

High Speed Intercity Passenger Rail (HSIPR) Program



Application Form

Planning

Applicants for Planning funds are required to submit this Application Form and other documents as outlined in Section E of this application. 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 project, please indicate "N/A." If you have questions about the HSIPR program or this application, please contact FRA at HSIPR@dot.gov.

A. Point of Contact and Project Information

(Must be consistent with information provided on applicant's SF 424)

(1) Submitting Agency: Texas Department of Transportation		Submitting Agency Authorized Representative Name and Title: Jennifer Moczygema, Rail System Section Director		
Street Address / City: 125 E. 11 th Street	City: Austin	State: TX	Zip Code: 78701	Telephone Number: (512) 486-5125 Email: jmoczyg@dot.state.tx.us
Application Point of Contact (POC) Name and Title (If different):		Application POC Telephone: Application POC Email:		
(2) Name(s) of additional States applying (if applicable): Not applicable				
(3) Planning Project Name (Please provide a clear, concise, and descriptive name, example "Capital City to Hill Valley Corridor Service Development Plan"): Oklahoma City to South Texas Corridor Feasibility Study, Service Development Plan, and Service NEPA				
(4) Describe the corridor service(s) that is (are) the subject of the Planning Project, including corridor name, endpoints, major intermediate cities, and other characteristics (upload a map if applicable): Corridor service for the 850 mile corridor between Oklahoma City through Dallas-Fort Worth, Austin, San Antonio with potential new rail service to destinations in South Texas including Laredo, Brownsville, and Corpus Christi.				

(5) Planning Project Abstract (In 3 - 5 sentences, please describe your proposed planning project):

The planning activities to be funded under the HSIPR Program and related deliverables include conducting an feasibility study, developing a Service Level NEPA document, and finalizing the Service Development Plan (SDP) for the passenger rail corridor from Oklahoma City to South Texas.

(6) 6a. Total Cost of Planning Project (2010 dollars): \$ \$14,000,000
 - Amount Requested from HSIPR Program: \$ 11,200,000
 - Non-Federal Match Amount: \$ 2,800,000

6b. Indicate the source, amount, and percentage of matching funds:

Non-FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount *Should total Non-Federal Amount in above 6a.	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
TxDOT	New	Committed	State	\$2,800,000	20%	
	New	Committed				
	New	Committed				
	New	Committed				

(7) Which of the following planning activities are proposed to be funded under the HSIPR Program? NOTE: Eligible planning projects for these funds include either 1) State Rail Plans or 2) Passenger Rail Corridor Investment Plans. Applicants seeking to develop a passenger rail corridor investment plan must apply for any necessary work to develop *both* a service development plan and corridor-wide environmental documentation. If the applicant has already completed one of these documents or a component thereof, FRA must have accepted that document as meeting the minimum requirements outlined in Section 2.4.1 of the FY2010 Planning NOFA.

- State Rail Plans
- Service Development Planning and Service NEPA
- Service Development Planning only (Service NEPA already complete)
- Service NEPA only (Service Development Planning already complete)

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. legislative referendum) 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 (CIP) or appropriation. 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 CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's 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. Examples include 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 CIP.



(8) 8a. Describe the service attributes of the Program/Project for which you are planning (check all that apply):

Additional Service Frequencies

Improved On-Time performance on Existing Route

New Service

Increased Average Speeds/Shorter Trip Times

Service Quality Improvements

Other (Please Describe):

8b. Please provide an overview of the characteristics of the Program/Project for which you are planning, including a description of the types of improvements under consideration, and if applicable, the intercity passenger rail proposal:

The planning activities to be funded under the HSIPR Program and related deliverables include conducting an feasibility study, developing a Service Level NEPA document, and finalizing the Service Development Plan (SDP) for the passenger rail corridor from Oklahoma City to South Texas.

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

Start Date: 11/2010

End Date: 04/2014

B. Statement of Work

BACKGROUND

Project funding will be used to complete necessary preliminary corridor service planning studies for new and/or improved high-speed intercity passenger rail along an approximate 850 mile corridor between Oklahoma City and South Texas.

GENERAL OBJECTIVE

The planning activities to be funded under the HSIPR Program and related deliverables include conducting a feasibility study, developing a Service Level NEPA document, and finalizing the Service Development Plan (SDP) for the passenger rail corridor from Oklahoma City to South Texas.

DESCRIPTION OF WORK

Building upon work completed by TxDOT on the city to city pairs, a feasibility study will be completed to update passenger forecast between city pairs to determine which cities along the route have the greatest potential for ridership of a new and/or improved passenger rail service. The ridership methodology to be undertaken will be prepared to apply the FRA's guidance on the valuation methods for the HSIPR as well as the FTA's stated new direction on project evaluation that includes, among other things, promoting energy efficiency and environmental quality as well as supporting interconnected livable communities. Based on the outcomes of this study, the planning process of how to best connect the city pairs will begin to determine potential routes, station locations, and the feasibility of the route in accordance with FRA's "Railroad Corridor Transportation Plans – A Guidance Manual"

The planning process will proceed with NEPA scoping and development of the Service NEPA Document. In coordination with the Service NEPA, the SDP will be developed. The result of these studies will be a preferred alternative for each type of service need identified and a general understanding of the potential environmental impacts.

The purpose of the SDP and Service NEPA is to consider potential routes and their potential impacts on the environment from Oklahoma City to South Texas to determine a preferred corridor and needed service levels, as well as identify project segments. It is Texas DOT's intent to complete these documents in preparation for submittal of a future Track 2 Program application(s). The NEPA process will include an extensive public outreach effort, which will include identification of stakeholders, one-on-one meetings with affected railroads and property owners and public meetings along the corridor. The broad range of possible alternatives will consist of various existing railroad routes and new routes running from Oklahoma City to South Texas within the study area as shown on the attached map. The Service NEPA will establish the purpose and need for the passenger service and evaluate potential environmental impacts of various alternative alignments as well as

types and levels of service. The analysis of impacts will follow FRA guidelines and regulations and include a general evaluation of air quality, water quality, noise and vibration, solid waste disposal, ecological systems, wetlands, threatened and endangered species, flood hazards and floodplain management, coastal zone management, use of energy resources, use of natural resources, aesthetic and design quality impacts, impacts on other modes of transportation, barriers to the elderly and handicapped, land use, impacts on the socioeconomic environment, environmental justice, public health, public safety, recreational opportunities, historical and cultural resources, use of 4f protected properties and construction period impacts. Development of the SDP will be guided by the Service NEPA and will also discuss the rationale of the need for the passenger service, develop a service/operating plan(s) for intercity and/or high speed rail service, with corresponding capital improvements plan and an implementation plan, including operations and maintenance costs along with revenue projections for the corridor. The SDP will also discuss the public benefits of the corridor and protection of freight service on any joint use corridors. The SDP and Service NEPA effort will require approximately 42 months to complete and result in a well defined plan of action for the corridor.

PROJECT SCHEDULE

The period of performance for the above work shall be 42 months, beginning in November 2010 and ending April 2014 (see attachment OKC to South Texas Planning Schedule.pdf).

PERFORMANCE OBJECTIVES AND DELIVERABLES

A detailed project development schedule illustrates the beginning and end dates of the milestone elements of the Oklahoma City to the South Texas area planning study. This schedule outlines the details for completion of the Feasibility Study, Service NEPA document, and SDP considerations for the Planning phase. As noted above, approximately 42 months (November 2010 to April 2014) have been allocated to conduct the Service NEPA study and feasibility study/alternatives analysis. The SDP will be finalized concurrently with the NEPA process. Upon completion of the planning level documents, it is anticipated that an FRA grant application will be pursued for Track 2 funding for the Tier 2, PE, NEPA studies, final design, and construction.

FEASIBILITY STUDY

Coordination with FRA will be required to determine the appropriate level of alternatives analysis required. For purposes of the grant application, it is assumed that two to three alternatives will need to be studied in detail as part of the Service NEPA process. To support this effort, this deliverable includes conducting an Alternatives Analysis Study that considers projected ridership, sufficient preliminary engineering to determine estimated capital costs (infrastructure and rolling stock), annual operating costs, and revenue projections and preliminary timetables for the alternatives. The study will also include segment analysis to evaluate ridership and revenue projections for a staged implementation approach.

The feasibility study will follow guidelines as delineated in the FRA "Railroad Corridor Transportation Plan" manual. A preliminary analysis - route selection study will be conducted and include:

1. Ridership – Anticipated ridership numbers will be developed for various city pairs to determine which cities should be included on the route alternatives. These estimates will be used to assist in determining potential stations along the corridor and also disseminations for the route for the feasibility study and will examine their potential based on level and type of service.

2. Station Location – accessibility to where people live and work, number of stations, centrally located with direct access to other local transit modes and the primary road network and have ample parking facilities, and if applicable, serve as a regional intermodal terminal for other forms of regional and local transportation systems.
3. Scheduling – provide adequate train service to attract sufficient ridership to financially support service without running an uneconomical number of train-miles.
4. Physical Characteristics – develop scaled drawings including: track plans and profiles; interlocking configurations and passing sidings; major bridges, tunnels and other structures; highway crossing locations; location of stations and platforms; terminals and yard sites; limits of right-of-way for properties and utilities; and signal and communication system plans including route and aspect charts and braking curves.
5. Operations Support Facilities – develop narrative summaries with supporting plans as necessary for the following: passenger stations and platforms including station size and amenities, automobile parking and intermodal access; railway passenger vehicle storage and maintenance facilities including station site, functionality, vehicle capacity and special facilities and equipment. The location of various maintenance-of-way bases and the type of staff and required facilities will also be documented.
6. Proposed Operating plan (20 year horizon) – develop a range of potential service levels including: operating agreements between the rail corridor owner and prospective operators with operating rights; future growth projections; location of station stops, train schedules, train consists and any branch junction points for Intercity and local service.
7. Proposed Railroad Operations Analysis – develop a train operations simulations model capable of plotting train movement stringlines for various operating conditions, especially those that will be on existing freight lines. Modeling will be coordinated with the host railroad.
8. Highway Crossings – identify public and private highway-rail and pedestrian crossings at grade and the relationship between the crossing and rail line and the type of warning system, traffic density and proximity of nearby crossings or grade separated structures.
9. Environmental Fatal Flaw Analysis – identify and show awareness of environmental issues that could pose obstacles to proposed alternatives.
10. Cost Estimates – prepare conceptual level cost estimates for each item summarizing the various costs into four categories: recapitalization, trip time improvements, capacity-related improvements, operations and maintenance costs and equipment costs.

Deliverables:

Corridor Transportation Plan Report outlining and summarizing the analyses and findings of the various studies. The report would contain the following topics:

1. Executive Summary
2. Chapter 1 – Introduction (describing the rationale, purpose and approach of the study)
3. Chapter 2 – Corridor (description of the fixed plant of the corridor, users and services)
4. Chapter 3 – Service Goals and Alternatives
5. Chapter 4 – Methodologies
6. Chapter 5 – Analytical Results

7. Chapter 6 – Environmental Fatal Flaw Analysis
8. Chapter 7 – Corridor Wide Investments
9. Chapter 8 – Site Specific Investments of Alternatives
10. Chapter 9 – Program Summary and Conclusions

SERVICE NEPA DOCUMENT

Prepare a Service NEPA document for proposed new and/or improved high-speed intercity passenger service between Oklahoma City and South Texas. The NEPA document will be prepared for the FRA by the Texas Department of Transportation in partnership with the Oklahoma DOT and communities expected to be served by the passenger rail service. The Service NEPA document will help Texas DOT and Oklahoma DOT and FRA make decisions concerning the preferred corridor, the location of the termini, the location of the intermediate stops, the level of service, and the future phasing of the Tier 2, or project level activities.

1. Scoping of the NEPA Document

- a) Prepare the Draft Purpose and Need Statement
- b) Prepare Public Involvement Plan
- c) Conduct agency meeting on purpose and need
- d) Provide FRA with draft Notice of Intent
- e) Conduct public scoping meetings in the major communities along the corridors,
- f) Prepare a summary of the scoping comments

2. Document Preparation and Public Involvement

- a) Finalize Purpose and Need
- b) Utilize alternatives identified in the Corridor Transportation Plan Report
- c) Conduct agency meeting on alternatives to be analyzed
- d) Conduct public outreach on alternatives selection
- e) Agency coordination on Alternatives to be carried forward
- f) Prepare description of existing environment for each resource area
- g) Conduct impact analysis for each resource area
- h) Conduct one-on-one meetings with affected communities
- i) Conduct agency meeting on preferred alternative
- j) Public outreach on preferred alternative
- k) Prepare preliminary Draft NEPA document
- l) Facilitate Texas DOT review of the preliminary Draft NEPA document
- m) FRA Review of the preliminary Draft NEPA Document
- n) Finalize the Draft NEPA Document
- o) Publish the Draft NEPA document for public comment
- p) Conduct Public meetings on the Draft NEPA document

- q) Prepare responses to comments
- r) Prepare Preliminary Final NEPA document
- s) Facilitate Texas DOT review of the preliminary Final NEPA document
- t) Facilitate FRA review of the preliminary Final NEPA document
- u) Publish the Final NEPA document

4. FRA Concurrence of Document

- a) Collect and evaluate any comments on the Final NEPA Document
- b) Identify all mitigation conceptions
- c) Document FRA decision

Deliverables

The deliverables for this phase of the work will be a Service NEPA document with appendices and supporting documentation.

SERVICE DEVELOPMENT PLAN

Preparation of an SDP will include an assessment of a range of operating schedules, ridership forecast, revenue projections, station facilities, track upgrade requirements, signal and control logic systems, and rolling stock requirements (locomotive power, passenger car capacity and type, train length). This conceptual analysis will tabulate all project investments. Socio-economic data and competing transportation systems will serve as the foundation for ridership projections. In the development of this service plan, interconnectivity to existing services such as the Heartland Flyer and the planned service by the Lone Star Rail District will be incorporated. Also, connections with existing local transit programs such as the Dallas Area Rapid Transit (DART), the Trinity Railway Express (TRE), Capital Metro in Austin, VIA in San Antonio and others will be examined so the new and/or improved passenger service will have logical termini and maximize the ridership potential to communities along the route. Based on these ridership figures, appropriate train-set needs will be established. Station stops at various trade centers will be determined as well as initial platform and canopy design, vehicular access, automobile parking capacity, physical condition, passenger information systems, and amenities. Capital costs will be calculated for major project elements and categories. A signal system capable of meeting positive train control requirements will need to be determined as well as identification of the locations for the traffic control centers. Detailed time running schedules for each service alternative will be outlined for each train set including station stop locations and arrival/departure times. The SDP will also update the existing corridor assessment and project implementation plan, conduct corridor level economic analysis including job creation and economic benefit in Texas from proposed project, detail specific sustainability measures that can be considered along with costs and future savings for these measures, connectivity to livable centers and local transit, evaluate rail capacity improvements required considering 20 year passenger and freight rail projections, and in coordination with the States and other stakeholders, complete a project management plan and financial plan that defines the levels of public and private investment required to maintain sustainability.

The SDP will include a high-level summary of the Service NEPA's findings with respect to:

1. Corridor Purpose and Need

2. Identify segments for operations and next steps
3. Service Plan (train frequencies and city pairs served) and operating Plan (detailed weekday train schedule) of the preferred Alternative(s) (i.e. high speed & intercity)
4. Prioritized Capital Improvements plan for track, interlockings, signals, positive train control, stations, maintenance facilities and yards, pedestrian and highway crossings and rolling stock. The plan would include intermediate milestones that provide incremental improvements in passenger service reliability, travel time and frequency, consistent with the operating plan of the Preferred Alternative, and
5. Implementation Plan, including Project Management Plan; Financial Plan, including both capital costs and O&M costs and Stakeholder Agreements consistent with the Service NEPA.

The SDP for the Preferred Alternative(s) will document the planned “roll out” of service(s) to achieve the necessary travel times, required capacity and optimal reliability for each future service growth increment, given TXDOT’s capital and operating funding capabilities.

Deliverables

The deliverable will be a report for the corridor containing the following information:

1. Corridor Development Program Rationale – description of the corridor’s transportation challenges and opportunities based on current and forecasted travel demand and capacity conditions, demonstrating how the program would cost effectively address transportation and other needs. Also includes identification of segments.
2. Service Plan – detail on the train service preferred alternatives for each segment including: city pairs served, timetable, general station locations, intermodal connections, and train consists. Operational analyses including railroad operation simulations and equipment and crew scheduling analyses and other requirements
3. Capital Investment Needs Assessment – identification of infrastructure, rolling stock and facilities improvements for each phase including sequencing or prioritization including cost estimates for capital investments to achieve and sustain the service plan.
4. Financial Forecast – operational financial projections for each phase of planned service documenting methods, assumptions and outputs for: travel demand forecasts, projected revenue, operating expenses for maintenance of way and equipment, train movements, passenger traffic and services and general administrative expenses.
5. Public Benefits Assessment – description of user and non-user benefits, economic value of benefits, job creation and retention, environmental outcomes, potential energy savings, and effects on community livability.
6. Program Management Approach – phased program implementation strategy including preliminary description of program management techniques and responsibilities and financing and organizational plans.

PROJECT ESTIMATE/BUDGET

The total estimated cost of the Project is \$14,000,000, for which the FRA grant will contribute an estimated 80% of the total cost, but no more than Total Amount of FRA Award \$11,200,000. Any additional expense required beyond that provided in this grant to complete the project shall be borne by the Grantee. (See attached budget for additional financial details of the project.)

Oklahoma City to South Texas Corridor Service Development Plan (FRA Grant)

Feasibility Study	\$	3,000,000	
Service NEPA	\$	7,000,000	
SDP	\$	4,000,000	
Subtotal	\$	14,000,000	
Total			
FRA (80% of project cost):	\$	11,200,000	
<u>Grantee Contribution (20% of project cost):</u>	\$	<u>2,800,000</u>	
Total Project Cost:	\$	14,000,000	

PROJECT COORDINATION

The Grantee shall perform all tasks required for the project through a coordinated process; including as appropriate all railroad owners, operators, and funding partners within the project area. Under the cooperative agreement, FRA will participate in the Project, as described in this statement of work.

- FRA
- Texas DOT
- Oklahoma DOT
- Union Pacific Railroad
- Burlington Northern Santa Fe Railroad
- National Railroad Passenger Corporation (Amtrak)
- Trinity Railway Express
- Capital Metro
- Lone Star Rail District

PROJECT MANAGEMENT

The Texas Department of Transportation (TxDOT) has the legal responsibility for all statewide transportation planning and programming in the state and has an average annual budget of over \$8 billion. As a DOT we are



very familiar with all applicable federal regulations as they relate to our daily business. We have all necessary support functions to implement the planning project described in this application. In addition to this, TxDOT has a staff of highly trained professional engineers and planners devoted to transportation planning activities and manage multiple planning studies across the state annually. TxDOT regularly hires engineering consultants to perform studies and develop plans. \$330 million in engineering consultant contracts were managed by TxDOT in FY 2009. The Rail Division staff has managed multiple consultant studies with great success. The Rail System Section of the Rail Division will have oversight of passenger rail studies (see attachment RRD Organizational Chart). Studies that have been completed can be viewed on our website at

<http://www.txdot.gov/business/rail/default.htm>

As ODOT prepares to update its State Rail Plan, it will conduct public outreach meetings across the State, building on its round of public meetings conducted in 2009 as part of the ODOT Planning Division's "2035 Long Range Transportation Plan" public outreach efforts. ODOT works with the Heartland Flyer Coalition, a publicly-led support organization aimed at increasing and improving Heartland Flyer passenger Rail service and operations. As part of on-going study with KDOT and activities associated with advancing the Tulsa-Oklahoma City corridor, as well as the existing Fort Worth-Oklahoma City corridor, Oklahoma will hold a series of public involvement meetings along both existing and proposed passenger rail routes to seek public input. It conducted its first series of these meetings in September, 2009, in Oklahoma City, Stroud, and Tulsa.

TxDOT works closely with our planning partners and stakeholders to ensure that the study results will address the need to keep the citizens of Texas moving. ODOT has involved numerous stakeholders in its passenger rail development plans including MPO's (Oklahoma City-based ACOG and Tulsa-based INCOG), both Class I railroads operating in the State (UPRR and BNSF), numerous cities (all of whom have provided letters of support), neighboring DOT's, AMTRAK, and especially the Oklahoma State Legislature, which has heavily supported ODOT'S pursuit of passenger rail expansion both financially by way of annual funding for the Heartland Flyer and legislatively by issuing a mandate in 1999 that kicked off ODOT'S high speed passenger rail pursuits between Oklahoma City and Tulsa and resulted in several studies and preliminary engineering for that particular route.

At the beginning of this study, based on a map of the corridor, a list of stakeholders will be developed. These stakeholders will be part of the development of the scope of the study and will provide direction throughout the study by reviewing and commenting on the study findings and final report. A Statement of Work will be developed through this application and further refined by the stakeholders and the FRA to describe the need for the project and the issues that the project will address.

The statement of work will describe how the study will be conducted to develop feasibility and ridership studies that will lead to a Service Development Plan (SDP) and a service level NEPA evaluation of the corridor. The work plan will be broken down into logical sequential tasks that will build on each preceding task with specific deliverables for each task that will ultimately become the final SDP and Service NEPA document. A project study schedule will be developed that will clearly define how the study will progress, each task will have specific deliverables and due dates for task reports to ensure that the study is completed on time. Both TxDOT and the stakeholders will have opportunities to comment on each of the task deliverables. The work plan will also address any necessary coordination with the federal agencies, planning partners and the public as appropriate.

The state has existing Memorandums of Understandings with the Union Pacific and BNSF railroads that cover the study work that will be done in existing freight rail corridors. This study will be managed by TxDOT personnel utilizing the expertise of a consultant team currently being procured and expected to be under contract by July 2010. (see attachment NOI TxDOT Passenger Rail). Initiation of these studies will not require agreements with any other key partners in the planning effort. Those partners will be involved as stated above in the stakeholder groups.

The deliverables from this study will complete the steps necessary to be able to apply for funding through future HSIPR Track 2 Corridor Program grant opportunities. The development of this plan is critical to implementing new/improved passenger service in the state of Texas.

C. Response to Evaluation Criteria

(1) Potential Transportation and Public Benefits.

Please identify:

For Passenger Rail Corridor Investment Plans:

- The clarity and detail with which the applicant has 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.

For State Rail Plans:

- The clarity and detail with which the applicant has identified the problems to be addressed by the State's vision for rail transportation and rail investment program;
- The potential for the State rail plan to lead to passenger and freight rail service benefits, including ridership, on-time performance, travel time, service frequencies, goods movement, safety and other factors;
- The potential of the State rail plan to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base;
- The potential of the State rail plan to enhance energy efficiency and environmental quality;
- The potential of the State rail plan 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 integration of the State rail plan with the planning processes of other transportation modes.

See attachment OKC to STX C1 C2

(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 applicant to support the future capital and operating needs of the corridor(s) being studied;
- The thoroughness of the proposed deliverables;
- The quality of proposed methodology and assumptions; and
- The applicant's contribution of a cost share greater than the required minimum of 20 percent.

As ODOT prepares to update its State Rail Plan, it will conduct public outreach meetings across the State, building on its round of public meetings conducted in 2009 as part of the ODOT Planning Division's "2035 Long Range Transportation Plan" public outreach efforts. TxDOT is also in the process of updating its state rail plan. TxDOT is currently holding visioning workshops across the state to generate interest and receive input on what Texas should be planning for with regards to both freight and passenger rail. Later this summer, once a draft plan has been prepared, there will be public meetings held to provide further refinement to the plan. Texas is also in the process of preparing its Strategic Plan for 2011-2015 and its Statewide Long Range Transportation Plan. Both of these plans are multimodal in nature and are being developed in concert with the Texas Rail Plan.

TxDOT is required by state law to coordinate a long term statewide passenger rail plan. This includes coordination with other governmental entities as well as private entities. TxDOT has a history of good working relationships with various rail districts, cities, counties and economic development corporations. TxDOT and ODOT work with the Heartland Flyer Coalition, a publicly-led support organization aimed at increasing and improving Heartland Flyer passenger Rail service and operations. Both departments have financially supported this route for many years.

As part of on-going study with KDOT and activities associated with advancing the Tulsa-Oklahoma City corridor, as well as the existing Fort Worth-Oklahoma City corridor, Oklahoma will hold a series of public involvement meetings along both existing and proposed passenger rail routes to seek public input. It conducted its first series of these meetings in September, 2009, in Oklahoma City, Stroud, and Tulsa. Texas will also be involved with hosting various public meeting in the Gainesville to Fort Worth Corridor to get feedback on the recently completed Amtrak study from Kansas City, Missouri - Oklahoma City, Oklahoma to Fort Worth, Texas.

Public involvement and stakeholder outreach will be a key to the development of this study. The development of the Service NEPA and SDP will include public outreach and comment so that the alternatives selected will have support of the public for further advancement. See part B3 of this application for further details. In addition, both DOT's have good working relationships with both UP and BNSF and will be able to coordinate needed modeling efforts with them. Both DOT's have a good understanding of the passenger rail policies of the railroads as well and will work within these parameters while developing feasible alternatives.

Texas has created a Rail Relocation and Improvement Fund. This fund can be used to improve both freight and passenger service in the state. Money was conditionally appropriated to the fund last session. Opportunities exist for further funding to be available after the next legislative session which is from Jan. to June 2011.

Due to the length of this corridor (approx 850 miles), we would expect the planning process to take somewhat longer, approximately 42 months. Once complete, however, we believe that the corridor could be broken down into

segments that could be delivered in a short time frame. For example, work continues on the Austin to San Antonio Corridor through the development of the overall corridor plan. Work is also continuing on the Kansas City to Fort Worth route. Incremental improvements are already being pursued along the Heartland Flyer route with funds received by TxDOT in the first round of HSIPR grants.

See Part B of this application for more detail on proposed deliverables.

(3) Project Delivery Approach.

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- The applicant's financial, legal, and technical capacity to implement the project;
- The applicant's experience in administering similar grants and planning efforts;
- The soundness and thoroughness of the cost methodologies and assumptions, and estimates for the proposed planning activities;
- The reasonableness and timeliness of the milestone and completion schedule;
- The thoroughness and quality of the Statement of Work;
- The timing and amount of the project's future noncommitted investments;
- The comprehensiveness and sufficiency, at the time of application, of agreements with key partners that will be involved in conducting the planning effort; and
- The overall completeness and quality of the application, including the comprehensiveness of its supporting documentation.

The Texas Department of Transportation (TxDOT) has the legal responsibility for all statewide transportation planning and programming in the state and has an average annual budget of over \$8 billion. As a DOT we are very familiar with all applicable federal regulations as they relate to our daily business. We have all necessary support functions to implement the planning project described in this application (see attachment TxDOT_OrgChart_04012010.pdf). In addition to this, TxDOT has a staff of highly trained professional engineers and planners devoted to transportation planning activities and manage multiple planning studies across the state annually. TxDOT regularly hires engineering consultants to perform studies and develop plans. \$330 million in engineering consultant contracts were managed by TxDOT in FY 2009. The Rail Division staff has managed multiple consultant studies with great success. Studies that have been completed can be viewed on our website at <http://www.txdot.gov/business/rail/default.htm>

ODOT was awarded a TIGER Grant to help fund its new I-244 Arkansas River Multimodal Bridge which will provide dedicated passenger rail alignment over the Arkansas River to mitigate any issue of conflict with extensive freight rail traffic associated with the BNSF Cherokee Yard in Tulsa, Oklahoma. ODOT kicked off this \$100 million project in spring of 2009 on an accelerated schedule and shows its dedication to opening new passenger rail service on a new segment of the South Central High Speed Rail Corridor from Oklahoma City to Tulsa, thus building off, and building up, existing passenger rail service on this federally-designated corridor.

TxDOT works closely with our planning partners and stakeholders to ensure that the study results will address the need to keep the citizens of Texas moving. At the beginning of this study, based on a map of the corridor, a list of stakeholders will be developed. These stakeholders will be part of the development of the scope of the study and will provide direction throughout the study by reviewing and commenting on the study findings and final report. A Statement of Work will be developed through this application and further refined by the stakeholders and the FRA to describe the need for the project and the issues that the project will address.

The statement of work will describe how the study will be conducted to develop feasibility and ridership studies that will lead to a Service Development Plan (SDP) and a service level NEPA evaluation of the corridor. The work plan will be broken down into logical sequential tasks that will build on each preceding task with specific deliverables for each task that will ultimately become the final SDP and Service NEPA document. A project study schedule will be developed that will clearly define how the study will progress, each task will have specific deliverables and due dates for task reports to ensure that the study is completed on time. Both TxDOT and the

stakeholders will have opportunities to comment on each of the task deliverables. The work plan will also address any necessary coordination with the federal agencies, planning partners and the public as appropriate.

The state has existing Memorandums of Understandings with the Union Pacific and BNSF railroads that cover the study work that will be done in existing freight rail corridors. This study will be managed by TxDOT personnel utilizing the expertise of a consultant team currently being procured and expected to be under contract by July 2010 (see attachment RRD Organization Chart 3.1.10). Initiation of these studies will not require agreements with any other key partners in the planning effort. Those partners will be involved as stated above in the stakeholder groups.

The deliverables from this study will complete the steps necessary to be able to apply for funding through future HSIPR Track 2 Corridor Program grant opportunities. The development of this plan is critical to implementing new/improved passenger service in the state of Texas.

D. Optional Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section A, Question 6). This section is optional.

(2) Optional Supporting Documents (If you have uploaded documents to *Grants.gov*, please provide document title, filename, and description here):

Document Title	Filename	Description and Purpose
OKC to South Texas Project Area Map	Map_TxDOT HSIPR OKC to South Texas.pdf	OKC to South Texas Project Area Map
Statewide Passenger Rail Corridor Map	Map_TxDOT HSIPR Overall.pdf	Statewide Passenger Rail Corridor Map
FRA Assurances	Cert_Debar_Drug_Lobbying.pdf	FRA Assurances
Planning Schedule - OKC to South Texas	OKC to South Texas Planning Schedule.pdf	Planning Schedule for OKC to South Texas
Notice of Intent - Passenger Rail	NOI_TxDOT_Passenger_Rail_05052010.pdf	Notice of Intent
OKC to STX C1 C2	OKC to STX C1 C2.pdf	Responses to C1 C2
Rail Division Org Chart	RRD Organization Chart 3.1.10.pdf	Rail Division Org Chart
TxDOT Organizational Chart	TxDOT_OrgChart_04012010.pdf	TxDOT Organizational Chart
Oklahoma Letter of Support	ODOT_Ridley_Planning Support_05142010.pdf	Oklahoma Dept. of Transportation Letter of Support



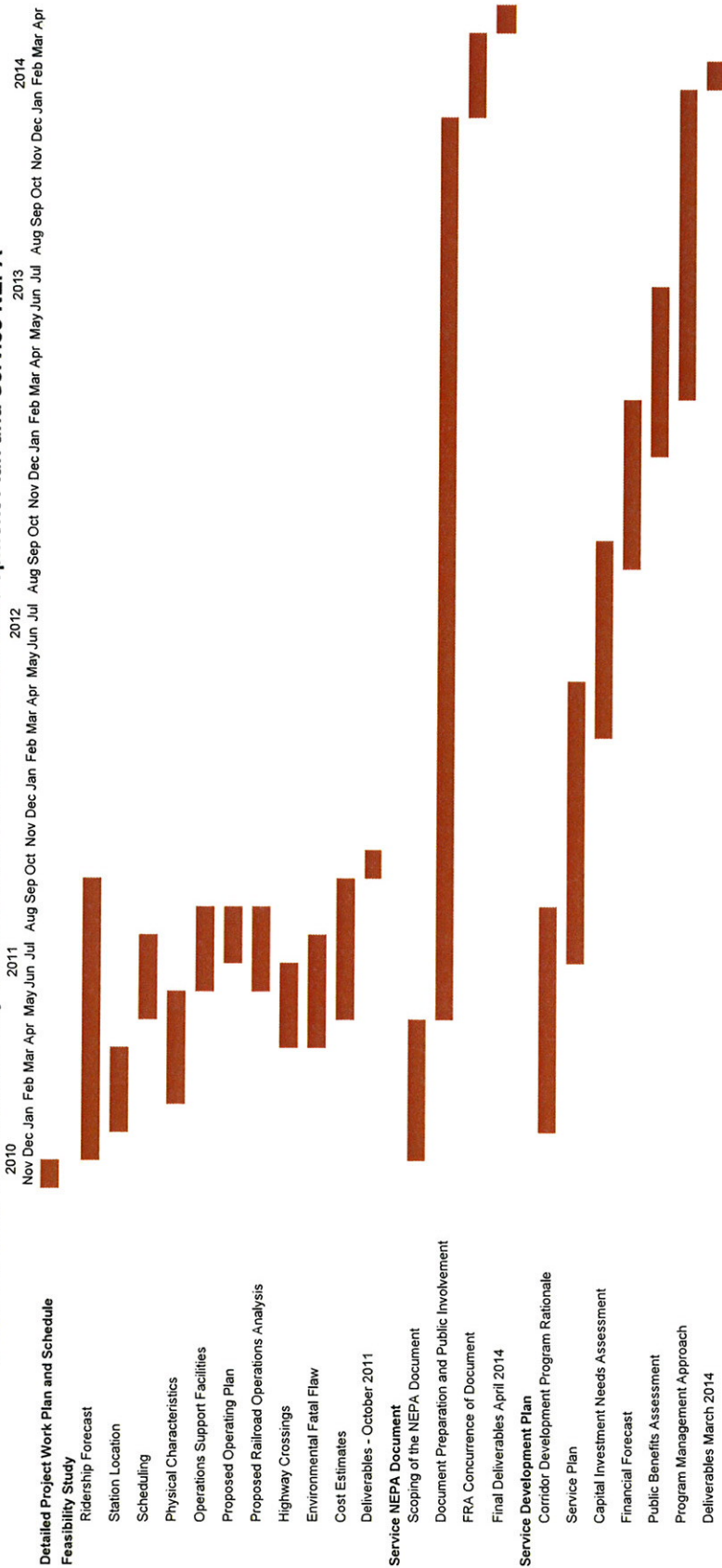
E. Checklist of Application Materials

Required Documents	Reference	Description	Format
<input checked="" type="checkbox"/> HSIPR Planning Application Form	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through <i>Grants.gov</i> .	Form
<input checked="" type="checkbox"/> OMB Standard Forms <ul style="list-style-type: none"> • SF 424: Application for Federal Assistance • SF 424A: Budget Information-Non Construction • SF 424B: Assurances-Non Construction 	FY 2010 Planning NOFA Section 3.3.1.2	Please submit through <i>Grants.gov</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	FY 2010 Planning NOFA Section 3.3.1.3	May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>Grants.gov</i>	Form
Optional Supporting Documents	Reference	Description	Format
<input checked="" type="checkbox"/> Map of proposed project area	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through <i>Grants.gov</i> .	None
<input checked="" type="checkbox"/> Other supporting documents as identified by applicant	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through <i>Grants.gov</i> .	None

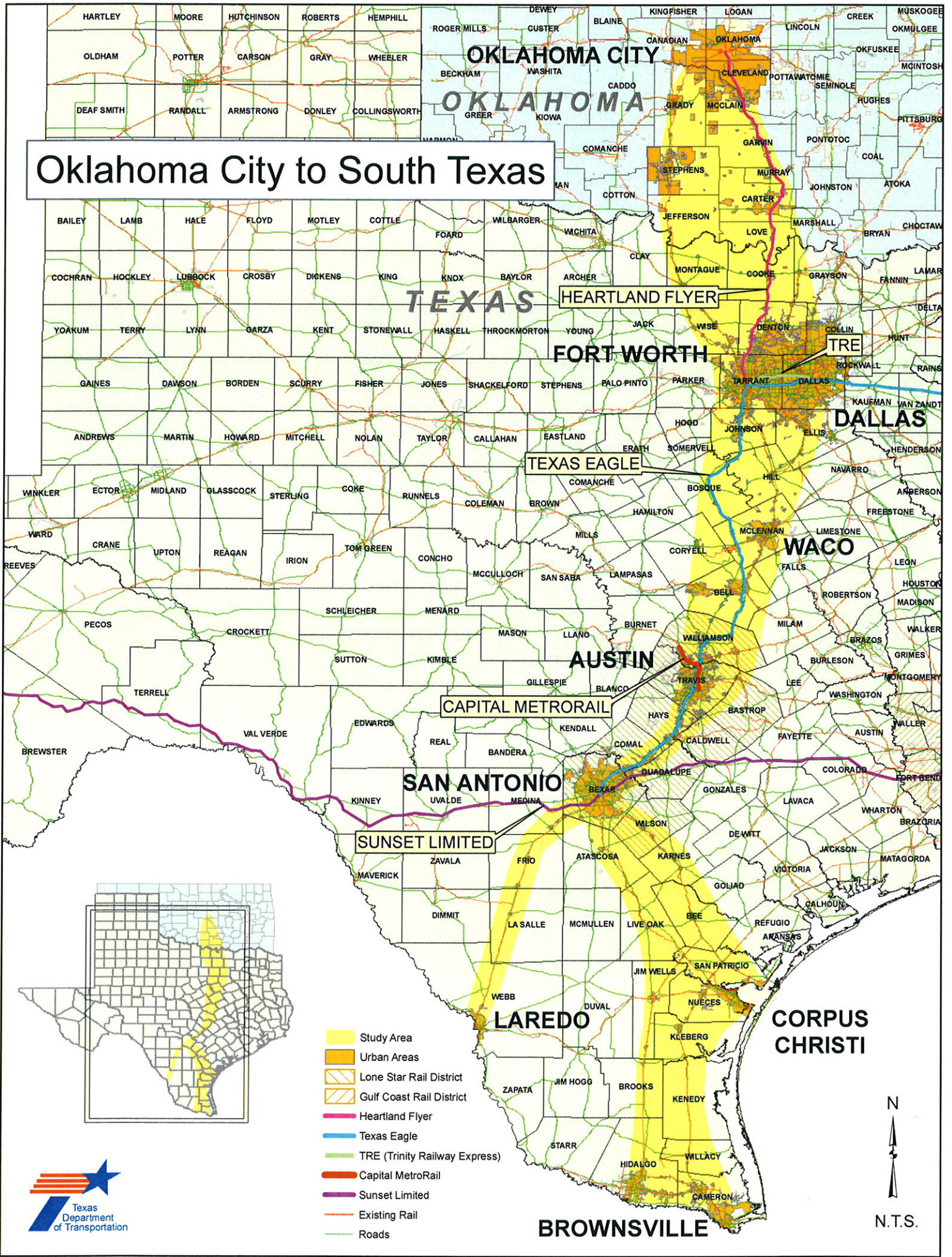
PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection 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.



Anticipated Schedule for Oklahoma City to South Texas Corridor Service Development Plan and Service NEPA



Oklahoma City to South Texas



- Study Area
- Urban Areas
- Lone Star Rail District
- Gulf Coast Rail District
- Heartland Flyer
- Texas Eagle
- TRE (Trinity Railway Express)
- Capital MetroRail
- Sunset Limited
- Existing Rail
- Roads

