

Individual FD/Construction Project Application Form

High-Speed Intercity Passenger Rail (HSIPR) Program



Applicants interested in applying for funding of Final Design (FD)/Construction Projects under the FY10 Individual Project solicitation are required to submit this application form and other required documents as outlined in Section H of this application. List and describe any supporting documentation submitted in Section G. Applicants should reference the FY10 Individual Projects Notice of Funding Availability (NOFA) for more specific information about application requirements. If you have questions about the HSIPR Program or this application, please contact the Federal Railroad Administration (FRA) at HSIPR@dot.gov.

Applicants must use this form by entering the required information in the gray narrative fields, check boxes, or drop-down menus. Submit this completed form, along with any supporting documentation, electronically by uploading them to GrantSolutions.gov by 5:00 p.m. EDT on August 6, 2010.

A. Point of Contact and Applicant Information

Applicant should ensure that the information provided in this section matches the information provided on the SF-424 forms.

(1) Name the submitting agency: Oklahoma Department of Transportation		Provide the submitting agency Authorized Representative name and title: Gary Ridley, Director		
Street Address: 200 NE 21 st Street	City: Oklahoma City	State: OK	Zip Code: 73105	Authorized Representative telephone: (405) 522-1800 Authorized Representative email: gridley@ODOT.org
Provide the submitting agency Point of Contact (POC) name and title (if different from Authorized Representative): Gary Ridley, Director		Submitting agency POC telephone: (405) 522-1800 Submitting agency POC email: gridley@ODOT.org		
(2) List the name(s) of additional state(s) applying (if applicable): N/A				

B. Eligibility Information

Complete the following section to demonstrate satisfaction of applicant eligibility requirements.

(1) Select the appropriate box from the list below to identify applicant type. Applicant type is defined in Section 3.1 of the NOFA.

- State
- Group of States
- Amtrak
- Amtrak in cooperation with one or more States

If selecting one of the types below, additional documentation is required. Please select the appropriate box to establish applicant eligibility as described in Section 3.2 of the NOFA and list the supporting document in Section G.2 of this application.

- Interstate Compact
- Public Agency established by one or more States

(2) Indicate the planning processes used to identify the FD/Construction project. As defined in Section 3.5.1 of the NOFA, the process should analyze the investment needs and service objectives of the service that the individual project is intended to benefit. The appropriate planning document must be listed in Section G.2 of this application.

- State Rail Plan
- Service Development Plan (SDP)
- Service Improvement Plan (SIP)
- Statewide Transportation Improvement Plan (STIP)
- Other, please list this document in Section G.2 with “Other Appropriate Planning Document” as the title
- This project is not included in a relevant and documented planning process

(3) Establish completion of Preliminary Engineering requirements. List the documents that establish completion of Preliminary Engineering for the project covered by this application. See Section 4.2.5 and Appendix 2.3 of the NOFA. If more than five references, please provide the same information in a supporting document and list in Section G.2 of this application. Any supporting documents submitted should be listed in Section G.2 of this application.

Documentation	Date (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link (if available)
BNSF shop drawing of proposed rail system addition	7/2010	<input checked="" type="checkbox"/>	
BNSF Track Chart and Proposed Addition	7/2010	<input checked="" type="checkbox"/>	
	mm/yyyy	<input type="checkbox"/>	
	mm/yyyy	<input type="checkbox"/>	
	mm/yyyy	<input type="checkbox"/>	

(4) Establish completion of NEPA documentation. Indicate the date the document was issued and how the document can be verified by FRA. A NEPA decision document (Record of Decision or Finding of No Significant Impact) is not required for an application but must have been issued by FRA prior to award of a construction grant. Verified documents can be submitted as a supporting document or referenced through a public active URL. Any supporting documents should be listed in Section G.2 of this application. See Section 4.2.5 and Appendix 2.2 of the NOFA.

Documentation	Date (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link (if available)
NEPA Documentation			
<input checked="" type="checkbox"/> Categorical Exclusion Documentation (worksheet)	07/2010	<input checked="" type="checkbox"/>	
<input type="checkbox"/> Final Environmental Assessment	mm/yyyy	<input type="checkbox"/>	
<input type="checkbox"/> Final Environmental Impact Statement	mm/yyyy	<input type="checkbox"/>	
Project NEPA Determination			
<input type="checkbox"/> Categorical Exclusion	mm/yyyy	<input type="checkbox"/>	
<input type="checkbox"/> Finding of No Significant Impact	mm/yyyy	<input type="checkbox"/>	
<input type="checkbox"/> Record of Decision	mm/yyyy	<input type="checkbox"/>	



C. FD/Construction Project Summary

Identify the title, location, and other information of the proposed project by completing this section.

(1) Provide a clear, concise, and descriptive project name. Use identifiers such as state abbreviations, major cities, infrastructure, and tasks of the individual project (e.g., “DC-Capital City to Dry Lake Track Improvements”).

OKC, OK Santa Fe Station Passenger Rail Track and Switch Project

(2) Indicate the anticipated funding level for the FD/Construction project below. This information must match the SF-424 forms, and dollar figures must be rounded to the nearest whole dollar. When the non-Federal match percentage is calculated, it must meet or exceed 20 percent of the total project cost.

Federal Funding Request	Non-Federal Match Amount	Total FD/Construction Project Cost	Non-Federal Match Percentage of Total Project Cost
\$ 1,660,793	\$ 553,598	\$ 2,214,391	25 %

(3) Indicate the activity(ies) for which you are applying. Check all that apply.

Final Design Construction

(4) Indicate the anticipated duration, in months, for the FD/Construction project (e.g., 36).

Number of Months: 12

(5) List the name of the corridor where the project is located.

South-Central High Speed Rail Corridor

(6) Describe the project location, using municipal names, mileposts, control points, or other identifiable features such as longitude and latitude coordinates. If available, please provide a project GIS .shp file as supporting documentation. This document must be listed in Section G.2 of this application.

Oklahoma City, OK AMTRAK passenger station (Santa Fe Station), BNSF Red Rock Subdivision MP 383.59-384.10, Line Segment 7400.

(7) Provide an abstract outlining the proposed FD/Construction project. Summarize the project narrative provided in the Statement of Work in 4-6 sentences. Specifically capture the major milestones, outcomes, and anticipated benefits that will result from the completion of the individual project.

The station platform track at the Oklahoma City AMTRAK (Santa Fe) Station is only connected to the main #1 track at the north end. The south end turnout was removed in the distant past. The current north connection is a manual throw switch protected by an electric lock with a time delay. All OKC passenger trains arrive from and depart to the south following a north reverse move, causing delay and blockage of the mainline while backing moves are made to access and depart the passenger platform. This project will re-install the south turnout and a power switch, as well as all necessary signaling and communications equipment, to allow for central control by the BNSF system dispatcher.

(8) Indicate the source, amount, and percentage of non-Federal matching funds for the FD/Construction project. The sum of the figures below should equal the amount provided in Section C.2. Click on the prepopulated fields to select the appropriate responses from the lists provided in type of source, status of funding, and type of funds. Dollar figures must be rounded to the nearest whole dollar. Identify supporting documentation that will allow FRA to verify the funding source and list it in Section G.2 of this application.

Non-Federal Funding Sources	New or Existing Source?	Status of Funding ¹	Type of Funds	Dollar Amount	% of Total Project Cost	Describe Any Supporting Documentation to Help FRA Verify Funding Source
Oklahoma Dept. of Transportation	Existing	Committed	Cash	\$ 553,598	25 %	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
Sum of Non-Federal Funding Sources				\$	%	N/A

(9) Indicate the type of expected capital investments included in the FD/Construction project. Check all that apply.

- | | |
|---|--|
| <input type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling stock acquisition |
| <input checked="" type="checkbox"/> Track rehabilitation and construction | <input type="checkbox"/> Support facilities (yards, shops, administrative buildings) |
| <input type="checkbox"/> Major interlockings | <input type="checkbox"/> Grade crossing improvements |
| <input type="checkbox"/> Station(s) | <input type="checkbox"/> Electric traction |
| <input checked="" type="checkbox"/> Communication, signaling, and control | <input type="checkbox"/> Other (please describe) |
| <input type="checkbox"/> Rolling stock refurbishments | |

¹ **Reference Notes:** The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g., statutory authority) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state capital investment program or appropriation guidance. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted (i.e., the funds have not yet received statutory approval). Examples include debt financing in an agency-adopted capital investment program that has yet to be committed in the near future. Funds will be classified as budgeted when available funding cannot be committed until the grant is executed or due to the local practices outside of the project sponsors control (e.g., the project development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted (e.g., proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's capital investment program).



(10) Indicate if any FD or Construction activities that are part of this proposed project are under way or completed. Check all that apply.

- | | |
|---|--|
| <input type="checkbox"/> Final Design activities are complete. | <input type="checkbox"/> Construction activities are complete. |
| <input checked="" type="checkbox"/> Final Design activities are in progress. | <input type="checkbox"/> Construction activities are in progress. |
| <input type="checkbox"/> No Final Design activities are in progress or completed. | <input checked="" type="checkbox"/> No Construction activities are in progress or completed. |

Describe any activities that are under way or completed in the table below. If more space is necessary, please provide the same information in a supporting document and list in Section G.2 of this application.

Activity	Description	Completed? (If yes, check box)	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
BNSF Construction Itemization	detailed list of all labor and materials needed	<input type="checkbox"/>	07/2010	10/2010
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy

D. Project Success Factors Overview

Answer the following questions about the individual project that is the subject of this FD/Construction application.

(1) Indicate the expected service outcomes of the FD/Construction project. Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Additional service frequencies | <input checked="" type="checkbox"/> Improved operational reliability on existing route |
| <input checked="" type="checkbox"/> Service quality improvements | <input type="checkbox"/> Improved on-time performance on existing route |
| <input type="checkbox"/> Increased average speeds/shorter trip times | <input checked="" type="checkbox"/> Other (please describe) safety enhancements |

Briefly clarify your response(s) if needed:

The project would create a power switch-operated double-ended station siding that will replace the current single-ended manually-thrown siding that currently requires station pass-and-backup move via a time-delayed manual switch operation thrown by AMTRAK personnel and leaves the passenger train on the BNSF Main#1 track while it performs the procedure and waits out the timed lockout for the manual switch. This project would be highly beneficial to safety aspects and support a reduction of 34.4 minutes of non-revenue delay reduction supporting a 50% improvement in passenger delay occurrences using the latest delay incident data (2008). Furthermore, an RTC analysis identified significant AMTRAK time savings by eliminating these daily reverse movements; an annual revenue cycle shows a 412 hour a year savings.

(2) Quantify the applicable service outcomes of the FD/Construction project. Provide the current conditions and anticipated service outcomes. Future state information is necessary only for relevant service benefits.

	Frequencies ²	Scheduled Trip Time (in minutes)	Average Speed (mph)	Top Speed (mph)	Reliability – Provide Either On-Time Performance Percentage or Delay Minutes
Current	2	215	58	79	84
Future	2	215	58	79	84

(3) Select and describe the operational independence of the FD/Construction project.³

- This project is operationally independent. This project is not operationally independent.

Briefly clarify your response:

If the project is carried out, with no additional work it would still result in safety/labor/delay benefits

(4) Provide Right-of-Way ownership information in the FD/Construction project area. Where railroads currently share ownership, identify the primary owner. If Amtrak is the Type of Railroad, the Right-of-Way Owner field does not need to be completed. Click on the prepopulated fields to select the appropriate response from the lists of railroad types and status of agreements. If more than five owners please provide the same information in a separate supporting document, and list it in Section G.2 of this application.

Type of Railroad	Right-of-Way Owner	Route-Miles	Track-Miles	Status of Agreements to Implement
Class 1 Freight	BNSF	0.51		Master Agreement in Place
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place

² Frequency is measured in daily one-way train operations. One daily round-trip operation should be counted as two daily one-way train operations.

³ A project is considered to have operational independence if, upon being implemented, it will provide tangible and measurable benefits, even if no additional investments in the same service are made.



(5) Name the Intercity Passenger Rail Operator and provide the status of agreement. If applicable, provide the status of the agreement with the partner that will operate the planned passenger rail service (e.g., Amtrak). Click on the prepopulated field to select the appropriate response from the status of agreement list.

Name of Rail Service Operator	Status of Agreement
AMTRAK-- support letter included in app	No agreement, but partner supports project

(6) Identify the types of services affected by the FD/Construction project and provide information about the existing rail services within the project boundaries (e.g., freight, commuter, and intercity passenger). Click on the prepopulated fields to select the appropriate response from the list of types of service.

Type of Service	Name of Operator	Top Existing Speeds Within Project Boundaries		Number of Route-Miles Within Project Boundaries	Average Number of Daily One-Way Train Operations ⁴ Within Project Boundaries	Notes
		Passenger	Freight			
Freight	BNSF		40	1	30	Through and local trains
Intercity Pa	AMTRAK	40		1	2	Heartland Flyer
Freight						
Freight						
Freight						
Freight						

(7) Estimate the share of benefits that will be realized by nonintercity passenger rail services (e.g., commuter, freight) and select the approximate cost share to be paid by the beneficiary.⁵ Click on the prepopulated fields to select the appropriate response from the lists of type of beneficiary, anticipated share of benefits, and approximate cost share. If more than five types of nonintercity passenger rail are beneficiaries, please provide additional information in a separate supporting document, and list it in Section G.2 of this application.

Type of Nonintercity Passenger Rail	Expected Share of Benefits	Approximate Cost Share
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%

⁴ One daily round-trip operation should be counted as two daily one-way train operations.

⁵ Benefits include service improvements such as increased speed, on-time performance, improved reliability, and other service quality improvements.



E. Additional Response to Evaluation Criteria

Provide a separate response to each of the following categories of potential benefits to identify the ways in which the proposed FD/Construction project will achieve these benefits.

(1a) Transportation Benefits

Describe the ways in which the proposed FD/Construction project will address the potential of successfully executing these transportation benefits in a cost-effective manner:

- Supporting the development of intercity high-speed rail service;
- Generating improvements to existing high-speed and intercity passenger rail service, as reflected by estimated increases in ridership (as measured in passenger-miles), increases in operational reliability (as measured in reductions in delays), reductions in trip times, additional service frequencies to meet anticipated or existing demand, and other related factors;
- Generating cross-modal benefits, including anticipated favorable impacts on air or highway traffic congestion, capacity, or safety, and cost avoidance or deferral of planned investments in aviation and highway systems;
- Creating an integrated high-speed and intercity passenger rail network, including integration with existing intercity passenger rail services, allowance for and support of future network expansion, and promotion of technical interoperability and standardization (including standardizing operations, equipment, and signaling);
- Encouragement of intermodal connectivity and integration through provision of direct, efficient transfers among intercity transportation and local transit networks at train stations, including connections at airports, bus terminals, subway stations, ferry ports, and other modes of transportation;
- Enhancing intercity travel options;
- Ensuring a state of good repair of key intercity passenger rail assets;
- Promoting standardized rolling stock, signaling, communications, and power equipment;
- Improved freight or commuter rail operations, in relation to proportional cost-sharing (including donated property) by those other benefiting rail users;
- Equitable financial participation in the project's financing, including, but not limited to, consideration of donated property interests or services; financial contributions by freight and commuter rail carriers commensurate with the benefit expected to their operations; and financial commitments from host railroads, non-Federal governmental entities, nongovernmental entities, and others;
- Encouragement of the implementation of positive train control (PTC) technologies (with the understanding that 49 U.S.C. 20147 requires all Class I railroads and entities that provide regularly scheduled intercity or commuter rail passenger services to fully institute interoperable PTC systems by December 31, 2015); and
- Incorporating private investment in the financing of capital projects or service operations.

Currently, the station platform track at the Oklahoma City AMTRAK (Santa Fe) Station is only connected at its north end. All current passenger trains depart to, or arrive from the south. This requires the passenger trains to back in or out of the station. The switch connection is protected by an electric lock with time delay. The delay allows signals on the mainline to set to protect the station move. The delay holds the passenger train on the BNSF Main1 track. The installation of a signalized switch at the south end of the platform track will expedite the movement of the passenger trains, reducing the time it sets on the mainline.

This project would be highly beneficial to safety aspects (eliminating personnel from exiting rolling stock and having to manually operate switches; also places passengers further from active Main freight track and more quickly) and support a reduction of 34.4 minutes of non-revenue delay reduction supporting a 50% improvement in passenger delay occurrences using the latest delay incident data (2008). Furthermore, an RTC analysis identified significant AMTRAK time savings by eliminating these daily reverse movements; an annual revenue cycle shows a 412 hour a year savings.

(1b) Other Public Benefits

Demonstrate the potential of the proposed project to achieve other public benefits in a cost-effective manner:

- Environmental quality and energy efficiency and reduction in dependence on foreign oil, including use of renewable energy sources, energy savings from traffic diversions from other modes, employment of green building and manufacturing methods, reductions in key emissions types, and the purchase and use of environmentally sensitive, fuel-efficient, and cost-effective passenger rail equipment;
- Promoting 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);
- Improving historic transportation facilities; and
- Creating jobs and stimulating the economy. Although this solicitation is not funded by the American Recovery and Reinvestment Act of 2009 (Public Law 111-5), these goals remain a top priority of this Administration. Therefore, Individual Project applications will be evaluated on the extent to which the project is expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas, as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. 3161) (“Economically Distressed Areas”).

Though not large in scope or scale, a benefit of this project is that it can be completed within a year of funding.

This new rail configuration would reduce train idle time for passenger trains thus reducing fuel consumption and emissions; this fact, combined with ODOT's nationally-significant BIOFUEL TEST PROGRAM for the Heartland Flyer, shows ODOT is committed to advancing energy-efficiency and maximizing energy savings.

(2) Project Delivery Approach

Consider the following factors to determine the risk associated with the proposed project's delivery within budget, on time, and as designed:

- The adequacy of any completed engineering work to assess and manage/mitigate the proposed project's engineering and constructability risks;
- The sufficiency of system safety and security planning; and
- The project's progress, at the time of application, towards compliance with environmental review requirements under NEPA and related statutes.

This project is to be completed and constructed by BNSF Railway Company, one of America's premier rail enterprises and certainly one of its most experienced; BNSF is in full compliance with all FRA/ State/ National Safety and Security Planning requirements; the relevant CE documentation has been submitted to FRA previous to the filing of this application.

(3) Sustainability of Benefits

Address the likelihood of realizing the proposed project's benefits:

- The quality of financial planning documentation that demonstrates the financial viability of the HSIPR service that will benefit from the project;
- The availability of any required operating financial support, preferably from dedicated funding sources for the benefiting intercity passenger rail service(s);
- The quality and adequacy of project identification and planning;
- The reasonableness of estimates for user and non-user benefits for the project;
- The comprehensiveness and sufficiency, at the time of application, of agreements with key partners (including the railroad operating the intercity passenger rail service and infrastructure-owning railroads) that will be involved in the operation of the benefiting intercity passenger rail service, including the commitment of any affected host-rail carrier to ensure the realization of the anticipated benefits, preferably through a commitment by the affected host-rail carrier(s) to an enforceable on-time performance of passenger trains of 80 percent or greater;
- The favorability of the comparison between the level of anticipated benefits and the amount of Federal funding requested; and
- The applicant's contribution of a cost share greater than the required minimum of 20 percent.

Attention paid to the details of the Heartland Flyer service by the State of Oklahoma has resulted in AMTRAK-award winning service (AMTRAK CHAMPION OF THE RAILS AWARD) and a very high on-time performance rating (averaging 83.7 over the last two years); this is also the result of a superb collaboration between ODOT, BNSF and AMTRAK since the inception of service 11 years ago. With legislation on the books to support state legislative funding for both Oklahoma and Texas, and the stable history of the Heartland Flyer steadily growing ridership over the past 11 years (up an average of 59% from its first year with over 700,000 riders to date), indications point strongly to continued support of the operation. ODOT as an institution is a financially solvent organization with millions of dollars committed annually to rail improvement projects as shown in our STIP, and as discussed in the State of Oklahoma Secretary of Transportation's letter included with this application. Additionally, our soon-to-be-completed Long Range Transportation Plan speaks to ODOT's dedication and commitment to grow and improve passenger rail operations in Oklahoma. Proof of ODOT's commitment can also be shown by way of the nationally significant and innovative BIODIESEL TESTING PROGRAM initiated by ODOT Rail Division and recently launched in conjunction with AMTRAK and the FRA.

F. Statement of Work

Provide a detailed response for how the FD/Construction project will be carried out in the text fields and tables provided. The tables in this section are unlocked; applicants can add rows, as necessary, for additional tasks. If you reference a supporting document, it must be listed in Section G.2.

- (1) Background.** Briefly describe the events that led to the development of this FD/Construction project and the issue the project will address. Also describe the rational planning process used to analyze the investment needs and service objectives of the full corridor on which the individual FD/Construction project is located.

The Heartland Flyer is a one roundtrip per day state-supported AMTRAK train that operates between Oklahoma City, OK and Ft. Worth, TX. Connection is made at Ft. Worth with both northbound and southbound Texas Eagle trains operating between Chicago and Los Angeles. Access to Trinity Railway Express, a commuter operation connecting Ft. Worth, the FDW airport and Dallas is also provided. The Ft. Worth intercity bus depot, Greyhound, and Enterprise Rent-a-Car are also colocated with the train station.

Since its inception, access to the platform track at the Oklahoma City AMTRAK (Santa Fe) Station has required a backup move at the north end of the station. All parties involved in this proposed project have desired to rectify this issue since inception of service, however budget constraints have previously prevented a solution. The platform track is only connected to the main track at its north end although the Heartland Flyer operates to the south. At both arrival and departure, the Heartland Flyer must back in and out of the station platform track. The platform track switch is protected by an electric lock with a time delay to permit the signal system time to protect the moves in and out of the station. During this delay and the backup moves, the main line track remains fouled.

Recent changes to the ODOT STIP and inclusions in the forth-coming 2035 Long-Range Transportation Plan have placed greater emphasis and support behind passenger rail in the State of Oklahoma. These actions will allow ODOT to pursue back-logged projects to address known problems or insufficiencies to the system, such as the project proposed in this application.

The installation of a powered, signalized turnout at the south end of the platform track will allow expedited moves in and out of the station, eliminating current manual labor needed to support switches, enhancing safety by placing greater distance between passengers and live Main track and having crew leave rolling stock and avoiding the delay associated with the electric lock-out protection.

- (2) Scope of Activities.** Clearly describe the scope of the proposed FD/Construction project and identify the general objective and key deliverables.

- (2a) General Objective.** Provide a general description of the work to be accomplished through this grant, including project work effort, project location, and other parties involved. Describe the end-state of the project, how it will address the need identified in Background (above), and the outcomes that will be achieved as a result of the project.

The objective is to remove the necessity of a backup move by the Heartland Flyer to enter or exit the Santa Fe Passenger Rail Station in Oklahoma City, Oklahoma on the BNSF Red Rock Subdivision. Additionally, dispatcher control of platform track access, rather than the manual fixed delay time required for the current electric lock protection will permit trains operating on the main track in the vicinity of the station greater efficiency in clearing the main track (eliminates the lock-out delay time) and eliminate the need for manual labor to throw the switch and keep personnel from needing to exit live rolling stock .

Today, the track infrastructure running through Oklahoma City supports not only the Heartland Flyer, but an active and diverse freight industry. Handling an average 30 trains per day, traffic running through Oklahoma City on the BNSF Red Rock Subdivision continues to increase annually.

Today, the current station platform configuration requires reverse Amtrak movements on the main line due to the sole connection at the north end of the Amtrak Depot. Currently, the Depot is accessed from the north by Amtrak for storage of rolling stock equipment overnight. Prior to departure, this consist is repositioned into BNSF Main 1 for passenger loading with the reverse operation made upon arrival back to Oklahoma City at the completion of a round trip. Considering that all freight movements are held during this reposition and loading on Main 1, train staging propagates north and south on the BNSF rail lines from Gainesville, TX to Oklahoma City, OK, further impacting both passenger and freight movements due to increased meet and pass constraints.

As stated previously, this project would be highly beneficial to safety aspects and support a reduction of 34.4 minutes of non-revenue delay reduction supporting a 50% improvement in passenger delay occurrences using the latest delay incident data (2008). Furthermore, an RTC analysis identified significant AMTRAK time savings by eliminating these daily reverse movements; an annual revenue cycle shows a 412 hour a year savings.

(2b) Description of Work. Provide a detailed description of the work to be accomplished through this grant by task (e.g., FD and Construction) including a description of the geographical and physical boundaries of the project. Address the work in a logical sequence that would lead to the anticipated outcomes and the end state of the activities.

The work is comprised of the installation of approximately 440 feet of track and a new turnout connecting on the south end of the platform track to the main track. Additionally, both the turnouts at the north and south ends of the platform track will have power switch machines installed and integrated into the communication and signal system to permit dispatcher control of access to the Oklahoma City platform track.

The proposed Oklahoma Station Improvement Project is a compilation of improvements to the Oklahoma City Station located in Oklahoma City, OK to alleviate rail congestion by improving both passenger and freight rail movements via a restored platform connection to the BNSF main line eliminating reverse main line shove movements for non-revenue Amtrak moves through Oklahoma City, OK. The scope of work includes:

- Minimal site civil grading and stabilization to support proposed track alignment on existing rail grade
- Installation of new BNSF main line connection to the south of existing station platform via new No. 11 main line turnout on existing rail grade
- 440 TF of additional station lead on existing rail grade to support new southern main line connection
- All required CTC signal circuitry improvements to support new main line turnout installation

This revised additional connection (see attached schematic) will increase the reliability and consistency of passenger and freight rail operations by establishing a dedicated track for passenger operations and allowing freight traffic to utilize Main 1 without restriction, allowing the Amtrak consist to arrive, depart and store equipment without main line conflict.

(2c) Deliverables. Describe the specific elements of the project to be completed to FD, or constructed in accordance with the FD that was either provided to FRA during the application process or completed as a part of this grant. In the table provided, list the deliverables, both interim and final, which are the outcomes of the project tasks.

	Deliverable	Task
1	Final design of track, turnout and signal system modifications	Prior to performance of field installation
2	New track, turnout and signalization of platform track access switch	Installation, test and certification of signalized equipment and full inspection and installation of all associated track and necessary components
3		
4		

(3) **Project Schedule.** In the table below, estimate the approximate duration for completing each task in months (e.g., 36). For total project duration, reference Section C.4.

	Task	Task Duration
1	PLEASE SEE FULLY DETAILED ATTACHED PROJECT SCHEDULE	
2		
	Total project duration	12 mos.

(4) **Project Cost Estimate/Budget.** Provide a high-level cost summary of FD/Construction work in this section, using Appendix 3 of the NOFA and the HSIPR Individual Project Budget and Schedule form as references. The figures in this section of the Statement of Work should match exactly with the funding amounts requested in the SF-424 form, the HSIPR Individual Project Budget and Schedule form, and in Section C of this application. If there is any discrepancy between the Federal funding amounts requested in this section, the SF-424 form, the HSIPR Individual Project Budget and Schedule form, or Section C of this application, the lesser amount will be considered as the Federal funding request. Round to the nearest whole dollar when estimating costs.

The total estimated FD/Construction project cost is provided below, for which the FRA grant will contribute no more than the Federal funding request amount indicated. Any additional expense required beyond that provided in this grant to complete the FD/Construction project shall be borne by the Grantee.

FD/Construction Project Overall Cost Summary			
#	Task	Cost in FY11 Dollars	
1	Track, Turnout, Signalization Construction	\$ 1,974,391	
2	FD	\$ 240,000	
	Total FD/Construction project cost	\$ 2,214,391	
Federal/Non-Federal Funding			
		Cost in FY11 Dollars	Percentage of Total Activities Cost
	Federal funding request	\$ 1,660,793	75 %
	Non-Federal match amount	\$553,598	25 %
	Total FD/Construction project cost	\$ 2,214,391	100 %

G. Optional Supporting Information

Provide a response to the following questions, as necessary, for the proposed FD/Construction project.

- (1) Please provide any additional information, comments, or clarifications, and indicate the section and question number that you are addressing (e.g., Section E, Question 3).** Completing this question is optional.
- (2) Please provide a document title, filename, and description for all optional supporting documents.** Ensure that these documents are uploaded to GrantSolutions.gov using a logical naming convention or that an active link is provided with your application.

Document Title	Filename	Description and Purpose
BNSF PE Depiction	BNSF PE Drawing	DetailSheet depicting on-the-ground engineering proposed
BNSF Shop Drawing and Track Chart	OKC Switch Work Print	depicts location and limits of proposed rail improvement on the system
Photo-based depiction of proposed work	2 photos of switch work location	this photo shows what was removed and what is to be replaced for our proposed improvement and this photo is the location as it appears today
Detailed Project Schedule	OKC Switch Project Schedule	task-based schedule of full project
Page depicting STIP inclusion	STIP item	this sheet lists our particular STIP item relevant to the project
Project Management Plan	PMP for switch project	Project Management Plan write-up



H. Checklist of Application Materials

Use this section to determine the thoroughness of your FD/Construction application prior to submission.

Documents	Format
1. Application Form	
<input checked="" type="checkbox"/> HSIPR Individual Project Application Form – FD/Construction	Form
2. Budget and Schedule Form	
<input checked="" type="checkbox"/> HSIPR Individual Project Budget and Schedule Form	Form
3. OMB Standard Forms	
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	Form
<input type="checkbox"/> SF 424A: Budget Information-Non Construction	Form *
<input type="checkbox"/> SF 424B: Assurances-Non Construction	Form *
<input checked="" type="checkbox"/> SF 424C: Budget Information-Construction	Form **
<input checked="" type="checkbox"/> SF 424D: Assurances-Construction	Form **
4. FRA Assurances Document	
<input checked="" type="checkbox"/> FRA Assurances Document (See Section 4.2.4 of the NOFA)	Form
5. Project Development Supporting Documentation	
<input checked="" type="checkbox"/> Project Planning Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> Preliminary Engineering (PE) Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> NEPA Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
6. Project Delivery Supporting Documentation	
<input checked="" type="checkbox"/> Project Management Documentation (See Section 4.2.6 of the NOFA)	No Specified Format
<input type="checkbox"/> Financial Planning Documentation (See Section 4.2.6 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> System Safety Plan (See Section 4.2.6 of the NOFA)	No Specified Format
<input type="checkbox"/> Railroad and Project Sponsor Agreements (See Section 4.2.6 of the NOFA)	No Specified Format
7. Optional Supporting Documentation	
<input checked="" type="checkbox"/> Other Relevant and Available Documentation (See Section 4.2.7 of the NOFA)	n/a

* These documents are required for FD/Construction projects that include investments that are not construction activities.

** These documents are not required for FD/Construction applications that only include investments that are not construction activities.

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