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Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted

Information for the Applicant

1. FY 2010 High Speed Intercity Passenger Rail (HSIPR) Grant Program: Individual Projects - Notice of Funding Availability

Online Forms

1. SF-424 Application for Federal Assistance (Version 2.0)
2. SF-424A Budget Information - Non-Construction Programs
3. SF-424B Assurances - Non-Construction Programs
4. SF-LLL Disclosure of Lobbying Activities

Additional Information to be Submitted

1. HSIPR Individual Project Application Form – FD/Construction (Required for FD/Construction; Upload template as an attachment)
2. HSIPR Individual Project Application Form – PE/NEPA (Required for PE/NEPA; Upload template as an attachment)
 - (Upload #1): HSIPR Application
3. HSIPR Individual Project Budget and Schedule Form – FD/Construction (Required for FD/Construction; Upload template as an attachment)
4. SF424C-Construction Budget (Required; Upload template as an attachment)
5. SF424D Assurances-Construction (Required; Upload template as an attachment)
6. Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)
 - (Upload #2): FRA Assurances Certification
7. Project Planning Documentation (Required; Upload your document as an attachment)
 - (Upload #3): Project Planning
 - (Upload #4): Amtrak Station Planning Process
8. Preliminary Engineering (PE) Documentation (Required for FD/Construction; Upload your own document as an attachment)
9. NEPA Documentation (Required for FD/Construction; Upload your own document as an attachment)
10. Project Management Documentation (Required; Upload your document as an attachment)
 - (Upload #5): Project Management
11. Financial Planning Documentation (Required; Upload your document as an attachment)
 - (Upload #6): Financial Planning
12. Systems Safety Plan (Required for FD/Construction; Upload your document as an attachment)

13. Railroad and Project Sponsor Agreements (Required; Upload your document as an attachment)
 - (Upload #7): Amtrak Letter of Support
 - (Upload #8): Railroad And Project Sponsor Agreements
 - (Upload #9): BNSF Letter of Support
14. Other Relevant and Available Documentation (Optional; Upload your document as an attachment)
 - (Upload #10): City of Krum Resolution
 - (Upload #11): City of Denton Resolution
 - (Upload #12): Denton Co. Letter of Support
 - (Upload #13): NCTCOG Letter of Support
 - (Upload #14): Krum support letter to TxDOT
 - (Upload #15): Krum City Development Plan
 - (Upload #16): Map
15. Non-Construction Budget Detail and Narrative Instructions (Required; Upload your own document as an attachment)
 - (Upload #17): Krum-Denton Budget Detail
16. Construction Budget Detail and Budget Narrative Instructions (Required; Upload your document as an attachment)

Note: Upload document(s) printed in order after online forms.

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
--	--	---

* 3. Date Received: <input type="text" value="08/06/2010"/>	4. Applicant Identifier: <input type="text" value="Krum/Denton Amtrak Station"/>
--	---

5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
--	---

State Use Only:

6. Date Received by State: <input type="text" value="08/06/2010"/>	7. State Application Identifier: <input type="text"/>
--	---

8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="74 6000170"/>	* c. Organizational DUNS: <input type="text" value="806782553"/>
--	---

d. Address:

* Street1:
Street2:
* City:
County:
* State:
Province:
* Country:
* Zip / Postal Code:

e. Organizational Unit:

Department Name: <input type="text" value="TxDOT"/>	Division Name: <input type="text" value="Rail Division"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

Title:

Organizational Affiliation:

* Telephone Number: Fax Number:

* Email:

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

11. Catalog of Federal Domestic Assistance Number:

20.319

CFDA Title:

High-Speed Rail/Intercity Passenger Rail Program

*** 12. Funding Opportunity Number:**

FR-HSR-10-003

* Title:

FY 2010 High Speed Intercity Passenger Rail Grant Program - Individual Projects

13. Competition Identification Number:

FR-HSR-10-003-011690

Title:

FY 2010 High Speed Intercity Passenger Rail Grant Program - Individual Projects

14. Areas Affected by Project (Cities, Counties, States, etc.):

Cities of Krum, Denton, TX Tarrant County, Denton County, Texas

*** 15. Descriptive Title of Applicant's Project:**

New Amtrak Station in the Krum/Denton, TX area along the Heartland Flyer Route

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="140000"/>
* b. Applicant	<input type="text" value="0"/>
* c. State	<input type="text" value="0"/>
* d. Local	<input type="text" value="35000"/>
* e. Other	<input type="text" value="0"/>
* f. Program Income	<input type="text" value="0"/>
* g. TOTAL	<input type="text" value="175000"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

Application for Federal Assistance SF-424

Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 0348-0044

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. High-Speed Rail	20.319			\$140,000.00	\$35,000.00	\$175,000.00
2. High-Speed Rail	20.319					
3. High-Speed Rail	20.319					
4. High-Speed Rail	20.319					
5. Totals				\$140,000.00	\$35,000.00	\$175,000.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1) High-Speed Rail	(2) High-Speed Rail	(3) High-Speed Rail	(4) High-Speed Rail	
a. Personnel					
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	\$175,000.00				\$175,000.00
g. Construction					
h. Other					
i. Total Direct Charges (sum of 6a-6h)	\$175,000.00				\$175,000.00
j. Indirect Charges					
k. TOTALS (sum of 6i and 6j)	\$175,000.00				\$175,000.00

7. Program Income					
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Standard Form 424A (Rev. 7-97)
Prescribed by OMB Circular A-102

SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8. High-Speed Rail			\$ 35,000.00	\$35,000.00
9. High-Speed Rail				
10. High-Speed Rail				
11. High-Speed Rail				
12. TOTAL (sum of lines 8-11)			\$35,000.00	\$35,000.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$140,000.00	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00
14. Non-Federal	\$35,000.00	\$8,750.00	\$8,750.00	\$8,750.00	\$8,750.00
15. TOTAL (sum of lines 13 and 14)	\$175,000.00	\$43,750.00	\$43,750.00	\$43,750.00	\$43,750.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program	FUTURE FUNDING PERIODS (Years)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. High-Speed Rail				
17. High-Speed Rail				
18. High-Speed Rail				
19. High-Speed Rail				
20. TOTAL (sum of lines 16-19)				

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges:	22. Indirect Charges:
23. Remarks:	

SF424B Assurances

Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland Flyer R
Project Period: 12/16/2010 to 12/15/2011
Application Organization: Texas Department of Transportation
Authorized Certifying Official: Jennifer Moczygemba
Title: Rail System Section Director

- I DO NOT agree with the terms of the Signing Agreement
 I agree with the terms of the signing Agreement

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

Approved by OMB

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input checked="" type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. Report Type: <input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, <i>if known</i> : Congressional District, <i>if known</i> :	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: Congressional District, <i>if known</i> :	
6. Federal Department/Agency:	7. Federal Program Name/Description: CFDA Number, <i>if applicable</i> : <u>20.319</u>	
8. Federal Action Number, if known:	9. Award Amount, if known: \$	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i>	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i>	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature: _____ Print Name: _____ Title: _____ Telephone No.: _____ Date: _____	
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

DISCLOSURE OF LOBBYING ACTIVITIES CONTINUATION SHEET

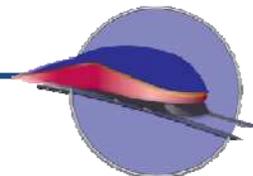
Reporting Entity: _____ Page 2 of 2

Upload #1

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: HSIPR Application

Individual PE/NEPA Activities Application Form

High-Speed Intercity Passenger Rail (HSIPR) Program



Applicants interested in applying for funding of Preliminary Engineering (PE)/National Environmental Protection Act (NEPA) activities 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: Texas Department of Transportation		Provide the submitting agency Authorized Representative name and title.: William Glavin, Rail Division Director		
Street Address: 125 E. 11 th Street	City: Austin	State: TX	Zip Code: 78701-2483	Authorized Representative telephone: 512-486-5225 Authorized Representative email: bill.glavin@txdot.gov
Provide the submitting agency Point of Contact (POC) name and title (if different from Authorized Representative): Jennifer Moczygamba		Submitting agency POC telephone: 512-486-5125 Submitting agency POC email: jennifer.moczygamba@txdot.gov		
(2) List the name(s) of additional state(s) applying (if applicable): none				

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 underlying project.¹ 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 underlying 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
- The underlying project is not included in a relevant and documented planning process

¹ PE/NEPA activities include the specific tasks necessary to complete PE/NEPA documentation and other tasks applied for in this application that relate to this phase of the underlying project’s development. The underlying project is the larger area and/or infrastructure that will become the Final Design (FD)/Construction project following completion of the PE/NEPA activities.



C. PE/NEPA Activities Summary

Identify the title, location, and other information of your proposed PE/NEPA work 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 underlying project (e.g., “DC-Capital City to Dry Lake Track Improvements”).

Krum/Denton Area New Amtrak Station

(2) Indicate the anticipated funding level for the PE/NEPA activities 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 PE/NEPA Activities Cost	Non-Federal Match Percentage of Total Activities Cost
\$ 140,000	\$ 35,000	\$ 175,000	20 %

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

Preliminary Engineering Project NEPA²

(4) Indicate the anticipated duration, in months, for these PE/NEPA activities (e.g., 36).

Number of Months: 12

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

South Central High-Speed Rail Corridor

(6) Describe the underlying 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.

The area in and around the Cities of Krum and Denton, TX on the BNSF Fort Worth Subdivision

(7) Provide a project abstract outlining the proposed PE/NEPA activities. Summarize the project narratives provided in the Statement of Work in 4-6 sentences. Capture the major milestones and outcomes of PE/NEPA activities and the anticipated benefits that will result from the completion of the underlying project.

Project will provide Preliminary Engineering and NEPA review for Independent Utility to determine the best location for the construction of a new passenger rail station in the Krum-Denton , TX area on the BNSF Ft. Worth Subdivision. This project will increase ridership on the state supported Heartland Flyer Corridor improving revenue on the route and provide station access to the City of Denton (Pop. 80,537), and Denton County (615,357),TX. Milestones will include development of a station footprint including parking facilities. Each alternative station location developed will identify necessary roadway improvements for access to the station as well as necessary rail infrastructure improvements. Through the NEPA process special consideration will be given to increase public transportation opportunities and to the potential to reduce emission as the area has been designated non-attainment area. All other NEPA criteria will be considered as well.

² Project NEPA documentation is required for the specific design alternative identified through Preliminary Engineering and related activities. Project NEPA documentation may also be referred to as site-specific NEPA or Tier II NEPA documentation.



(8) Indicate the source, amount, and percentage of matching funds for the PE/NEPA activities. 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 ³	Type of Funds	Dollar Amount	% of Total Project Cost	Describe Any Supporting Documentation to Help FRA Verify Funding Source
City of Krum, TX	New	Committed	Cash	\$ 35,000	20 %	Krum Resolution 10-05
	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				\$ 35,000	%	N/A

³ 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).



D. Underlying Project Overview

Answer the following questions about the underlying construction project that is the subject of the PE/NEPA application.

(1) Indicate the expected service outcomes of the underlying project.⁴ Check all that apply.

<input type="checkbox"/> Additional service frequencies <input checked="" type="checkbox"/> Service quality improvements <input type="checkbox"/> Increased average speeds/shorter trip times	<input type="checkbox"/> Improved operational reliability on existing route <input type="checkbox"/> Improved on-time performance on existing route <input checked="" type="checkbox"/> Other (please describe) Adding additional station to increase ridership
---	---

Briefly clarify your response(s), if needed:
 Addition of a station in the Krum/Denton, TX area will provide easier access to the citizens of the Krum and Denton, TX area and Denton County as well as students at the University of North Texas and Texas Women's University to Amtrak's Heartland Flyer Service and will help to increase ridership.

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

	Frequencies ⁵	Scheduled Trip Time (in minutes)	Average Speed (mph)	Top Speed (mph)	Reliability – Provide Either On-Time Performance Percentage or Delay Minutes
Current	2		45	55	
Future	2		45	55	

(3) Indicate the type of expected capital investments included in the underlying project. Check all that apply.

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

(4) Select and describe the operational independence of the underlying project.⁶

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

Briefly clarify your response:
 This is a stand alone project and is not dependent on the completion of any other projects for benefits of this project to be realized. When completed this project will improve the intercity passenger rail service offered by Amtrak's Heartland Flyer by providing greater access to the service and increase ridership.

⁴ The underlying project is the larger area and/or infrastructure that will become the FD/Construction project following completion of the PE/NEPA activities.
⁵ Frequency is measured in daily one-way train operations. One daily round-trip operation should be counted as two daily one-way train operations.
⁶ 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) Provide Right-of-Way ownership in the underlying 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	206	2	Host Railroad Consulted, but Support not Final
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place

(6) Name the Intercity Passenger Rail Operator and provide the status of the 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	Partner consulted, awaiting support commitment

(7) Identify the types of services affected by the underlying project and provide information about the existing rail services within the underlying 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 Underlying Project Boundaries		Number of Route-Miles Within Underlying Project Boundaries	Average Number of Daily One-Way Train Operations ⁷ Within Underlying Project Boundaries	Notes
		Passenger	Freight			
Freight	BNSF		55	2	22	
Intercity Pa	Amtrak	55		2	2	
Freight						
Freight						
Freight						
Freight						

⁷ One daily round-trip operation should be counted as two daily one-way train operations.



(8) Estimate the share of benefits that will be realized by nonintercity passenger rail service (e.g., commuter, freight) and select the approximate cost share to be paid by the beneficiary.⁸ 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 three types of nonintercity passenger rail are beneficiaries, please provide additional information in a separate supporting document, and list in Section G.2 of this application.

Type of Nonintercity Passenger Rail	Expected Share of Benefits	Approximate Cost Share
Freight	Less than 50%	0-25%
Freight	Less than 50%	0-25%
Freight	Less than 50%	0-25%

⁸ 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 PE/NEPA activities and underlying project will achieve these benefits.⁹

(1a) Transportation Benefits

Describe the ways in which the proposed PE/NEPA activities or underlying corridor program 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.

Creation of a new Amtrak Station in the Krum-Denton area will provide greater opportunity for the citizens of the Krum Denton area to utilize the intercity passenger service offered by the state supported Amtrak's Heartland Flyer Route. Also the City of Denton is home to two major state universities with a combined student population of 45,000 students: University of North Texas (35,000) and Texas Women's University (10,000). Currently the citizens of these cities would have to drive over 30 miles to Fort Worth, TX or Gainesville, TX to be able to board the Heartland Flyer. Having the station in the area will allow another means of travel north to Oklahoma City or into Fort Worth to connect to the with the Texas Eagle access to nationwide Amtrak service. The increased ridership that this station will generate will improve the overall profitability of the Heartland Flyer reducing the amount of state sponsored support currently need to operate the service. The population of Denton County is 615,357 with over 117,000 people living within twenty miles of the proposed station location. Amtrak has estimated that the annually ridership would be 7,500 trips annually with an annual operating revenue of \$120,000, a total direct and shared route cost of \$102,000 with a net financial benefit of \$18,000.

- The project will support the improvement of intercityhigh-speed rail service by providing additional service between two major cities, Ft. Worth, Oklahoma City, and connecting these riders with the Amtrak Texas Eagle for

⁹ PE/NEPA activities include the specific tasks necessary to complete PE/NEPA documentation and other tasks applied for in this application that relate to this phase of the underlying project. The underlying project is the larger area and/or infrastructure that will become the FD/Construction project following completion of the PE/NEPA activities.



service to the national system and increase ridership. It is expected this station will generate 7,500 passenger trips per year. The majority of these will be additional riders because they do not currently have reasonable access to the stops at Fort Worth or Gainesville.

- This station will provide the opportunity to connect with the Amtrak national rail passenger system, the Trinity Rail Express Commuter Rail system between Ft. Worth and Dallas, Greyhound Bus, Ft. Worth T Transit, Dallas Area Rapid Transit, Denton County Transit Authority systems. DFW airport at the TRE Center Port Station, Dallas Love Field on the DART Green line.

- Enhancing intercity travel options; add accessibility tomore riders who can connect to the TRE and to Amtrak National Passenger train system at Ft. Worth, Texas Eagle trains #21 and #22. The Heartland Flyer is currently being studied for expansion of the of the route into Kansas and ultimately to Kansas City.

- Enhancements to rail facilitie of the BNSF railroad.

(1b) Other Public Benefits

Demonstrate the potential of the proposed PE/NEPA activities or underlying 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”).

Development of a Krum-Denton area station will provide easier access to an alternate mode of transportation which will help to reduce vehicular traffic on Texas roadways. The DFW area is non-attainment area for ozone and failed to reach attainment by the 2010 deadline and as a result will need to develop more transportation alternative such as intercity passenger rail service to help reduce emissions. Intercity passenger rail service offers a environmentally friendly and fuel efficient means of transportation helping to reduce emission in the DFW area and reducing dependance on foreign oil.

The new station and access to intercity passenger rail service will provide an alternate mode of transportation that greatly improves the inteconnectivity in the area.

- 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, reduction of key emissions types. This saving and efficiencies comes from the population not traveling over 30 miles to board this train at Ft. Worth or Gainesville or reducing the car trips by providing local access to an intercity passenger rail service.

- Promoting interconnected livable communities, including complementing local and state efforts to concentrate higher density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations). Potential connections at this station with Denton County Transportation Authority(DCTA) for connections to the Greyhound Bus and DCTA-A train commuter rail service to Dallas.

- Creating jobs and stimulating the economy through this station construction project. Hiring of planners, surveyors, engineers, architects, construction workers in the creation of the station project.

(2) Project Delivery Approach

Form FRA F 6180.138 (07-09)



Consider the following factors to determine the risk associated with the PE/NEPA activities delivery within budget, on time, and as designed:

- The applicant’s financial, legal, and technical capacity to implement the project, including whether the application depends upon receipt of any waiver(s) of Federal railroad safety regulations that have not been obtained;
- The applicant’s experience in administering similar grants and projects, including a demonstrated ability to deliver on prior FRA financial assistance programs;
- The soundness and thoroughness of the cost methodologies, assumptions, and estimates for the proposed project;
- The reasonableness of the schedule for project implementation;
- The thoroughness and quality of project management documentation;
- The timing and amount of the project’s future noncommitted investments;
- The overall completeness and quality of the application, including the comprehensiveness of its supporting documentation;
- The readiness of the project to be commenced; and
- The timeliness of project completion and the realization of the project’s anticipated benefits.

The Texas Department of Transportation (TxDOT) has the legal responsible for maintaining, implementing and delivering transportation projects across the state. TxDOT has extensive experience in developing transportation projects and performs preliminary engineering and develops NEPA documents for over one thousand projects each year. TxDOT has been awarded previous FRA grants. TxDOT's past experience coupled with a well trained staff of professionals will help to ensure that the project is carried out in and timely maner and on budget. TxDOT will work closely with cities in the Krum/Denton area to ensure that this project will be completed on-time and on budget to achieve the stated goals and outcomes. It is anticipated that TxDOT will take the lead with staff assistance from the cities in the Krum/Denton area.

(3) Project Delivery Approach

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.

The City of Krum passed Resolution No. 10-05 on August 2, 2010 committing the city to the development, implementation and financing including providing the 20 percent local match of the total project cost. The resolution also authorizes the mayor work with TxDOT to execute any agreements necessary to advance the project. The City of Denton passed a resolution on August 3, 2010 in support of the station development and providing administrative support work to the project and TxDOT will seek support and resolutions from other area cities.

F. Statement of Work

Provide a detailed response for how the PE/NEPA activities 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 need for the proposed PE/NEPA activities and the underlying 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 underlying project and the PE/NEPA activities are located.

With the increased interest in passenger rail generated over the past few years and the increased funding opportunities being offered by the FRA, the cities of Denton and Krum agreed that a new Amtrak station in the area would an economic benefit to the area and agreed to work toward developing a new station. In November of 2006 the cities of Krum and Denton began discussions with Amtrak, TxDOT and Oklahoma DOT about a new station in Krum to provide greater access to the citizens of Krum, Denton and Denton County to intercity passenger rail service. The cities were advised on the process for requesting a new station. Through late 2007 and early 2008 letters of support for the project were received from the North Central Texas Council of Governments and TxDOT. In March 2009 TxDOT requested that Amtrak start a planning study to determine the feasibility of adding a new station in the area. On August 4, 2010 Amtrak provided TxDOT with ridership, revenue and operating cost estimates from a profit and loss analysis they did on the proposed new station. Amtrak has forwarded the request for the station to the host railroad, BNSF. In July 2010 TxDOT requested support and financial assistance from the cities of Krum and Denton for this project.

- (2) Scope of Activities.** Clearly describe the scope of the proposed PE/NEPA activities and identify the general objective and key deliverables.

- (2a) General Objective.** Provide a general description of the PE/NEPA work to be accomplished through this grant, including PE/NEPA activities, the underlying project study area, 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 these PE/NEPA activities and underlying project.

The goal of this study is to develop a station footprint and receive environmental clearance for the project so work can begun to secure funding for the final design and construction of the project. The study will evaluate possible new station locations along the BNSF Fort Worth subdivision located in the Krum/Denton area.

- (2b) Description of Work.** Provide a detailed description of the specific tasks to be accomplished through this grant in a logical sequence that would lead to the anticipated outcomes and the end state of the activities.

Project will provide Preliminary Engineering and NEPA review for Independent Utility to determine the best location for the construction of a new passenger rail station in the Krum-Denton , TX area on the BNSF Ft. Worth Subdivision. This project will increase ridership on the state supported Heartland Flyer Corridor improving revenue on the route and provide station access to the City of Denton (Pop. 80,537), and Denton County (615,357),TX. Milestones will include development of a station footprint including parking facilities. Each alternative station location developed will identify necessary roadway improvements for access to the station as well as necessary rail infrastructure improvements. Through the NEPA process special consideration will be given to increase public transportation opportunities and to the potential to reduce emission as the area has been designated non-attainment area. All other NEPA criteria will be considered as well. Initial steps will be preliminary engineering to evaluate possible station locations, develop preliminary station design and layout, identify track and roadway improvements needs for the station location that will be used in the environmental review. This will include a purpose and need statement, evaluation of proposed station locations and evaluation and environmental assesment in accordance with requirements required by the Federal Railroad Administration and the Council on Environmental Quality. The goal of this study is to receive environmental clearance for the project so work can begun to secure funding for the final design and construction of the project.

Initial steps will be preliminary engineering to evaluate possible station locations, develop preliminary station design and layout, identify track and roadway improvements needs for the station location that will be used in the environmental review. This work will include a purpose and need statement, evaluation of proposed station locations and evaluation and

environmental assesment in accordance with requirements required by the Federal Railroad Administration and the Council on Environmental Quality.

Preliminary Engineering - The preliminary engineering of the station footprint will be developed to evaluate station locations, right of way requirements, needed roadway and track improvements, the station footprint will include the platform and necessary parking facilities and driveways. The alternatives will be used in the NEPA process to identify the perferred alternative.

NEPA - The preliminary engineer will be used in the development of the environmental document to assess the enironmental and social impacts of the proposed station. In addition to this a NEPA document will be developed that will include surveys to identify historic and archaeological resourses, idendification of any endangered natural resources and assessment of potential socioeconomic impacts to the community, air quality and noise and vibration impacts. A public involvement plan will be developed to provide information and receive comments on the proposed action which will be incorporated into the environmental document as well as requried public hearings on the action. The environmental document will be developed in accordance with FRA and the Council on Environmental Quality requirements and guidelines.

(2c) **Deliverables.** Provide FRA with a list of the deliverables in the table below. List the deliverables, both interim and final, that are the outcomes of the project tasks. This should include a first deliverable 1 – Detailed PE/NEPA Workplan and Schedule. Add rows to the table as necessary.

	Deliverable	Task
1	Detailed PE/NEPA Work plan and Schedule (Required)	Task 1
2	Draft preliminary engineering plans and estimates	Task 2
3	Purpose and need statement	Task 3
4	Draft environmental document	Task 4
5	Final environmental document for environmental clearance	Task 5

(3) Project Schedule. In the table below, list all tasks and estimate the approximate duration for completing each task identified above in Deliverables. For example, “6 months after start date the first task or interim deliverable will be complete.” Add rows to the table as necessary.

	Task	Task Duration
1	Detailed PE/NEPA work plan and schedule	1 month after award
2	Draft preliminary engineering estimates	4 months after award
3	Purpose and need statement	1 month after award
4	Draft environmental document	10 months after completion of Task 1 & 3
5	Final environmental document for environmental clearance	12 months after award

(4) Project Cost Estimate/Budget. Provide an overall cost summary, by phase, of PE/NEPA activity in this section, using Appendix 3 of the NOFA. Ensure that the information below corresponds to the list of tasks provided above. The figures in this section of the Statement of Work should match exactly with the funding amounts requested in the SF-424 and in Section C of this application. If there is any discrepancy between the Federal funding amount requested in this section, the SF-424 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 PE/NEPA activities 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 PE/NEPA activities shall be borne by the Grantee.

PE/NEPA Activities Overall Cost Summary			
#	Task	Cost in FY 2011 Dollars	
1	Detailed PE/NEPA work plan and schedule	\$ 2,000	
2	Preliminary Engineering	\$ 40,000	
3	Purpose and need statement	\$ 2,000	
4	Draft environmental document	\$ 121,000	
5	Final environmental document	\$ 10,000	
	Total PE/NEPA activities cost	\$ 175,000	
Federal/Non-Federal Funding			
		Cost in FY 2011 Dollars	Percentage of Total Activities Cost
	Federal funding request	\$140,000	80 %
	Non-Federal match amount	\$ 35,000	20 %
	Total PE/NEPA activities cost	\$175,000	100 %

G. Optional Supporting Information

Provide a response to the following questions, as necessary, for the proposed PE/NEPA activities.

(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 or that an active link is provided with your application and use a logical naming convention.

Document Title	Filename	Description and Purpose
Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area	http://www.nctcog.org/trans/mtp/2030/index.asp	The addition of an Amtrak Station in the Krum/Denton, TX area is consistent with the current metropolitan transportation plan and is supported by the Transportation Policy Board for the North Central Texas Council of Governments.
TxDOT - Project Development Process Manual	http://onlinemanuals.txdot.gov/txdotmanuals/pdp/index.htm	Manual outlines TxDOT's policies and procedures for developing projects starting with the planning process through environmental and letting.
Krum Resolution 10-05	Resolution 10-05 Krum CityCouncil Amtrak Station Grant Funding.pdf	City of Krum Resolution to provide \$35,000 local match
Denton Resolution R2010-030	Resolution City Denton AmtrakStation support R2010-030 8-3-201.pdf	City of Denton Resolution to provide administrative support
Denton Co. letter of support	DentonCosupport letter.pdf	Letter of support from the Denton County Judge
NCTCOG letter of support	NCTCOGsupport letter.pdf	Letter of support from NCTCOG
Krum/Denton station area map	Amtrak,Denton-Krum station stop area map 8-6-10.pdf	Location map of proposed station location
Amtrak letter of support	Amtrak Letter of Support for Krum Station Stop Study.pdf	Letter from Amtrak supporting the new station stop
Krum support letter to TxDOT	Krum support letter to TxDOT.pdf	Letter from Cities of Krum and Denton asking for support from TxDOT
Project Financial Document	Project Financial Planning.pdf	Project Financial Document required with application
Project Management Doc	Project management document.pdf	Project Management Document required with application
Project Planning Doc	Project Planning.pdf	Project Planning Document required with application
Railroad and Sponsor	Railroad and sponsor agreements.pdf	Railroad and Sponsor Agreements



Agreements		required with application
Other Appropriate Planning Document	See Project Planning Document	Amtrak Analysis of Financial Impacts of Krum-Denton Station
BNSF letter of support	BNSF letter of support.pdf	Letter from BNSF supporting project
Krum City Comprehensive Development Plan	Krum City Comprehensive Development Plan.pdf	City of Krum's Comprehensive Development plan
Amtrak Development and Approval Process New Stations	Amtrak Development and Approval Process New Stations.pdf	Amtrak's process for the development of new stations



H. Checklist of Application Materials

Use this section to determine the thoroughness of your PE/NEPA application prior to submission.

Documents	Format
1. Application Form	
<input checked="" type="checkbox"/> HSIPR Individual Project Application Form – PE/NEPA (this form)	Form
2. OMB Standard Forms	
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	Form
3. FRA Assurances Document	
<input checked="" type="checkbox"/> FRA Assurances Document (See Section 4.2.4 of the NOFA)	Form
4. Project Development Supporting Documentation	
<input checked="" type="checkbox"/> Project Planning Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
5. Project Delivery Supporting Documentation	
<input checked="" type="checkbox"/> Project Management Documentation (See Section 4.2.6 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> Financial Planning Documentation (See Section 4.2.6 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> Railroad and Project Sponsor Agreements (See Section 4.2.6 of the NOFA)	No Specified Format
6. Optional Supporting Documentation	
<input checked="" type="checkbox"/> Other Relevant and Available Documentation (See Section 4.2.7 of the NOFA)	n/a
<input type="checkbox"/> Eligibility Documentation (See Section 3.2 of the NOFA)	n/a

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**.



Upload #2

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: FRA Assurances Certification

**U.S. Department of Transportation
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,
Drug-Free Workplace Requirements and Lobbying**

**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
(Pursuant to 2 CFR Part 180)**

- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal of State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
 - (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

125 EAST 11TH ST., AUSTIN, TRAVIS, TEXAS 78701

Check if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK IF APPLICABLE
CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING
\$100,000
OR
A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.



SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

Amadeo Saenz, Jr., P.E., Executive Director - Texas Department of Transportation

TYPED NAME AND TITLE

4/28/10

DATE

Upload #3

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Project Planning

KRUM-DENTON AREA AMTRAK STATION
Project Planning Documentation

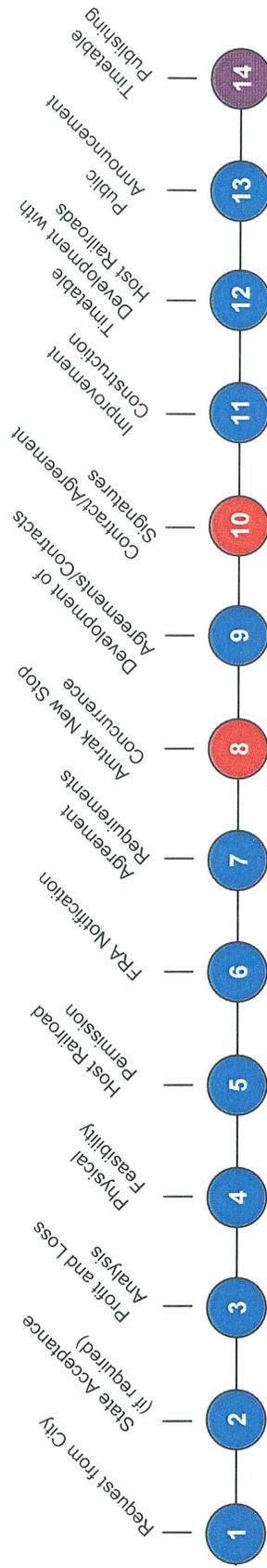
The addition of an Amtrak station in the City of Krum is consistent with the planning goals of the North Central Texas Council of Governments (NCTCOG) Mobility 2030 Plan, which is the long range transportation plan for the Dallas/Fort Worth area (A link to the plan has been included in the application). A letter of support from the Transportation Policy Board of the NCTCOG has also been included as part of this application.

In addition, TxDOT has followed Amtrak's Development and Approval Process for New Stations (see attachment labeled same). The initial request for the station was received from the city of Krum by TxDOT (Step 1). TxDOT concurred (Step 2) with the request and then forwarded a request to Amtrak to perform a profit and loss analysis (Step 3). Amtrak has performed that study and has forwarded the request for the new station to the host railroad (BNSF Railways). The purpose of this project will be to determine the physical feasibility of the station stop (Step 4) through preliminary engineering and alternatives analysis of possible station locations through a formal NEPA process. This will be done in close coordination with BNSF.

Upload #4

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Amtrak Station Planning Process

Development & Approval Process - New Stations



	1	2	3	4	5	6	7	8	9	10	11	12	13	14
P & D	X Co-Lead	X Lead		X Co-Lead	X	X Lead	X Co-Lead	X Lead	X	X Lead	X		X	
GOVT AFFAIRS	X Co-Lead							X	X	X			X Lead	
LAW						X	X Co-Lead	X	X Lead	X	X			
OPSHOST RR				X	X Lead		X	X	X	X		X		
FINANCE			X Lead					X	X	X	X			
OPS/TRANS	X		X	X	X	X	X	X	X	X	X	X Lead	X	X Co-Lead
OPS/ENGR			X	X Co-Lead	X	X	X	X	X	X Lead				
MKTG	X		X					X		X			X	X Co-Lead

● Red – Staff Summary
● Purple – Timetable
 Yellow – Lead
 Green – Co-Lead

Policy and Development

7/30/2009

Upload #5

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Project Management

KRUM-DENTON AREA NEW AMTRAK STATION PROJECT MANAGEMENT

The Texas Department of Transportation has an average construction letting of over \$3 billion and lets over one thousand construction projects each year. All of these projects were either developed in house by TxDOT or developed by consultants managed by TxDOT staff and went through the same preliminary engineering and environmental evaluations and analysis that this project will go through.

TxDOT has a large staff of experienced and well trained environmental scientist and specialist who will be closely involved with the development of the environmental document for this project. In addition TxDOT Rail Division staff has experienced engineers and planners who have managed consultants in similar studies.

TxDOT's Rail Division will take the lead for this PE/NEPA study and will procure a consultant to perform the study and develop the environmental document. During the NEPA process TxDOT's Environmental Affairs Division (ENV) will also be involved with the NEPA process, assisting and coordinating with the consultant and reviewing and coordinating resource agency review of the environmental documents.

Jennifer Moczygemba, P.E. is the Rail Systems Section Director and will be overseeing and directing the project.

Mark Werner, P.E. is a Rail Engineer in the Rail Systems Section and will be the Project Manager on this project, managing the day to day work and ensuring the coordination and communication between TxDOT, the cities of Krum and Denton, ENV, and the consultant are maintained and that the study schedule and budget are met.

Upload #6

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Financial Planning

KRUM-DENTON AREA NEW AMTRAK STATION
Financial Planning Documentation

The Texas Department of Transportation (TxDOT) has the legal authority to plan, design, construct and maintain rail transportation projects in the State. TxDOT has an average annual construction letting of approximately \$3.5 Billion. A large portion of the funding that TxDOT receives each year is from federal sources. TxDOT has been given the authority by the Federal Highway Administration (FHWA) to administer these funds and to ensure that all federal laws are adhered to in the use of this funding. TxDOT has also been awarded Federal Railroad Administration (FRA) grant funding on previous HSIPR and FY 2009 Appropriations applications and is in the process of working with the FRA to finalize agreements and fund the projects.

TxDOT will administer any funding that may be awarded with this application to ensure compliance with all state and federal laws. TxDOT will also enter into an advanced funding agreement with the City of Krum for the 20 percent local match (A copy of the resolution from the City of Krum to fund the 20 percent match is included with the HSIPR application) in advance of the procurement of the consultant for this work. TxDOT will be responsible for administering funding and conducting this study to its completion, so any risk associated with project financing or commitments are minimized.

Upload #7

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Amtrak Letter of Support



August 5, 2010

Ms. Jennifer Moczygemba, P.E.
Rail System Section Director
Rail Division
Texas Department of Transportation
118 E. Riverside Drive
Austin, Texas 78704

Dear Ms. Moczygemba:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for the Texas Department of Transportation's ("TxDOT") High Speed Intercity Passenger Rail ("HSIPR") grant application covering preliminary engineering and an alternative location study as required by NEPA, for a possible future station stop at Krum, Texas on the route of Amtrak's state-supported "*Heartland Flyer*" service. It is understood that this work is proposed to be funded pursuant to the Department of Transportation Appropriations Act of 2010.

At this time, we have an exciting opportunity to advance projects that are integral to realizing the Obama Administration's vision for high speed intercity passenger rail service. Based on the information made available to us by TxDOT regarding this project's eligibility, and subject to the development of such project-specific agreements as FRA may require, we support TxDOT's application to fund this study under the HSIPR program.

By copy of this letter, we are informing the FRA of our support for this application and we look forward to the opportunities to improve intercity passenger rail that the HSIPR program will provide.

Sincerely,

A handwritten signature in cursive script that reads "Michael W. Franke".

Michael W. Franke
Assistant Vice President, Policy and Development (Central)

cc: The Honorable Joseph C. Szabo
Administrator Federal Railroad Administration
U.S. Department of Transportation
West Building, W30-308
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Upload #8

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Railroad And Project Sponsor Agreements

**KRUM-DENTON AREA NEW AMTRAK STATION
Railroad and Project Sponsor Agreements**

Any necessary agreements between TxDOT, Amtrak, the Cities of Krum and Denton, and BNSF will be developed prior to the start of the work identified in this application. The purpose of the work is to develop a station footprint and determine, through the NEPA process, the preferred station location, and to identify any track and roadway improvements that would be necessary.

BNSF has agreed to provide technical support during the NEPA process. Amtrak is in support of the grant application and has supplied information regarding ridership and operating costs. The City of Krum has passed a resolution (see attachment) to provide the \$35,000 local match and authorized the Mayor to enter into any agreements needed to advance the project. The City of Denton has passed a resolution (see attachment) to provide administrative support for the project. The Denton County Judge, Mary Horn has written a letter of support (see attachment) for the project.

Upload #9

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: BNSF Letter of Support



Dean H. Wise
Vice President
Network Strategy

**Burlington Northern
Santa Fe Corporation**
2500 Lou Menk Drive
Fort Worth, TX 76131
tel 817.593.3156
fax 817.352.7154
dean.wise@bnsf.com

August 6, 2010

Mr. William Glavin
Director, Rail Division
Texas Department of Transportation
118 E. Riverside
Austin, TX 78704

Dear Mr. Glavin:

BNSF Railway and the State of Texas have a history of success implementing projects which improve passenger rail service without degrading present or future freight service. BNSF looks forward to working with you to pursue the same proven principles which have guided development of Texas' Amtrak passenger rail network, enabling BNSF to achieve one of the highest host railroad on-time passenger rail service performance records in the industry.

Your staff has proposed a project to locate a new station stop for the Heartland Flyer near the City of Denton, which could bring benefit to the State of Texas. We will cooperate with your efforts to advance preliminary engineering and environmental clearances (PE/NEPA) for this improvement. Upon execution of appropriate design/review/engineering agreements with Texas DOT, BNSF will participate in refinement of project designs, cost estimates, and schedules in a manner consistent with BNSF standard practices and Passenger Principles, and grant site access per the terms of BNSF's standard access permits.

BNSF's support for moving forward with this project is premised upon the following:

- Execution of final agreements between BNSF and the State of Texas consistent with prior agreements between BNSF and other state agencies for improvements to Amtrak service and with BNSF's existing agreements with Amtrak.
- Satisfactory review of the overall financial and operational impact to BNSF including any federal funding requirements.
- Completion of analysis of all feasible locations, each of which will include a siding and infrastructure improvements necessary to eliminate potential impacts of this station on BNSF operations.
- The estimated public benefits that may accrue to Amtrak passenger service as a result of this project are subject to final design engineering as well as additional modeling and other empirical analysis as project improvements are developed and placed in service.

Sincerely,

Dean Wise
Vice President, Network Strategy

Upload #10

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: City of Krum Resolution

RESOLUTION NO. 10-05

A RESOLUTION OF THE CITY OF KRUM, TEXAS IN SUPPORT FOR THE HIGH-SPEED INTERCITY PASSENGER RAIL(HSIPR) PROGRAM PROJECT NOMINATION THROUGH THE TEXAS DEPARTMENT OF TRANSPORTATION, RAIL DIVISION AUTHORIZING THE TEXAS DEPARTMENT OF TRANSPORTATION TO SUBMIT AN APPLICATION TO RECEIVE FUNDING TO PERFORM PRELIMINARY ENGINEERING (PE) AND NATIONAL ENVIRONMENTAL PROTECTION ACT (NEPA) ACTIVITIES FOR AN AMTRAK PASSENGER STATION STOP AT KRUM, TEXAS FOR THE BENEFIT OF THE CITIZENS OF KRUM AND DENTON COUNTY AND, IF THE GRANT IS APPROVED, TO FACILITATE INTERLOCAL AGREEMENTS WITH THE CITY OF KRUM AND DENTON COUNTY AND TAKE OTHER ACTIONS NECESSARY TO IMPLEMENT THE GRANT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Krum, Texas, (City) wishes to improve the safety and efficiency of the movement of people by train; and

WHEREAS, the Amtrak Heartland Flyer passenger train corridor is a viable and important asset to the City, County, region and local businesses; and

WHEREAS, the construction of a train station and stop along the Burlington Northern Santa Fe (BNSF) railroad corridor at Krum, Texas on the rail corridor between Fort Worth, Texas and Oklahoma City will accomplish the intention of the City and;

WHEREAS, the City anticipates funding for the Preliminary Engineering and National Environmental Protection Act study will be available through the Texas Department of Transportation's High-Speed Intercity Passenger Rail(HSIPR) Program Nomination Form; and

WHEREAS, the City Council deems it in the public interest to support the HSIPR project application for the Amtrak Rail Passenger Station at Krum, Texas;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KRUM, TEXAS:

SECTION 1. The findings set forth in the preamble of this Resolution are incorporated by reference into the body of this ordinance as if fully set forth herein.

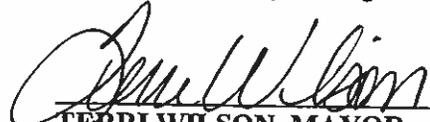
SECTION 2: The Mayor is hereby authorized to submit a letter on behalf of the City of Krum to support the Texas Department of Transportation (TxDOT) to make application through the HSIPR for funding for Preliminary Engineering and National Environmental Protection Act activities for making the necessary improvements to accomplish a new Amtrak Passenger Station Stop at Krum, TX on the BNSF railroad.

SECTION 3: Should TxDOT approve funding for the Amtrak Passenger Station Stop through the HSIPR the City agrees to commit to the project's development, implementation, and financing, including providing the required local match at 20 percent of the total project cost. The Mayor, is hereby authorized to execute an agreement with TxDOT after the agreement is approved by the City Attorney, and to exercise all rights and duties of the City of Krum under this agreement.

SECTION 4: The Mayor is the City's authorized representative to work with TxDOT, Denton County and the City of Krum to comply with any assurances, conditions, or agreements required to be executed, and to take all actions required to support TxDOT to advance the proposed project.

SECTION 5: This Resolution shall become effective immediately upon its passage and approval.

DULY PASSED by the City Council of the City of Krum, Texas, this 2nd day of August 2010.


TERRI WILSON, MAYOR

ATTEST:

BY: 
KAREN BLAKEY, CITY SECRETARY

APPROVED AS TO FORM:
LANCE VANZANT, CITY ATTORNEY

BY: _____

Rod Barthold 403 W. McCart, Krum, Texas regarding in favor of Amtrak stop
Joan Rives 306 Cheyenne Trail, Krum, Texas regarding funding for Amtrak

IV. AGENDA ITEMS

- 1. REQUEST OF FUNDS FOR AMTRAK STOP IN KRUM, TEXAS –**
Discuss, Consider and Take Action regarding the request of funds for Amtrak Stop in Krum, Texas.

Judy Kindiger made a motion to fund for Amtrak Stop in Krum, Texas not to exceed \$35,000.00 and to be re-evaluated in two years if project not complete; Michael Wilkes seconded the motion, the motion carried.

AYES: Wilkes, Rodriguez, Kindiger, Newton, Meine
NAYS: None
ABSENT: Janczak, Gomes

C. ADJOURNED at 6:20 p.m.

PASSED AND APPROVED THIS THE 9TH DAY OF AUGUST, 2010.

APPROVED:

Chris Rodriguez

ATTEST:

Judy Kindiger

Upload #11

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: City of Denton Resolution

RESOLUTION NO. R2010-030

A RESOLUTION OF THE CITY OF DENTON, TEXAS IN SUPPORT FOR THE HIGH-SPEED INTERCITY PASSENGER RAIL(HSIPR) PROGRAM PROJECT NOMINATION THROUGH THE TEXAS DEPARTMENT OF TRANSPORTATION, RAIL DIVISION, AUTHORIZING THE TEXAS DEPARTMENT OF TRANSPORTATION TO SUBMIT AN APPLICATION TO RECEIVE FUNDING TO PERFORM PRELIMINARY ENGINEERING (PE) AND NATIONAL ENVIRONMENTAL PROTECTION ACT (NEPA) ACTIVITIES FOR AN AMTRAK PASSENGER STATION STOP AT KRUM, TEXAS FOR THE BENEFIT OF THE CITIZENS OF DENTON AND DENTON COUNTY AND, IF THE GRANT IS APPROVED, TO FACILITATE INTERLOCAL AGREEMENTS WITH THE CITY OF KRUM AND DENTON COUNTY AND TAKE OTHER ACTIONS NECESSARY TO IMPLEMENT THE GRANT; AND PROVIDE AN EFFECTIVE DATE.

WHEREAS, the City of Denton, Texas, (City) wishes to improve the safety and efficiency of the movement of people by train; and

WHEREAS, the Amtrak Heartland Flyer passenger train corridor is a viable and important asset to the City, County, region and local businesses; and

WHEREAS, the construction of a train station and stop along the Burlington Northern Santa Fe (BNSF) railroad corridor at Krum, Texas on the rail corridor between Fort Worth, Texas and Oklahoma City will accomplish the intention of the City; and

WHEREAS, the City anticipates funding for the Preliminary Engineering and National Environmental Protection Act study will be available through the Texas Department of Transportation's High-Speed Intercity Passenger Rail(HSIPR) Program Nomination Form; and

WHEREAS, the City Council deems it in the public interest to support the HSIPR project application for the Amtrak Rail Passenger Station at Krum, Texas; NOW, THEREFORE,

THE COUNCIL OF THE CITY OF DENTON HEREBY RESOLVES:

SECTION 1. The findings set forth in the preamble of this Resolution are incorporated by reference into the body of this Resolution as if fully set forth herein.

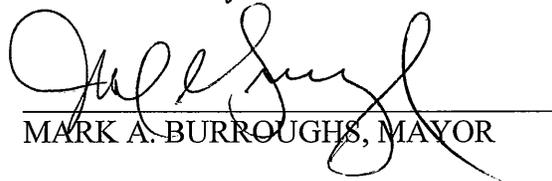
SECTION 2. The City Manager or his designee is hereby authorized to submit a letter on behalf of the City of Denton to support the Texas Department of Transportation (TxDOT) to make application through the HSIPR for funding for Preliminary Engineering and National Environmental Protection Act activities for making the necessary improvements to accomplish a new Amtrak Passenger Station Stop at Krum, TX on the BNSF railroad.

SECTION 3. Should TxDOT approve funding for the Amtrak Passenger Station Stop through the HSIPR the City agrees to commit to staff support for the project's development and implementation.

SECTION 4. The City Manager, or his designee, is the City's authorized representative to work with TxDOT, Denton County and the City of Krum to assist with any assurances, conditions, or agreements required to be executed, to take all actions required to support TxDOT to advance the proposed project.

SECTION 5. This Resolution shall become effective immediately upon its passage and approval.

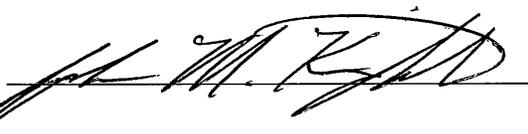
PASSED AND APPROVED this the 3rd day of August, 2010.


MARK A. BURROUGHS, MAYOR

ATTEST:
JENNIFER WALTERS, CITY SECRETARY

BY: 

APPROVED AS TO LEGAL FORM:
ANITA BURGESS, CITY ATTORNEY

BY: 

Upload #12

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Denton Co. Letter of Support



MARY HORN
Denton County Judge

February 5, 2008

Mr. Amadeo Saenz, Jr. P.E.
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear Mr. Saenz:

I am writing this letter in support of the efforts of the Cities of Krum and Denton to establish passenger rail service for Denton County with a station stop in Krum via Amtrak's Heartland Flyer. The Mayors of the City of Krum and the City of Denton have been working together over the past several months investigating this opportunity and have expressed their desires to your office.

The Heartland Flyer provides service between Fort Worth and Oklahoma City with additional stops in Gainesville, Texas, Ardmore, Oklahoma, Pauls Valley, Oklahoma, Purcell, Oklahoma and Norman, Oklahoma. Establishment of an additional stop along this corridor is consistent with the North Central Texas Council of Governments' (NCTCOG) metropolitan transportation plan. An Amtrak station in Krum would provide convenient passenger rail service to the more than 550,000 Denton County residents as well as provide an alternative mode of transportation by connecting to regional rail service, Trinity Rail Express, between Fort Worth and Dallas.

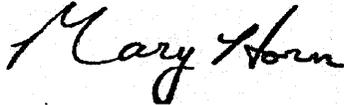
City of Krum and City of Denton staff have been in contact with private development interests as well as regional stakeholders such as NCTCOG and the Denton County Transportation Authority who believe there is strong merit in establishing rail service in Denton County. It is our understanding that the Texas Department of Transportation (TxDOT) along with the Oklahoma Department of Transportation provides financial support for the operation of the Heartland Express. Amtrak officials have indicated that support from TxDOT to establish a stop in Krum will be essential in establishing the desired stop. Therefore, I respectfully request that TxDOT commit to supporting the Cities request for the proposed stop both in principle and financially.

Courthouse-on-the-Square • 110 West Hickory • Denton, Texas 76201
(940) 349-2820 • Fax (940) 349-2821 • www.dentoncounty.com

EXHIBIT 2

Thank you for your continued efforts in improving the transportation infrastructure for the great State of Texas and for your consideration of this important request. Should you have any questions, please do not hesitate to contact me.

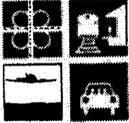
Sincerely,

A handwritten signature in cursive script that reads "Mary Horn". The signature is written in black ink and is positioned above the typed name.

Mary Horn
Denton County Judge

Upload #13

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: NCTCOG Letter of Support



Regional Transportation Council

The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)



January 9, 2008

Mr. Mark Nelson
Chief Transportation Officer
City of Denton
215 East McKinney
Denton, TX 76201

Dear Mr. Nelson:

On December 13, 2007, the Regional Transportation Council (RTC) unanimously approved support to the City of Denton and the City of Krum in their development of a new Amtrak rail station. The RTC agrees that this additional station would provide a northern access point to the Amtrak system and would fill a gap in service not covered by the other stations in Dallas, Fort Worth, or Cleburne.

Additionally, recommendations made in Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, support inter-regional passenger rail service like that provided by Amtrak's Texas Eagle and Heartland Flyer routes. The pursuance of additional Amtrak stations in the region is consistent with the current metropolitan transportation plan.

You can count on the support of the RTC during your work to pursue this station location with Amtrak. If any assistance in this effort is needed, please contact Michael Morris at (817) 695-9240.

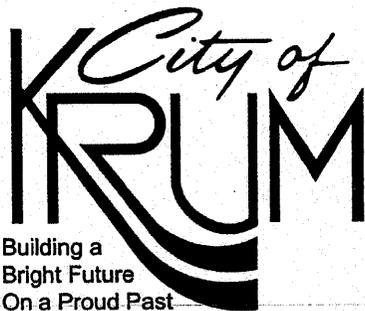
Sincerely,

T. Oscar Trevino Jr., P.E.
Chair, Regional Transportation Council
Mayor, City of North Richland Hills

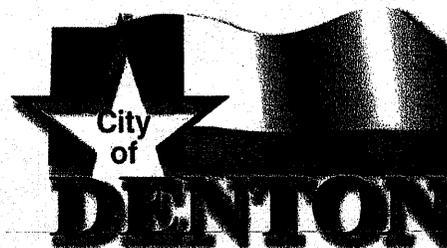
CE:cmg

Upload #14

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Krum support letter to TxDOT



OFFICE OF THE MAYOR



OFFICE OF THE MAYOR

February 6, 2008

Mr. Amadeo Saenz, Jr. P.E.
Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Dear Mr. Saenz:

The Mayors of the City of Krum and the City of Denton have been working together over the past several months investigating the opportunity to establish passenger rail service for Denton County with a station stop in Krum via Amtrak's Heartland Flyer.

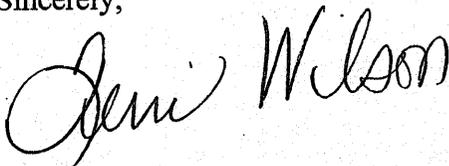
The Heartland Flyer provides service between Fort Worth and Oklahoma City with additional stops in Gainesville, Texas, Ardmore, Oklahoma, Pauls Valley, Oklahoma, Purcell, Oklahoma and Norman, Oklahoma. Establishment of an additional stop along this corridor is consistent with the North Central Texas Council of Governments' (NCTCOG) metropolitan transportation plan as stated in the attached support letter from Mayor Trevino, Chair, NCTCOG Regional Transportation Council. An Amtrak station in Krum would provide convenient passenger rail service to the more than 550,000 Denton County residents as well as provide an alternative mode of transportation by connecting to regional rail service, Trinity Rail Express, between Fort Worth and Dallas.

City of Krum and City of Denton staff has been in contact with private development interests as well as regional stakeholders such as Denton County, NCTCOG, and the Denton County Transportation Authority who believe there is strong merit in establishing rail service in Denton County. It is our understanding that the Texas Department of Transportation (TxDOT) along with the Oklahoma Department of Transportation provides financial support for the operation of the Heartland Express. Amtrak officials have indicated that support from TxDOT to establish a stop in Krum will be essential in establishing the desired stop. Therefore, we respectfully request that TxDOT commit to supporting the proposed stop both in principle and financially. Furthermore, we request that the appropriate TxDOT staff contact Jack Smith, Krum City

Administrator at 940.482.3491 or Mark Nelson, City of Denton Transportation Director 940.349.7702 to outline an action plan and develop a stakeholder group necessary to advance this proposal.

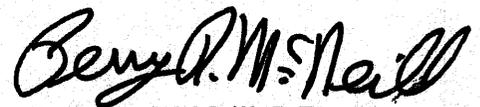
Thank you for your continued efforts in improving the transportation infrastructure for the great State of Texas and for your consideration of this important request. Should you have any questions, please feel free to contact either of us directly.

Sincerely,



Terri Wilson
Mayor, City of Krum
940.482.6183

Sincerely,



Dr. Perry McNeill, P.E.
Mayor, City of Denton
940.349.8177

Attachments:

1. Aerial Proposed Station
2. Letter of Support from Denton County Judge Horn
3. NCTCOG Letter of Support

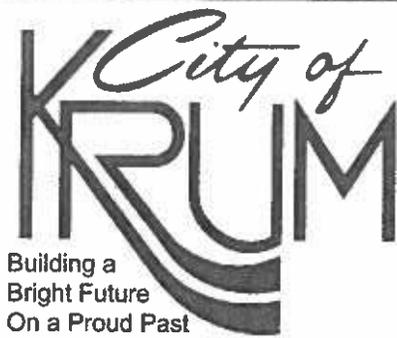
Proposed Amtrak Denton/Krum Station Stop



EXHIBIT 1

Upload #15

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Krum City Development Plan



City of Krum, Texas

COMPREHENSIVE LAND USE PLAN

INTRODUCTION

The City of Krum adopted a Comprehensive Land Use Plan in May, 1995. Since that time, the City has experienced increased demands for development within the City and development pressures from surrounding areas. Additionally, the development in surrounding areas, has caused a significant increase in traffic along FM 156 and FM 1173. In response to these pressures, City officials have determined that an update to the current Comprehensive Land Use Plan is needed to provide direction for future zoning in an effort to ensure quality and orderly development within the City Limits and in the ETJ.

The Comprehensive Land Use Plan includes the Future Land Use Map, the Master Thoroughfare Plan, and this accompanying text, which forms the basis of the plan drawings and provides parameters for future urban design.

LEGISLATIVE AUTHORITY

The Texas Local Government Code (TxLGC) authorizes the adoption of a comprehensive plan in Chapter 213 "for the purpose of promoting the sound development of municipalities and promoting public health, safety and welfare," and that "zoning regulations must be adopted in accordance with a comprehensive plan". The state statutes give further guidance by specifying that land use decisions be designed to (1) lessen congestion in the streets; (2) secure safety from fire, panic and other dangers; (3) promote health and the general welfare; (4) provide adequate light and air; (5) prevent the overcrowding of land; (6) avoid undue concentration of population; and, (7) facilitate the adequate provision of transportation, water, sewers, schools, parks and other public requirements.

HISTORICAL SETTING

The City of Krum is located in Denton County, in the Blackland Prairie region of North Texas. The City began in 1889 with the purchase of 200 acres of land by the Gulf, Colorado, and Santa Fe Railroad. The purpose was to build a town to accommodate the

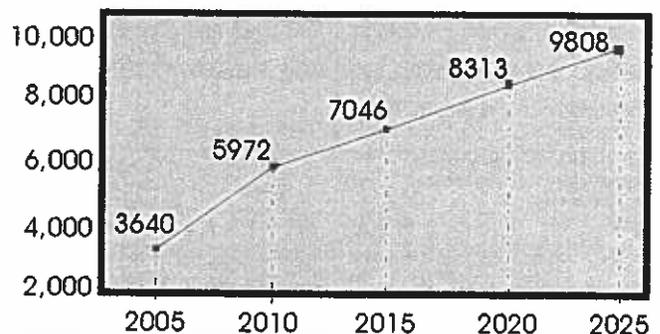
new railroad line. The town was named after a railroad vice president, A.R. Krum.

By 1900, the town had a post office, lumber yard, hardware store, saloon, school, several churches, a hotel and a variety of businesses. The area prospered as a major wheat producing center, producing some of the highest grades of wheat in the nation. The area continued to prosper for several decades. However, the science of crop rotation was not widely used during that time, and crops began to dwindle as nutrients in the soil were depleted. As crop production slowed, growth in the City also slowed.

Currently, the City is a growing suburban community with a location close enough to commute to major employment areas of the Dallas/Fort Worth metroplex.

POPULATION

The US Census revealed a population of 1,979 in the year 2000. In 2005, the population has grown to 3,640 and the City estimates a population of approximately 9,808 at total build out by the year 2025.



LAND USE PRINCIPLES

A number of factors must be considered when planning for the future development of a city. The primary factor is a clear image of the type of city that the residents of Krum would like at the point of ultimate development. The *Comprehensive Plan Map* shows how the City plans to develop land and thoroughfares in the future.

Physical elements, including major roadways, railroads, the floodplain, and flood-prone areas, also have an impact upon a city's development. These physical features can be either naturally formed or man-made, and can serve as barriers to growth.

The term "urban design" refers to the planning of development in a comprehensive manner in order to achieve a unified, functional, efficient, and aesthetically pleasing physical setting. Urban design consists of a number of elements that are accepted by planning professionals as desirable and necessary for the orderly growth and development of an area. They enable planners to effectively create the desired form of the City. The urban design elements that apply in the City of Krum's Comprehensive Land Use Plan are described in the following pages of this brochure. The urban design elements are applicable to future development, and should also be applied to existing development whenever possible.

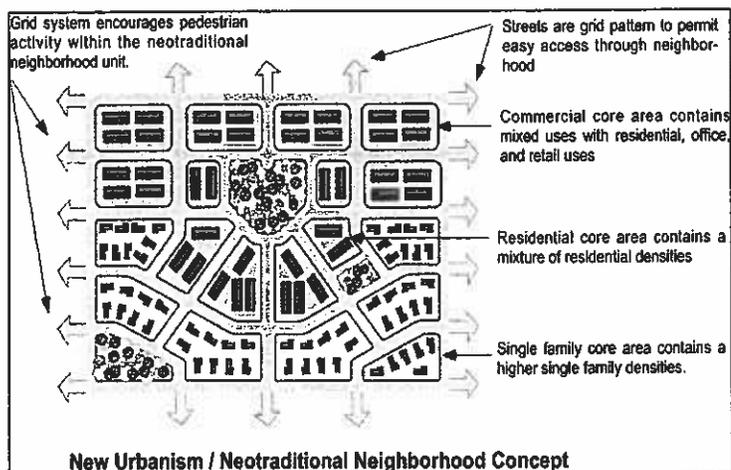
RESIDENTIAL DEVELOPMENT FORMS

New Urbanism or Neo-Traditional Development

The new urbanism, or neo-traditional, concept is modeled upon the development forms of older communities that were established prior to the dependency on the automobile. Most existing areas within the City of Krum were developed according to these concepts and, as such, this design concept should continue to be the primary development form for the City.

Neo-traditional land development concepts are based upon the strengthening of community and conservation of utilities and natural resources. The objective is to provide a pedestrian friendly community with quality living, recreation, shopping, and work spaces that are accessible to pedestrians or bicyclists.

This can be accomplished by strategically placed land uses, increasing densities, permitting mixed uses and properly placing amenities that will increase community interaction and decrease dependency on the automobile.



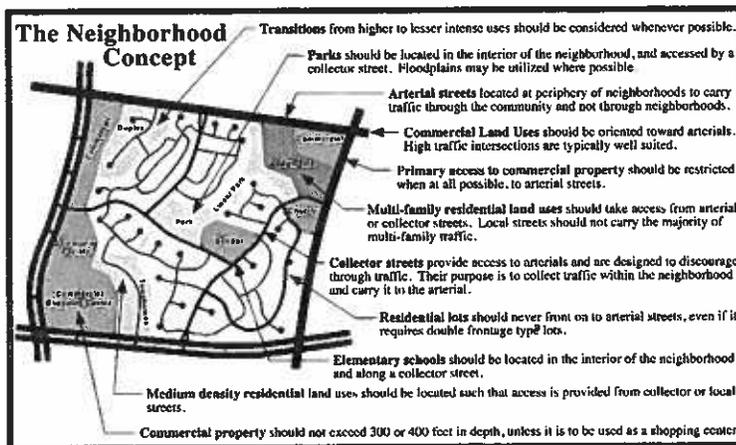
The primary characteristics of the New Urbanism/Neo-Traditional concept as summarized by the Congress of new Urbanism (NewUrbanism.com) are:

- Connectivity*
- Mixed Use*
- Mixed Housing*
- Quality Architecture and Urban Design*
- Smart Transportation*
- Sustainability*

Neighborhood Concept

The neighborhood concept is an alternative development concept that places primary emphasis on street patterns and buffering neighborhoods from the impacts of elements from outside the neighborhood system.

The neighborhood concept is based upon the theory that the



foundation of a neighborhood is its streets. i.e., to facilitate the movement of people and goods, and to serve as physical boundaries between adjacent land uses or neighborhoods. This concept stresses that streets should be designed and located so as to accomplish their purpose of efficient traffic service, while discouraging through traffic in neighborhoods. Also, by using a transition of land use intensity, the residential uses are isolated, and therefore protected, from the effects of intense commercial use.

COMMERCIAL DEVELOPMENT FORMS

Commercial development, because of its infrastructure needs, intensity, and traffic volume, is a critical land use to the urban form of a community. Elements such as building orientation, lot depth, land use intensity, and location should be planned so that commercial development becomes an asset to the community, rather than an eyesore.

"Strip commercial" is a common, but undesirable, type of commercial development. The primary characteristics of strip

commercial are:

- *Shallow lots*
- *Numerous small parcels*
- *Numerous curb cuts for entrances;*
- *Numerous small buildings with no architectural unity;*
- *Minimal (or no) landscaping*
- *Limited parking, usually restricted to the front setback area or along the street; and*
- *The lack of landscaping or other buffers,*

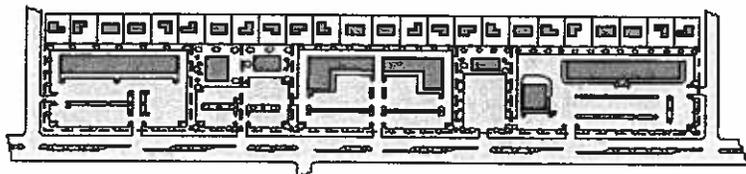
To avoid this type of undesirable development in the future, commercial developments in Krum should be required to incorporate elements of the commercial node and commercial corridor models, as described below, into their design plans, as should redevelopment of older areas.

Neo-Traditional Commercial Development

The neo-traditional form of commercial development focuses on a pedestrian and energy friendly community with quality shopping and work areas that are accessible to living and recreational uses, as described earlier in this text. Commercial development should occur according to the concepts of this neo-traditional form of development.

Commercial Corridors

The commercial corridor development form emphasizes the location of commercial uses along an arterial, such as the commercial development adjacent to FM 1173. This development form is characterized by high intensity commercial use located near the intersections of major arterials, with less intense commercial uses located along the arterial between intersections. To create cohesiveness among a variety of commercial uses, development guidelines should require uniform signage, shared driveways, and landscaping along the thoroughfare in commercial corridor



developments.

The following are the primary elements of commercial corridors:

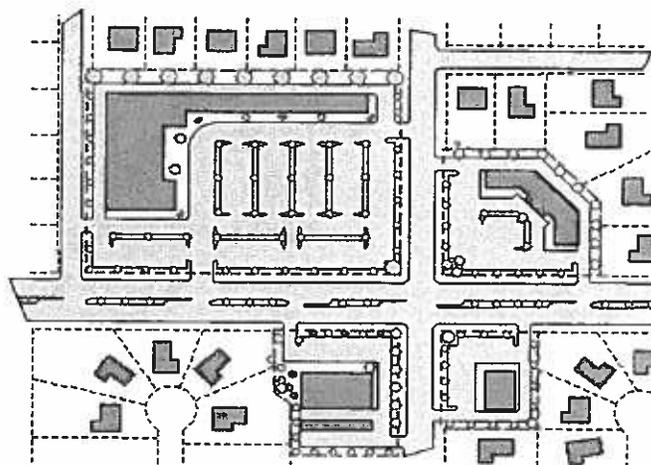
- Depth should be restricted to not more than 300 feet and not less than 150 feet.
- Parking lot interiors and perimeters should be landscaped to screen automobiles and break-up large areas of pavement.
- Access to commercial property should not encroach into

residential neighborhoods. Primary access is directly from arterial streets.

- Buffering between single family and commercial uses may consist of landscaping, and/or solid walls. In addition, dumpsters and mechanical equipment areas should be screened.
- Corridor development should orient traffic toward arterial streets and discourage entry to residential neighborhood.

Commercial Nodes

The commercial node development form consists of commercial land use that generally develops around intersections of major thoroughfares and around intersections of collector streets with arterial streets. This development form is appropriate at major intersections as shown on the Comprehensive Plan Map. A distinguishing characteristic of nodal development is that the commercial activity is directed toward the intersection, and does not extend along the intersecting streets. The size of a commercial node is generally not limited, but is determined by the type of commercial use at a particular location. These physical elements may serve as barriers to contain intense land uses.

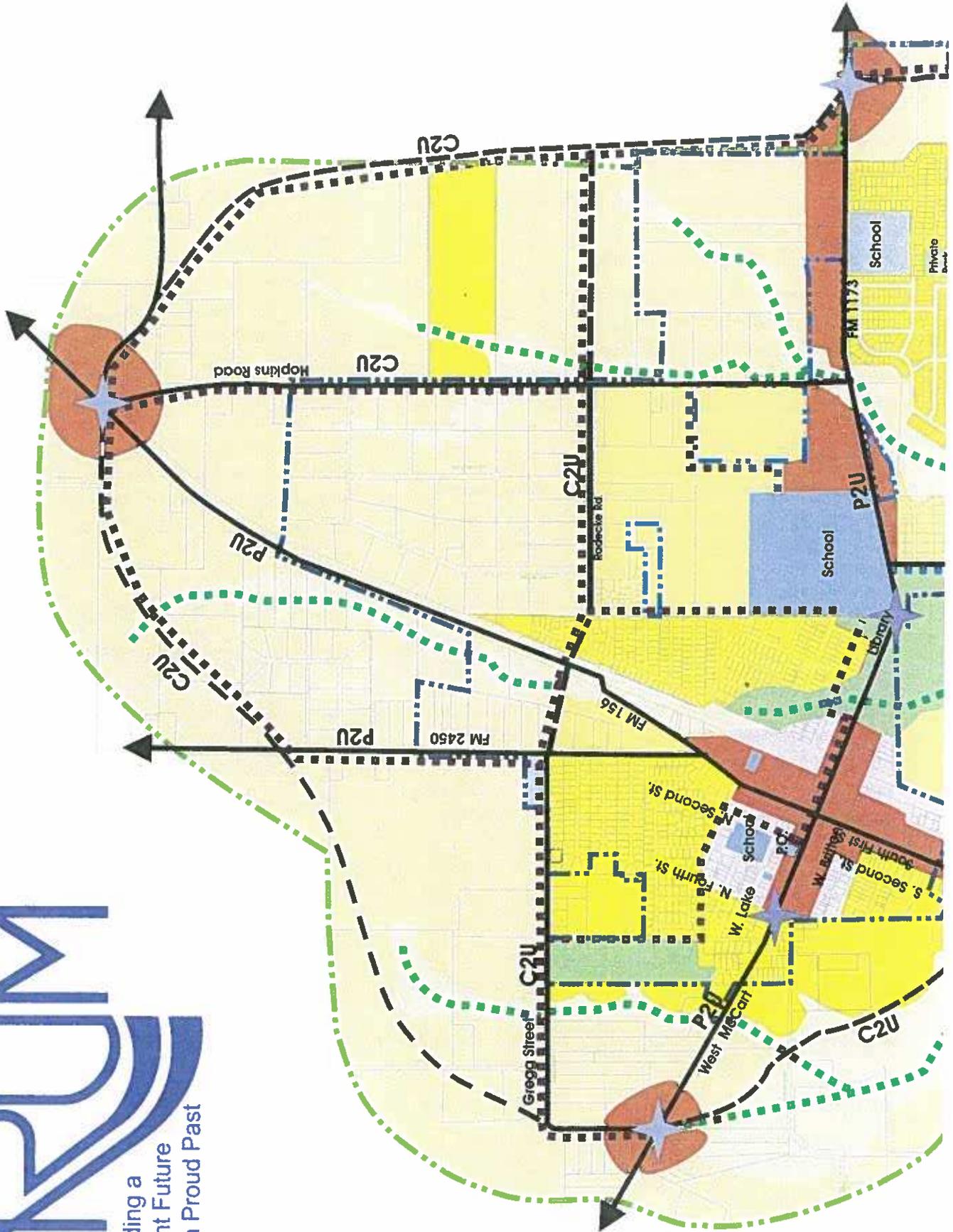


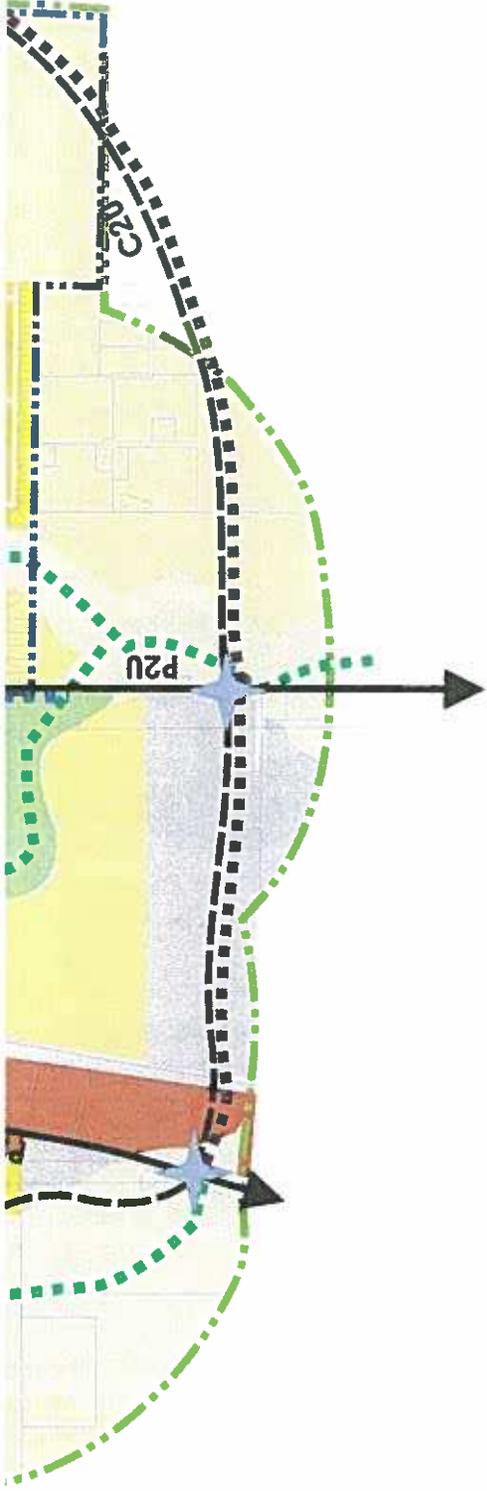
The following are the primary elements of commercial node development:

- Parking lot interiors and perimeters should be landscaped to screen automobiles and break up large areas of pavement.
- Unlike Commercial Corridors, Commercial Nodes should not be restricted to 300 feet or less in depth. The commercial activity should determine the depth.
- Buffering between single family and commercial uses may consist of landscaping

EDGES AND TRANSITIONS

Well-defined edges and gradual transitions of land use are important to the function of the Comprehensive Land Use Plan. Edges are boundaries of land uses that clearly indicate the beginning and termination of a land use type, while transitions are





LEGEND

-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Mixed Use
-  Commercial
-  Industrial
-  Floodplain/Open Space
-  Parkland
-  Public/Semi-Public

-  ETJ
-  City Limit Line

-  Bicycle Lane
-  Walk/Bike Path

-  Town Center Entry Feature
-  City Limit Entry Feature

-  Collector 2-Lane Undivided Road
-  Primary 2-Lane Undivided Road
-  Existing Roads
-  Future Roads



CITY OF KRUM COMPREHENSIVE PLAN

land uses that serve as a buffer zone between uses of differing intensities. Edges are generally recognized as physical elements, such as creeks/floodplains, interstate freeways, or thoroughfares. These physical elements may serve as barriers to contain intense land uses.

SCREENING WALLS AND BUFFERS

When conflicting land uses must be located next to one another, a means must be provided to soften the impact of the more intense use. This can be accomplished by providing screening walls or landscape buffer areas between the incompatible uses.

Screening Walls: Walls used to screen incompatible uses should be solid. Wooden fences are not recommended for this purpose because the properties of a wooden fence cannot offer an adequate barrier to offensive impacts from adjacent uses, and they have a tendency to deteriorate over a short period of time. It is recommended that screening walls consist of solid masonry materials, combined with landscaping. Screening walls that are adjacent to public roadways should always be combined with a variety of landscaping materials.

Landscape Buffers: Incompatible land uses may also be effectively screened with the use of landscaping material. There may be occasions when a six-foot screening wall, while limiting access, does not provide adequate characteristics to buffer against sound or visual effects from adjacent property. In such cases, it is recommended that trees at least three inches in diameter at the time of planting, and other plant materials be placed along the screening wall at intervals to provide full coverage at ultimate tree growth. If sufficient land exists, berms may also be used for this purpose.

LANDSCAPING

In addition to landscape buffers and screening, the use of landscaping for commercial developments can greatly enhance the aesthetic quality of the City. Landscaping located in parking lots, along the public parkway and in other visible areas within commercial develops should be used.

LIGHTING

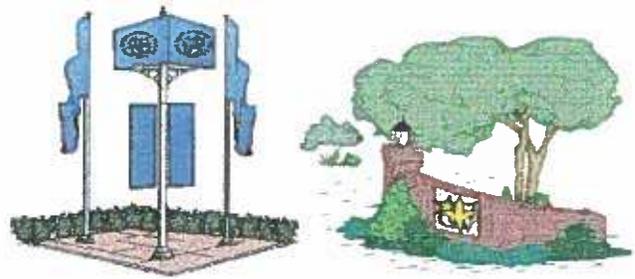
Lighting is necessary for security and safety purposes, but can also be intrusive and detract from the rural character of the City. Limitations on lighting, primarily in commercial areas and to a more limited degree in residential areas, can satisfy concerns about excessive levels of lighting while still providing adequate lighting for safety purposes.

PARKING LOT DESIGN

The use of shared access and cross lot access easements can increase safety by reducing the number of driveways and, thus, traffic movements into and out of commercial parking lots. The use of wheel stops and curbs can increase safety and aesthetics within the parking lot area.

FOCAL POINTS AND ENTRY STATEMENTS

Focal points and entry statements are design elements that are used to draw attention to significant areas of the City. Focal points are intended to make a statement about the community and to establish a City theme by using such elements as uniform signage and the City logo. Other elements that may be incorporate could be a combination of landscaping, decorative pavers, banners, signage, street furniture, and statuary. These elements can create interest in a particular location, and establish a community theme throughout the City.



Focal Points and Entry Statements

Focal points are used at locations where characteristics unique to Krum are evident such as in an area where the amount of traffic and visibility are high.

Entry statements are special treatments applied where significant amounts of traffic enter the City. They are intended to communicate that one has entered the City.

FUTURE LAND USE PLAN

The *Future Land Use Plan* illustrates the future pattern of land use for the City of Krum as summarized below.

Residential Land Use: Residential uses adjacent to the Town Center will consist of higher densities that are compatible with the neo-traditional development concept. This will include small single family lots, patio/garden homes, town homes and, to a limited extent, low-density multi-family uses such as three and four-plex units. Larger lots and agricultural uses will be planned for remaining residential areas. Residential uses will be permitted on the second story of structures in the Town Center.

Commercial Use: Commercial uses in the City Center will focus on office/professional, retail, entertainment and neighborhood services. Mixed uses will be permitted in this area, including residential uses that are located on the second story of structures with commercial uses on the ground floor. Commercial nodes will be located at major intersections, and adjacent to FM 1173 east of the Town Center. An area for professional and office use will be located at the intersection of FM 156 and FM 2450. All commercial development should include landscaping.

Industrial Use: Industrial land uses are the most intense in nature. This intensity makes location requirements very important. Industrial uses should have easy access to roadways for semi-trailer trucks and/or adjacent to the railroad rights-of-way. Any industrial development should include landscaping and performance standards.

Parks and Open Space: Parks and open space should be provided within residential subdivisions, and public active and passive parks will be provided throughout the City. A community park will be located to the east of the Town Center and will provide an opportunity for a grand entrance to the Town Center. A green-belt park will be located within various flood plain areas for walking and cycling trails, and park nodes.

Flood Plains: Flood plains should remain in a natural condition whenever possible. Any development will be limited to large-lot residential uses, trails, open space or park uses. If channelization is necessary for flood control purposes, natural channels will be provided.

Trails and Sidewalks: Sidewalks should be provided in all residential and non-residential areas with the possible exception of industrial areas where appropriate. Walking paths and bicycle lanes will be located to link various activity areas of the City. Combination walking and bicycle trails will be constructed within the flood-plain/green-belt areas. Bicycle lanes will be provided along selected streets. When needed, easements for these purposes should be dedicated at the time of development.

Historic Preservation: The City of Krum's Town Center contains an area that is significant to the heritage of the City. This area contains a number of structures that may be historically significant, but are, in any case, important to maintaining the historic and cultural integrity of the City. There may also be historic structures that are located throughout the City that could be preserved, including the City of Krum's relocated, original train station building.

THOROUGHFARE PLAN

Transportation planning is an integral part of the City of Krum

Comprehensive Land Use Plan. As the City changes, the thoroughfare system must be capable of handling traffic movement in a safe and efficient manner. The City of Krum's Thoroughfare Plan is coordinated with the Future Land Use Plan and provides the tools to develop a transportation system that can accommodate the needs of existing and future land use.

A primary focus of the transportation in Krum is the automobile. For this reason, the transportation element of the Comprehensive Land Use Plan is focused on the system of public roadways, which are designed to expedite traffic movement and enhance safety.

The plan also focuses on a walking, hiking and bicycling system that will link schools, shopping areas, parks and neighborhoods. This system should be coordinated with similar systems in adjacent cities whenever possible.

The primary focus of the transportation system will be to develop a loop system of collector streets that will provide an alternative route around the City to relieve traffic in the City Center. This will require an elevated railroad crossing at the intersection of FM 156 and the proposed loop road. The plan will also provide for at least one additional east-west arterial.

The Thoroughfare Plan should enable the City to implement a systematic process of upgrading and developing thoroughfares in accordance with the City's Future Land Use Plan. This process should include an evaluation of proposed thoroughfare development regarding compliance to the Thoroughfare Plan; preparation of route studies once a proposed thoroughfare has been determined to be in compliance the Thoroughfare Plan; and preparation of engineering designs once routes have been established.

Dedication of easements for trail and bicycle routes should also be evaluated at the time of development. Construction of trails and bicycle paths/lanes should conform to commonly accepted, professional standards for such construction.

Streets located within municipalities generally are various sizes, and have different numbers of vehicle traffic lanes and design requirements. This Plan has categorized Krum's streets according to the Standard Street Classification System used by the Texas Department of Transportation (TxDOT).

Principal Arterials: Principal arterials are designed to serve major traffic movements through the City by carrying large volumes of traffic across or through the City as efficiently as possible. These roadways should be continuous in length, connect with freeways, and serve major traffic generators. Typically, principal arterials should be spaced between two and three miles apart. They are designed to carry between 10,000 and 40,000 vehicles per day requiring from four to six lanes. Access management is essential to ensure maximum operating efficiency of the roadway.

Minor Arterials: Minor arterials are usually designed as four-lane

roadways. They may be either divided or undivided and are designed to connect the principal arterials and provide system continuity. Generally, minor arterials are spaced at approximately one-mile intervals, and define the limits of a neighborhood. They are designed to carry traffic volumes of 10,000 to 15,000 vehicles per day, and like principal arterials, direct access should be limited.

Collector Streets: Collector streets are intended to serve internal traffic movements within an area and carry traffic from local streets to the arterial network. Generally, collector streets should be located to provide access to the local street system in a neighborhood and be curvilinear in design to discourage through traffic in neighborhoods.

Local Street: Local streets provide access to residential property and feed the collector street system. Local roads typically carry volumes of less than 1,000 vehicles per day. They are no more than two lanes and should be designed to discourage any kind of through-traffic, either through a curvilinear arrangement, the incorporation of loops and cul-de-sacs, or both.

IMPLEMENTATION

A critical component of the planning process is the implementation, or execution, of the plans that have been developed. An implementation strategy will have the effect of turning this Plan from a study document into a tool that will help Krum achieve the land use Goals and Objectives developed by its citizens (see Insert). If implementation measures are not included in the Comprehensive Planning process, these goals may never be realized.

A number of methods may be used to implement the Comprehensive Land Use Plan. The City may wish to use some or all of the following measures:

- Ordinance Application;
- Official Map Maintenance;
- Checklists, Forms, and Applications Revision; and
- The Planning Program

The Comprehensive Land Use Plan is usually implemented by utilizing a combination of the above methods. One method may adequately implement one portion of the Plan, or a number of methods may be required. The following text addresses the different implementation methods and provides a description of how they are recommended to be used in the implementation of the Comprehensive Land Use Plan.

Conformance with the Plan: The City's should established a policy requiring development to conform to the Comprehensive Plan. All zoning and platting requests are measured for compatibility with the Plan.

Maintenance of the Plan: The effectiveness of the Plan should continue to be monitored annually and updated every five years.

Monitoring allows the City to measure progress of plan implementation. It also serves as an indication of changing conditions and trends, which may suggest the need for revisions to the Plan.

Cooperation with other governmental entities: The City should continue to maintain an open channel between governmental entities, advising them of Krum's plans, and should remain cognizant of their plans

Update Materials: The City staff should refine and update applications, checklists, and procedures to insure that development controls are adequate to retain long-term property values and quality of life.

City Initiated Re-zoning: The City may choose to review existing zoning. If deemed appropriate, the City may initiate re-zoning of areas that do not conform to the general guidelines for development or reflect the proposed land uses according to the updated *Future Land Use Plan* map.

Development Located Within the ETJ: Market forces normally encourage development within the extra-territorial jurisdiction (ETJ) of a City. It is highly likely that area of the ETJ will need to be incorporated into the corporate limits of the City. It is therefore critical that the development standards within the county be consistent with those of the City in these areas The City of Krum has entered into an agreement with the County to enforce and regulate platting in the ETJ area.

Annexation of Areas in Proximity: In order to apply development standards to land that is currently in the EJT and is proposed for development, annexation should be considered. Until Home Rule is achieved, the City should approach potential land owners with annexation proposals.

Consideration of Thoroughfares: The City is in the practice of considering the Thoroughfare Plan when making land use decisions that may be affected by traffic. The City should periodically review the Thoroughfare Plan to evaluate its consistency with current growth philosophies.

Public Involvement: The Comprehensive Plan is a tool to be used by the City. The application of this tool may be better facilitated if the development community also realizes that it is a document, which must be respected. The City should continue their policy that compliance with the Comprehensive Plan is a necessary development regulation of the City, in addition to compliance with the Subdivision Regulations Ordinance and the Zoning Ordinance. The City should keep sufficient copies of the Plan on hand to be distributed to the general public in the same manner as the Subdivision Regulations Ordinance and Zoning Ordinance.

Upload #16

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Map

Denton-Krum Amtrak Proposed Station Stop



Metro Junction
Milepost 386.8

Krum
Milepost 383.5

Legend

- SDE.CountyRailRoads
- SDE.MajorRoads
- SDE.DentonAirport
- SDE.Railroad
- SDE.ETJ



0 6,000 12,000 24,000 Feet
Page 74 of 76

Upload #17

Applicant: Texas Department of Transportation
Application Number: HSR2010000400
Project Title: New Amtrak Station in the Krum/Denton, TX area along the Heartland
Flyer Route
Status: Submitted
Document Title: Krum-Denton Budget Detail

Krum-Denton Area Amtrak Station
Budget Detail

Item	Cost
NEPA	\$ 130,000.00
PE	\$ 40,000.00
BNSF Review	\$ 5,000.00
Total	\$ 175,000.00