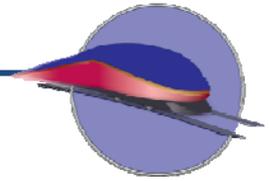


High Speed Intercity Passenger Rail (HSIPR) Program

Multi-State Planning Proposal



Groups of states seeking FRA-led corridor planning must submit this Proposal Form and other documents as outlined in Section D of this form. Please complete this document and provide any supporting documentation electronically. Supporting documentation should be logically and descriptively labeled. For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your proposal, please indicate “N/A.” If you have questions about the HSIPR program or this form, please contact FRA at HSIPR@dot.gov.

A. Point of Contact and Project Information

(1) Lead Agency: Texas Department of Transportation		Lead Agency Authorized Representative Name and Title: Jennifer Moczygma, Rail System Section Director		
Street Address / City: 118 East Riverside Drive	City: Austin	State: Texas	Zip Code: 78704	Telephone Number: (512) 486-5125 Email: jmoczyg@dot.state.tx.us
Point of Contact (POC) Name and Title (If different):		POC Telephone: POC Email:		
(2) Name(s) of additional States that will participate in the Proposal activities: Oklahoma				
(3) Proposal Name (Please provide a clear, concise, and descriptive name, example “Capital City to Hill Valley Corridor Service Development Plan”): Oklahoma City through Dallas/Fort Worth to San Antonio and South Texas Corridor Feasibility Study, Service Development Plan, and Service NEPA				
(4) Describe the corridor service(s) that is (are) the subject of the Proposal, including corridor name, endpoints, major intermediate cities, and other characteristics (upload a map if applicable): Corridor service for the 850 mile corridor between Oklahoma City through Dallas-Fort Worth, Austin, San Antonio with potential new rail service to destinations in South Texas including Laredo, Brownsville, and Corpus Christi.				

<p>(5) Total Estimated Cost of Proposal Activity(s) (Please provide more details in question B.5): \$ 14,000,000</p>						
<p>(6) Proposal Abstract (In 3 - 5 sentences, please describe the proposal):</p> <p>The planning activities to be funded under the HSIPR Program and related deliverables include conducting a feasibility study, developing a Service Level NEPA document, and finalizing the Service Development Plan (SDP) for the passenger rail corridor from Oklahoma City to South Texas.</p>						
<p>(7) Which of the following planning activities are requested under this multi-state planning proposal?</p> <p><input type="checkbox"/> Service Development Planning</p> <p><input type="checkbox"/> Service NEPA</p> <p><input checked="" type="checkbox"/> Both Service Development Planning and Service NEPA</p>						
<p>(8) Describe the service attributes of the Project that is the subject of the proposed planning activity (<i>check all that apply</i>):</p> <table><tr><td><input checked="" type="checkbox"/> Additional Service Frequencies</td><td><input checked="" type="checkbox"/> Improved On-Time performance on Existing Route</td></tr><tr><td><input checked="" type="checkbox"/> New Service</td><td><input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times</td></tr><tr><td><input checked="" type="checkbox"/> Service Quality Improvements</td><td><input type="checkbox"/> Other (<i>Please Describe</i>):</td></tr></table>	<input checked="" type="checkbox"/> Additional Service Frequencies	<input checked="" type="checkbox"/> Improved On-Time performance on Existing Route	<input checked="" type="checkbox"/> New Service	<input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times	<input checked="" type="checkbox"/> Service Quality Improvements	<input type="checkbox"/> Other (<i>Please Describe</i>):
<input checked="" type="checkbox"/> Additional Service Frequencies	<input checked="" type="checkbox"/> Improved On-Time performance on Existing Route					
<input checked="" type="checkbox"/> New Service	<input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times					
<input checked="" type="checkbox"/> Service Quality Improvements	<input type="checkbox"/> Other (<i>Please Describe</i>):					
<p>(9) What are the anticipated start and end dates for this Proposal? (<i>mm/yyyy</i>)</p> <p>Start Date: 11/2010 End Date: 04/2014</p>						

(10) Multi-State Planning Proposal Overview Narrative: Provide an overview of the planning activities requested under this Proposal, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The underlying issue and objective that the planning activity will address
- The planning activities that will be performed under the Proposal
- The schedule for carrying out and completing proposed planning activities

Texas has undergone a quiet transformation over the past several decades, passing New York in population to become the second most populous state in the U.S. behind only California. While much larger than the other two states, the population of Texas is concentrated largely within in the eastern half of the state—along and east of the I-35 corridor. Texas contains three of the U.S.’s top 10 urban areas by population—Dallas-Fort Worth, Houston, and San Antonio—all located within 200-300 miles of one another. The city of Austin, also over a million in population, is located on the I-35 corridor and serves as the state’s capital attracting both business and government travelers. Texas and Oklahoma sit at the crossroads, in the middle of the continent, astride trade and travel corridors connecting both north and south NAFTA traffic and the east and west flow of goods from Asia to the eastern U.S.

The Interstate 35 (I35) corridor is one of the state’s most heavily trafficked corridors, connecting three of the state’s four largest cities. Highway demand from international truck traffic competes with highway demand for intercity truck movements between some of the country’s largest cities, both of which displace the availability of highway capacity needed for efficient passenger travel.

Texas has also benefitted from an excellent air transportation system that has steadily grown in use as urban airports in Dallas-Fort Worth and Houston have become national and international hubs. Over time, Texan’s urban and suburban work and travel patterns have shifted, becoming longer and more frequent. Interconnectivity between urban areas throughout the state has grown in importance as centers of both housing and commercial activity have spread along existing transportation routes.

The state’s burgeoning population and its rapid transition from a rural state to an urban one have strained elements of the existing transportation system. High-speed intercity passenger rail is part of the solution for continued economic growth and quality of life.

See attached file(s): Multi-state Performance Objectives and Deliverables, OKC to STX Planning Schedule

(11) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Project that are the subject of the planning study, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The location of the Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Project supports the States' strategic transportation goals

(See attachment Map_TxDOT HSIPR OKC to South Texas and Map_TxDOT HSIPR Overall)

There is existing long distance Amtrak service on the Texas Eagle between San Antonio and Dallas-Fort Worth. There is also existing intercity passenger rail service on the Heartland Flyer between Oklahoma City and Fort Worth. It is proposed to at a minimum expand the Heartland Flyer service to two round trips per day. The planning study will consider improved and/or new high-speed intercity passenger rail service(s) along the entire corridor. Connectivity with the Trinity Railway Express between Dallas and Fort Worth as well as the existing Austin Capital Metrorail service will be considered. The study will also incorporate work done by the Lone Star Rail District for the Austin-San Antonio Commuter Rail Project. The Rail District conducted a commuter rail study in 1999 which was updated in 2004, in addition to these studies they also conducted studies on the financial and economic impact of passenger rail service and a study on station locations and their economic impact. This work and Lone Star's vision for passenger service in the Austin-San Antonio Corridor will be incorporated into the Service Development Plan to ensure that the final passenger rail plan will be comprehensive and seamless passenger rail network that meets the of the region and state. Connectivity to regional intermodal facilities connecting to the urban bus transit system will also be considered. Both TxDOT and ODOT are in the process of preparing comprehensive state rail plans which will further consider connectivity with other modes.

This project will support the strategic goals of Texas by providing a transportation alternative that will reduce congestion on the highways, enhance safety, expand economic opportunity, improve air quality and add pavement life and reduce maintenance costs to the highways. Improvements to the South Central High Speed Rail Corridor between Fort Worth and Oklahoma City were requested as part of ODOT'S "2030 Oklahoma Statewide Intermodal Transportation Plan" policy directives. Additionally, it will be included in our forthcoming "2035 Long Range Transportation Plan." Efforts concerning this corridor have also been formalized through inclusion in the STIP as well as the TIP managed by ACOG (Association for Central Oklahoma Governments), Oklahoma City's Metropolitan Planning Organization.

Improvements to the South Central High Speed Rail Corridor between Fort Worth and Oklahoma City were requested as part of ODOT'S "2030 Oklahoma Statewide Intermodal Transportation Plan" policy directives. Additionally, it will be included in our forthcoming "2035 Long Range Transportation Plan." Efforts concerning this corridor have also been formalized through inclusion in the STIP as well as the TIP managed by ACOG (Association for Central Oklahoma Governments), Oklahoma City's Metropolitan Planning Organization.

The City of Oklahoma City released a Request For Proposals in April of 2010 calling for a "Multimodal Transportation Hub Study" that seeks to formulate a single, interconnected transportation system for Oklahoma City composed of mass transit, intercity passenger rail, and future commuter rail operations to better serve both citizens and visitors in Oklahoma City. Additionally, the City of Oklahoma City will soon build a new publicly-funded rail-based street car system which it seeks to integrate into the existing Heartland Flyer intercity passenger rail service by way of the afore-mentioned Hub Study. Additionally, the State of Oklahoma is actively pursuing the expansion of its existing intercity passenger rail system. It is currently co-funding a Service Development Plan with KDOT that examines future service between Oklahoma City and Kansas, and it is working towards expansion of the South Central High Speed Rail Corridor by way of new high speed intercity passenger rail service between Tulsa and Oklahoma City.

B. Proposal Details

(1) Potential Transportation and Public Benefits

Please identify:

- The clarity and detail with which the States have identified the problem to be addressed by the proposed service;
- The market potential of the corridor being studied, taking into consideration such factors as population, density, economic activity, and travel patterns;
- The potential for the corridor to deliver high-speed and intercity passenger rail service benefits, including ridership, on-time performance, travel time, service frequencies, safety and other factors;
- The potential of the corridor program to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base;
- The potential of the corridor program to enhance energy efficiency and environmental quality;
- The potential of the corridor program to promote interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations); and
- The consideration of other transportation modes in the planning process.

See attachment OKC to STX C1 C2

(2) Future Program Viability and Sustainability.

Please identify:

- The likelihood that the final deliverables (Service Development Plan, Environmental Document, or State Rail Plan) will be ready and capable of being implemented;
- The demonstrated commitment of the State and other stakeholders to quickly execute the program once planning is complete;
- The degree to which the planning process meaningfully incorporates input from affected communities, local governments, regional councils and planning organizations, neighboring States, railroads, transportation modal partners, environmental interests, the public and other stakeholders – early and throughout the process;
- The likelihood that the corridor programs being studied can yield measurable service and public benefits in a reasonable period of time;
- The demonstrated ability of the States to support the future capital and operating needs of the corridor being studied;
- The thoroughness of the proposed deliverables; and
- The quality of proposed methodology and assumptions.

As ODOT prepares to update its State Rail Plan, it will conduct public outreach meetings across the State, building on its round of public meetings conducted in 2009 as part of the ODOT Planning Division's "2035 Long Range Transportation Plan" public outreach efforts. TxDOT is also in the process of updating its state rail plan. TxDOT is currently holding visioning workshops across the state to generate interest and receive input on what Texas should be planning for with regards to both freight and passenger rail.

Later this summer, once a draft plan has been prepared, there will be public meetings held to provide further refinement to the plan. Texas is also in the process of preparing its Strategic Plan for 2011-2015 and its Statewide Long Range Transportation Plan. Both of these plans are multimodal in nature and are being developed in concert with the Texas Rail Plan.

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

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

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

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

Due to the length of this corridor (approx 850 miles), we would expect the planning process to take somewhat longer, approximately 42 months. Once complete, however, we believe that the corridor could be broken down into segments that could be delivered in a short time frame. For example, work continues on the Austin to San Antonio Corridor through the development of the overall corridor plan. Work is also continuing on the Kansas City to Fort Worth route. Incremental improvements are already being pursued along the Heartland Flyer route with funds received by TxDOT in the first round of HSIPR grants.

See attachment Multi-state app Project Objectives and Deliverables for more detail on proposed deliverables.

- (3) Project Management Proposal:** Describe the proposed method for managing the project, including a description of the shared responsibilities between the FRA and the States, and the relationships and means of coordination among the participating States, service operators, and host railroads. This section should detail the mechanism by which States will coordinate their views during the project.

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

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

TxDOT will work closely with the FRA, ODOT and our other planning partners and stakeholders to ensure that the study results will address the need to keep the citizens of Texas moving. At the beginning of this study, based on a map of the corridor, a list of stakeholders will be developed. These stakeholders, including FRA, TxDOT and ODOT representatives, will be part of the development of the scope of the study and will provide direction throughout the study by reviewing and commenting on the study findings and final report. Stakeholder meetings will be scheduled at the pre-development stage, kick-off and at regular intervals throughout the project, especially after the completion of drafts of key deliverables. A Statement of Work will be developed through this application and further refined by the stakeholders and the FRA to describe the need for the project and the issues that the project will address.

ODOT has involved numerous stakeholders in its passenger rail development plans including MPO's (Oklahoma City-based ACOG and Tulsa-based INCOG), both Class I railroads operating in the State (UPRR and BNSF), numerous cities (all of whom have provided letters of support), neighboring DOT's, AMTRAK, and especially the Oklahoma State Legislature, which has heavily supported ODOT'S pursuit of passenger rail expansion both financially by way of annual funding for the Heartland Flyer and legislatively by issuing a mandate in 1999 that kicked off ODOT'S high speed passenger rail pursuits between Oklahoma City and Tulsa and resulted in several studies and preliminary engineering for that particular route. TxDOT and ODOT continue to work closely in support of the Heartland Flyer route. We have met regularly to discuss the future of the route and potential for adding additional service to have two round trips. This relationship will continue through this study.

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

Texas has existing Memorandums of Understandings with the Union Pacific and BNSF railroads that cover the study work that will be done in existing freight rail corridors. This study will be managed by TxDOT personnel utilizing the expertise of a consultant team currently being procured and expected to be under contract by July 2010 (NOI_TxDOT_Passenger Rail_050510 and RRD Organization Chart 3.1.10). Initiation of these studies will not require agreements with any other key partners in the planning effort. Those partners will be involved as stated above in the stakeholder groups.

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

(4) Justification Statement: Identify the rationale for Federal leadership on the planning project, such as specific institutional barriers or operational complexities. Conditions that may call for a Federal leadership role include multi-state and multi-jurisdictional complexity and/or operational complexity involving multiple operating entities and/or divided property ownership and rights. Additionally, please address how the proposal could serve as a demonstration project and national model for future FRA-managed, multi-state planning projects.

FRA leadership in the development of this corridor is key due to the length, over 850 miles, multiple states (TX and OK) and complexities of coordinating with multiple political entities, including local transit and commuter rail operators, as well as two of the Class 1 railroads (UP and BNSF). TxDOT and ODOT also believe that FRA can provide resources and experience from the other developing corridors. The FRA has the history of what has worked along other corridors and can assist us in identifying any potential pitfalls. There is also added complexities because of the independent development of the Austin to San Antonio corridor which has been ongoing since 1999, well before the

HSIPR program was created. TxDOT and ODOT believe that this would be a good demonstration project because it will develop one of the designated High Speed Rail Corridors, involve multiple states and many entities, including local transit and commuter rail. We believe that the timeline for development would be one that could be done on a timeline that could be completed and serve as a model for others. There has been previous studies along this corridor through the TTC-35 concept that could be used to move the Service NEPA along at a faster pace than usual. In addition Amtrak has performed some level of study along the Austin to San Antonio corridor. Also, BNSF in conjunction with ODOT and TxDOT, has performed studies for various levels of infrastructure needs based on additional service along the Heartland Flyer route. We also believe this is a critical corridor in the nation because of the rapidly increasing population base and economic strength of the state of Texas and the region.

(5) Estimated Cost: Provide an estimate of the total cost for the planning activities being proposed, along with an estimate of how much the State(s) will be contributing to the cost, either in the form of cash, or with FRA approval, in-kind contributions of services, supplies, equipment, or real estate. Note: FRA’s expectation is that State(s) will provide a comparable match to the FY 2010 Planning Program, which requires at least a 20% non-Federal match. Please outline how you plan to cover this match amount.

The total estimated cost of the Project is \$14,000,000, for which the FRA grant will contribute an estimated 80% of the total cost, but no more than Total Amount of FRA Award \$11,200,000. Any additional expense required beyond that provided in this grant to complete the project shall be borne by the Grantee. The state of Texas will fund the match with state appropriations designated for passenger rail studies within the corridor.

Oklahoma City to South Texas Corridor

Feasibility Study	\$	3,000,000
Service NEPA	\$	7,000,000
SDP	\$	4,000,000
 Subtotal	 \$	 14,000,000

Total

FRA (80% of project cost):	\$	11,200,000
Grantee Contribution (20% of project cost):	\$	2,800,000
Total Project Cost:	\$	14,000,000

C. Additional Information

(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section B, Question 3). *This section is optional.*

(2) Optional Supporting Documents (If you have submitted documents to the HSIPR@dot.gov email address, please provide document title, filename, and description here):

Document Title	Filename	Description and Purpose
OKC to South Texas Project Area Map	Map_TxDOT HSIPR OKC to South Texas.pdf	OKC to South Texas Project Area Map
Statewide Passenger Rail Corridor Map	Map_TxDOT HSIPR Overall.pdf	Statewide Passenger Rail Corridor Map
Planning Schedule - OKC to South Texas	OKC to South Texas Planning Schedule.pdf	Planning Schedule for OKC to South Texas
Project Objectives and Deliverables	Multi-state app Project Objectives and Deliverables.pdf	Project Objectives and Deliverables
Notice of Intent - Passenger Rail	NOI_TxDOT_Passenger_Rail_05052010.pdf	Notice of Intent
OKC to STX C1 C2	OKC to STX C1 C2.pdf	Response to Part B1
Rail Division Org Chart	RRD Organization Chart 3.1.10.pdf	Rail Division Org Chart
TxDOT Organizational Chart	TxDOT_OrgChart_04012010.pdf	TxDOT Organizational Chart
TxDOT letter of support	TxDOT_Saenz_Support_05142010.pdf	Required letter from Exec. Director
ODOT letter of support	ODOT_Ridley_MultiState Support_05142010.pdf	Required letter from Secretary



D. Checklist of Proposal Materials

Required Documents	Description	Format
<input checked="" type="checkbox"/> Proposal Form	This document to be submitted by email to HSIPR@dot.gov	Form
<input checked="" type="checkbox"/> Letter(s) signed by participating states	This document to be submitted by email to HSIPR@dot.gov	None
Optional Supporting Documents	Description	Format
<input checked="" type="checkbox"/> Map of proposal area	This document to be submitted by email to HSIPR@dot.gov	None
<input checked="" type="checkbox"/> Other supporting documents as identified by applicant	This document to be submitted by email to HSIPR@dot.gov	None

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.