to the train station. Today, RIPTA is building its Downtown Transit Connector (FTA-funded high-frequency corridor) between Providence Station and Rhode Island Hospital linking key transportation hubs and major employment centers via downtown. In addition, RIDOT is

advancing the Providence Intermodal Transit Center (PITC) that will anchor the bus corridor with key stops around the station.

The interior station renovation will also provide opportunity for this project to install key amenities to facilitate intermodal transfers. This includes monitors for visual messaging and real-time bus information along with associated fiber communications and electrical conduits.

- D. The efficient increase in capacity and readiness for future growth is a primary achievement of this project. Over the past several years, ridership on Amtrak and MBTA services has been steadily increasing at Providence Station. Between fiscal years 2015 and 2017, Amtrak trips increased by 8%. MBTA trips increased by 28% between fiscal years 2016 and 2018. (Both statistics represent the most recent three year trends available.) Combined ridership in FY 2017 was 1,436,577 trips almost evenly split between services.

This trend is expected to continue with planned increases to Acela frequency and continued efforts to improve MBTA connections between Providence and Boston. Further, the NEC Future Tier I EIS identified Providence Station as a major hub for the future. This project presents an ideal opportunity to address infrastructure deficiencies while also expanding capacity for this rapidly approaching future.

Selection Criteria: FRA Preference

- A. The State of Rhode Island is committed to assist in the improvement of one of Amtrak's most important stations. Rhode Island is contributing towards the non-federal match, and it will contribute staff expertise.
- B. RIDOT and Amtrak are proud to partner as co-applicants for this grant opportunity. Both agencies have a long, productive history, and they've cultivated a relationship that exposes and utilizes each other's core strengths.
- C. RIDOT and Amtrak are demonstrating their commitment to this project by offering to fund 50% with non-federal funds. Each co-applicant is contributing a value consistent with NEC Cost Allocation.

Selection Criteria: Departmental Priorities

- A. Providence, situated in between the major economic hubs of Boston and New York, is currently experiencing a construction boom. This investment in housing, institutional, and knowledge industries owes much to Providence's link to the east coast via the Northeast Corridor. As each new business announces an investment in Providence, it's all too common for business and political leaders to hail the advantages of Providence Station and its passenger rail services. The local economy is growing, and it is depending on a transportation hub that will adapt with it.



- B. RIDOT and Amtrak seek to contribute 50% of non-federal funds to the project cost. Rhode Island voters demonstrated their desire for improved intermodal facilities through a 2014 bond referendum which sought to invest \$35 million in mass transit infrastructure. This project represents an opportunity for the federal government, state, and Amtrak to partner on a critical transportation investment.
- C. Providence Station is designated as segment 11 in the Northeast Corridor Commission Cost Allocation Policy. The station's inclusion in the cost allocation model ensures proper, equitable, planning for the station's continued state of good repair. The NECC plan is credible, as it has support from the NEC's nine states, Amtrak, and the FRA.
- D. RIDOT plans to work with Amtrak to prioritize the use of contracted forces to expedite project delivery and ensure that funds are used in a cost-effective manner. RIDOT and Amtrak have already successfully used this innovative approach to project delivery together on the Kingston Third Track and Pawtucket/Central Falls Station projects.
- E. Both RIDOT and Amtrak are very experienced in successfully managing federal grants. Through recent projects, including FRA grants, each agency has demonstrated a guarantee to maintain accountability to grant commitments. Project monitoring continues to evaluate stated performance measures.
- F. The non-federal share will come from more than one source. The State of Rhode Island and Amtrak will both contribute towards the cumulative 50% match.
- G. Thanks to the support of a previous FRA grant (HSIPR), the Providence Station State of Good Repair and Capacity Project is ready to enter final design/construction. The HSIPR grant resulted in FRA-approved 30% plans and a Categorical Exclusion.

IX. Project Implementation and Management

RIDOT will serve as the grantee and the primary contact to FRA. Amtrak will be responsible for contracting opportunities, procurement, and contract administration in consultation with RIDOT. Both Amtrak and RIDOT will work closely together in the execution and implementation of the agreed upon statement of work. The agencies will jointly develop a risk management plan and ensure conformance with Federal requirements for project progress reporting. RIDOT will be responsible for coordination with key stakeholders including the City of Providence, Capital Center Commission, and other environmental and regulatory agencies.

RIDOT and Amtrak have extensive experience collaborating with each other. Both agencies are very qualified to lead final design and construction activities. Any and all coordination efforts will build upon the existing working relationships of these parties. RIDOT and Amtrak have several recent relevant experiences managing and overseeing projects under oversight of FRA, including:

- 2017 Providence Station High Speed Rail Improvement Project (FRA HSIPR)
- 2017 Kingston Track Capacity and Platform Improvements Project (FRA HSIPR)
- 2017 Feasibility Study for Intercity Rail Service to TF Green Airport



Platform and track construction during Northeast Corridor Improvement Project, 6/20/1985

In addition, the relocation of the NEC and the train station over 30 years ago was a joint FRA, Amtrak, and RIDOT project. RIDOT provided funds for Tracks 3 & 5 platform and surrounding roadway improvements.

This sampling of RIDOT/Amtrak collaborations demonstrates the productive relationship that can continue with the Providence Station State of Good Repair and Capacity Project.

X. Environmental Readiness

RIDOT and Amtrak worked closely with the FRA to obtain a Categorical Exclusion for this project. The approved NEPA document was issued May 17, 2017.

Exhibit A: FRA-approved 30% Plans Cover Page

STATE OF RHODE ISLAND
DEPARTMENT OF TRANSPORTATION

STATION IMPROVEMENTS PROJECT
PROVIDENCE
HIGH SPEED RAIL IMPROVEMENTS

CITY OF PROVIDENCE
COUNTY OF PROVIDENCE

R.I. CONTRACT NO. _____ F.A. PROJECT NO. PR-GUANT NO. _____

PROVIDENCE
HIGH SPEED RAIL IMPROVEMENTS
PROVIDENCE, RHODE ISLAND

SYMBOLS

LEGEND

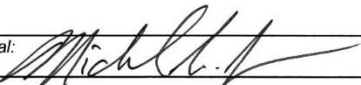
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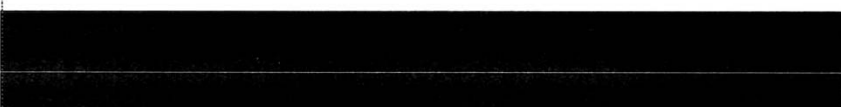
R.I. STANDARD SPECIFICATIONS AND STANDARD DETAILS

STANDARD SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF HIGHWAYS, BRIDGES, AND STRUCTURES, SIXTH EDITION, 2005. (AS AMENDED BY SUPPLEMENT NO. 1, 2006; SUPPLEMENT NO. 2, 2007; SUPPLEMENT NO. 3, 2008; SUPPLEMENT NO. 4, 2009; SUPPLEMENT NO. 5, 2010; SUPPLEMENT NO. 6, 2011; SUPPLEMENT NO. 7, 2012; SUPPLEMENT NO. 8, 2013; SUPPLEMENT NO. 9, 2014; SUPPLEMENT NO. 10, 2015; SUPPLEMENT NO. 11, 2016; SUPPLEMENT NO. 12, 2017; SUPPLEMENT NO. 13, 2018; SUPPLEMENT NO. 14, 2019; SUPPLEMENT NO. 15, 2020; SUPPLEMENT NO. 16, 2021; SUPPLEMENT NO. 17, 2022; SUPPLEMENT NO. 18, 2023; SUPPLEMENT NO. 19, 2024; SUPPLEMENT NO. 20, 2025; SUPPLEMENT NO. 21, 2026; SUPPLEMENT NO. 22, 2027; SUPPLEMENT NO. 23, 2028; SUPPLEMENT NO. 24, 2029; SUPPLEMENT NO. 25, 2030; SUPPLEMENT NO. 26, 2031; SUPPLEMENT NO. 27, 2032; SUPPLEMENT NO. 28, 2033; SUPPLEMENT NO. 29, 2034; SUPPLEMENT NO. 30, 2035; SUPPLEMENT NO. 31, 2036; SUPPLEMENT NO. 32, 2037; SUPPLEMENT NO. 33, 2038; SUPPLEMENT NO. 34, 2039; SUPPLEMENT NO. 35, 2040; SUPPLEMENT NO. 36, 2041; SUPPLEMENT NO. 37, 2042; SUPPLEMENT NO. 38, 2043; SUPPLEMENT NO. 39, 2044; SUPPLEMENT NO. 40, 2045; 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SUPPLEMENT NO. 199, 2204; SUPPLEMENT NO. 200, 2205; SUPPLEMENT NO. 201, 2206; SUPPLEMENT NO. 202, 2207; SUPPLEMENT NO. 203, 2208; SUPPLEMENT NO. 204, 2209; SUPPLEMENT NO. 205, 2210; SUPPLEMENT NO. 206, 2211; SUPPLEMENT NO. 207, 2212; SUPPLEMENT NO. 208, 2213; SUPPLEMENT NO. 209, 2214; SUPPLEMENT NO. 210, 2215; SUPPLEMENT NO. 211, 2216; SUPPLEMENT NO. 212, 2217; SUPPLEMENT NO. 213, 2218; SUPPLEMENT NO. 214, 2219; SUPPLEMENT NO. 215, 2220; SUPPLEMENT NO. 216, 2221; SUPPLEMENT NO. 217, 2222; SUPPLEMENT NO. 218, 2223; SUPPLEMENT NO. 219, 2224; SUPPLEMENT NO. 220, 2225; SUPPLEMENT NO. 221, 2226; SUPPLEMENT NO. 222, 2227; SUPPLEMENT NO. 223, 2228; SUPPLEMENT NO. 224, 2229; SUPPLEMENT NO. 225, 2230; SUPPLEMENT NO. 226, 2231; SUPPLEMENT NO. 227, 2232; SUPPLEMENT NO. 228, 2233; SUPPLEMENT NO. 229, 2234; SUPPLEMENT NO. 230, 2235; SUPPLEMENT NO. 231, 2236; SUPPLEMENT NO. 232, 2237; SUPPLEMENT NO. 233, 2238; SUPPLEMENT NO. 234, 2239; SUPPLEMENT NO. 235, 2240; SUPPLEMENT NO. 236, 2241; SUPPLEMENT NO. 237, 2242; SUPPLEMENT NO. 238, 2243; SUPPLEMENT NO. 239, 2244; SUPPLEMENT NO. 240, 2245; SUPPLEMENT NO. 241, 2246; SUPPLEMENT NO. 242, 2247; SUPPLEMENT NO. 243, 2248; SUPPLEMENT NO. 244, 2249; SUPPLEMENT NO. 245, 2250; SUPPLEMENT NO. 246

Exhibit B: Categorical Exclusion Signature Page

FRA Categorical Exclusion Worksheet

For Agency Use		Date Received:
Reviewed By:	Recommendation for action:	
Date: FRANCES BURG	<input checked="" type="checkbox"/> Accept <input type="checkbox"/> Return for Revisions <input type="checkbox"/> Not Eligible	
Comments:		
Concurrence by Approving Official:		Date:
		5/17/2017

For Agency Use
Will the Proposal result in the use of a resource protected by 49 U.S.C. §303 (Section 4(f)) of the Department of Transportation Act of 1966?
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO


IS THIS PROPOSAL AN INTEGRAL PART OF A PROGRAM OF CURRENTLY FEDERALLY-SUPPORTED ACTIONS, WHICH, WHEN CONSIDERED SEPARATELY, WOULD NOT BE CLASSIFIED AS MAJOR ACTIONS, BUT WHEN CONSIDERED TOGETHER MAY RESULT IN SUBSTANTIAL IMPACTS

☐ YES

☒ NO

Exhibit C: Letters of Support

A collection of support letters is being submitted as a separate attachment. The supporting organizations are listed below:

National Railroad Passenger Corporation (Amtrak)

Massachusetts Bay Transportation Authority (MBTA)

The City of Providence

Rhode Island Public Transit Authority (RIPTA)

Rhode Island Division of Statewide Planning

The Providence Foundation (TPF)

Providence Warwick Convention & Visitors Bureau

Grow Smart RI

Blue Cross Blue Shield of Rhode Island

Rhode Island Association of Railroad Passengers