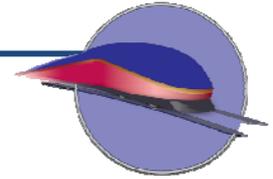


Project Name: TX-Austin/SanAntonio Emerging HSR-PE 1 Date of Submission: 08-24-09 Version Number: 001

## High Speed Intercity Passenger Rail (HSIPR) Program

### Application Form

### Track 1b-PE/NEPA



Welcome to the Track 1b – Preliminary Engineering (PE)/National Environmental Protection Act (NEPA) Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1b-PE/NEPA are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application as well as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at [HSIPR@dot.fra.gov](mailto:HSIPR@dot.fra.gov).

#### Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1b project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your PE/NEPA Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov)

### A. Point of Contact and Application Information

<b>(1) Application Point of Contact (POC) Name:</b> Jennifer Moczygamba William H. Bingham		<b>POC Title:</b> Multimodal Section Director (TxDOT) Austin-San Antonio Rail District General Counsel		
<b>Street Address:</b> 118 E. Riverside 600 Congress Ave., Suite 2100	<b>City:</b> Austin Austin	<b>State:</b> TX TX	<b>Zip Code:</b> 78704 78704	<b>Telephone Number:</b> (512) 486-5125 (512) 495-6011
<b>Fax:</b> (512) 416-2348 (512) 505-6311		<b>Email:</b> <a href="mailto:jmoczyg@dot.state.tx.gov">jmoczyg@dot.state.tx.gov</a> <a href="mailto:bbingham@mcginnislaw.com">bbingham@mcginnislaw.com</a>		
<b>(2) Name of lead State or organization applying:</b> Texas DOT				
<b>(3) Name(s) of additional States and/or organizations applying in this group (if applicable):</b> Austin-San Antonio Rail District				

(4) Is this PE/NEPA Project related to additional applications for HSIPR funding (under this track or other tracks)?

Yes    No    Maybe

If “Yes” or “Maybe” provide the following information:

Other Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied

Project Name: TX-Austin/SanAntonio Emerging HSR-PE 1 Date of Submission: 08-24-09 Version Number: 001

## B. Project Overview

**(1) PE/NEPA Project Name:** TX-Austin/SanAntonio Emerging HSR-PE 1

**(2) Indicate the activity(ies) for which you are applying:**

Preliminary Engineering (PE)       NEPA site-specific

**(3) What are the anticipated start and end dates for this PE/NEPA Project? (mm/yyyy)**

**Start Date: 10/2009      End Date: 10/2011**

**(4) PE/NEPA Project Narrative.** *Please limit response to 4,000 characters.*

Describe the PE/NEPA activities that would be completed with HSIPR Track 1 funding through this application. Include the design studies and the resulting project documents for PE activities. For NEPA activities, address the technical and field studies that would be completed and documents that would be prepared, including:

- Project component studies
- PE/NEPA tasks / milestones
- Preparation of documents

Describe the agency and public involvement approach including key activities and objectives (including permitting actions). Address the coordination plan with affected railroads and right-of-way owners.

Preliminary engineering (PE) and a draft environmental document, expected to be an EA, will be prepared and a public hearing will be held for the passenger rail improvements, which will include an "emerging corridor" 90-110 mph passenger service alternative; and PE and an updated fatal-flaw analysis will be prepared for the freight bypass to be presented to the STB. The work will begin in October 2009; the passenger tasks will be completed within 2 years; and the freight work will be completed within 15 months followed by continuing STB support. Coordination with the UP, building on an initial March 18, 2005 UP/TxDOT MOU, will be ongoing throughout the effort. Permitting requirements will be identified in the environmental documentation and addressed prior to construction.

The PE and draft environmental document for passenger rail improvements in the existing corridor will address the following alternatives: existing Amtrak service; additional IPR service, future local passenger rail service and local freight service. The project will be a total distance of about 100 miles.

TxDOT and the Rail District have completed a decade's worth of studies on this corridor, which will provide a basis for the passenger rail PE and draft environmental document. These studies include, among others: March 1997 Texas Transportation Institute "Origin-Destination Survey and Multimodal Assessment for the Austin-San Antonio Corridor;" March 1999 TxDOT "Feasibility Report, Austin-San Antonio Commuter Rail Study;" and Rail District reports of December 2004 "2004 Feasibility Study Update;" which includes as Appendix B: "The Economic Implications of Regional Passenger Rail"; June 2006 Phase 2 and Phase 3 "Travel Demand Model Report[s]"; December 2006 "2006 Conceptual Engineering Design Report"; March 2007 "Financial and Economic Benefits Study"; December 2007 "Alternatives Analysis"; and 2005 station economic impact analyses. These studies were prepared by Jacobs and other consultants under the direction of TxDOT or the Rail District.

The 30% design level passenger rail study will address phased track improvements, passing tracks, stations, and systems and vehicle requirements and operations. The passenger rail draft environmental document will address all NEPA procedural and content requirements, ridership modeling, cost/benefit analysis, financial planning; and it will include a comprehensive public involvement (PI) program tailored to meet the needs of the multiple communities along the alignment. The PI effort will include interactive outreach, involving a website, e-newsletter, database, and multimedia activities, and stakeholder and media outreach, plus multiple public meetings for the project and for station areas. A public hearing will be held on the passenger rail improvements after the draft EA is circulated.

PE for the 100 plus mile freight bypass will be based on the July 2008 TxDOT "Central Texas Rail Relocation Study" and the July 29, 2008 "San Antonio Region Freight Study" presented by HNTB and will be taken to a 50% level of design to document for UP that the selected alignment does not have any significant impediments to implementation. This PE effort will analyze the alternatives for an improved freight rail route between Taylor and Seguin and upgrading existing trackage between Seguin and San Antonio. It will involve securing new mapping; establishing standards and design criteria; addressing drainage, utilities, geotechnical

investigations, and traffic impacts; determining right-of-way requirements; and developing an estimated list of required improvements and construction cost estimate for each of the alternatives. Rail Traffic Controller modeling will be used to evaluate freight performance measures for each of the alternatives. A fatal-flaw environmental evaluation will be updated for the relocation considering all relevant issues. The freight relocation findings will be presented to the STB for review and approval.

(5) **Status of Activities:** In the following table, please indicate the status of planning studies/documentation supporting your planned investment. Indicate the status and key dates for each applicable activity as noted in Appendix 2 of the HSIPR Guidance.

	Select <u>One</u> of the Following:				Provide Dates for all activities:	
	N/A	No study exists	Study Initiated	Study Completed	Actual or Anticipated Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
<b>Activities/Documents</b>						
<b>Environmental Studies</b>						
Final NEPA Document (Categorical Exclusion (CE) documentation, Environmental Assessment (EA), or Environmental Impact Statement (EIS))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>10/2009</b>	
Historic and Cultural Resource Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
Biological Surveys and Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
Wetlands Delineation and Hydrology Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
Community Impact Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
Traffic Impact Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
Air Emission Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
Noise and Vibration Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
<b>Preliminary Engineering</b>						
Capital Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	06/2010	06/2011
Travel Demand Forecasting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
Operations Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
Operations & Maintenance Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	04/2011
System Safety Program Plan and Collision/derailment Hazard	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	06/2011



Analysis						
Engineering Studies - specify in space below: PE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	10/2011
Design Drawings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	10/2011
Project Management Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	10/2009	10/2011
Other:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

**(6) Planned Investment.** Please limit response to 4,000 characters.

Provide an overview of the main features of the planned investment that is the subject of the PE/NEPA Project including a brief description of:

- The location of the planned investment, including name of rail line(s), State(s), and relevant jurisdiction(s) (*upload map if applicable*).
- Identification of existing service(s) that would benefit from the project, the cities/stations that would be served, and the state(s) where the service operates.
- How the planned investment was identified through a planning process and how it is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
- How the project will fulfill a specific purpose and need in a cost-effective manner.
- The existing and planned intercity passenger rail service(s).
- The project's independent utility.
- The specific improvements contemplated.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the planned investment.

>For this project, the existing approximately 100-mile-long UP corridor between Taylor and San Antonio will be studied for upgrades to accommodate "emerging corridor" 90-110 mph HSR service. A total of up to 24 through freight trains per day will be relocated from the heavily-used existing line onto an improved alignment to the east of the existing corridor. The 100 plus mile relocation alignment will extend on from Taylor to Seguin and on upgraded existing trackage between Seguin and San Antonio. A piece of the Rail District's plan would include a new trackage for local passenger rail service between Round Rock and Georgetown. See attached map.

>The project will benefit the current three-and-a-half-hour Texas Eagle Amtrak service through Austin, San Marcos, and San Antonio, TX; Amtrak operates the Texas Eagle line with only one train daily in each direction to core-area stations in each of these cities. This Amtrak service continues north to Dallas-Fort Worth, TX and onto St. Louis, MO and Chicago, IL, with stops in additional intermediate cities. Connecting service on the Sunset Limited continues east from San Antonio to Houston, TX and New Orleans, LA and west to Los Angeles, CA. In addition, the project will benefit through-freight operational efficiency with the improved freight rail relocation.

>TxDOT and the Rail District in close coordination with UP have been working diligently on this project of independent utility, through a progression of studies previously noted, to improve freight operational efficiency and passenger rail service in the existing corridor. The proposed improvements in the existing corridor will yield "emerging corridor" 90-110 mph service as part of an overall strategy to further develop emerging HSR on the remainder of the designated South Central HSR Corridor.

>Existing corridor improvements will provide for improved speed and safety, and will accommodate increased intercity passenger rail and ultimately a complimentary local passenger rail service, which will reduce congestion on I-35, a parallel highway in this corridor, and lead to enhanced station-area development. The freight bypass will provide for improved freight rail operational efficiency by better accommodating the freight rail movements in the corridor.

>The existing passenger rail service involves one northbound and one southbound Amtrak train per day with stops in Austin, San Marcos, and San Antonio. This existing service is expected to continue with two additional round trips being provided once improvements on the existing line are complete with stops in the major communities and reaching speeds of at least 90 mph. Ultimately, local passenger rail service would be added to the corridor, potentially extending to Georgetown and

slightly beyond the core area of San Antonio with a total of 16 possible stations.  
 >The Austin-San Antonio Emerging HSR corridor improvements are a meaningful first-segment in development of the South Central HSR Corridor with specific benefits to the region as noted including connectivity between the growing capitol of Austin with San Antonio, the tenth largest city in the U.S. Similarly, the freight rail relocation will function to improve rail operational efficiency in the region while tying into the existing system on either end of the corridor.  
 >The passenger rail improvements entail studying upgrades in the existing UP trackage from near Taylor to San Antonio with new passing tracks, stations, and double-tracking the full alignment, as well as improvements to grade crossings. The freight rail relocation to the east of the existing UP corridor involves several alternatives between Taylor and Seguin, TX and upgrading UP trackage between Seguin and San Antonio, a total distance of 100 plus miles.  
 >The project will utilize UP trackage and rights of way as described above; significant public lands are not required.  
 >Other passenger and freight rail service discussed above.

**(7) Indicate the expected service objectives (check all that apply):**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Additional Service Frequencies | <input checked="" type="checkbox"/> Improved On-Time performance on Existing Route |
| <input checked="" type="checkbox"/> Service Quality Improvements   | <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times    |
| <input type="checkbox"/> Other (Please Describe):                  |  |

**(8) Indicate the type of expected capital investments to be included in the planned investment (check all that apply):**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.)  | <input checked="" type="checkbox"/> Rolling Stock Acquisition                           |
| <input checked="" type="checkbox"/> Track Rehabilitation                 | <input checked="" type="checkbox"/> Support Facilities (Yards, Shops, Admin. Buildings) |
| <input checked="" type="checkbox"/> Major Interlockings                  | <input checked="" type="checkbox"/> Grade Crossing Improvements                         |
| <input checked="" type="checkbox"/> Station(s)                           | <input type="checkbox"/> Electric Traction  |
| <input checked="" type="checkbox"/> Communication, Signaling and Control | <input type="checkbox"/> Other (Please Describe):                                       |
| <input type="checkbox"/> Rolling Stock Refurbishments                    |   |

**(9) Total Cost of PE/NEPA Project:** (Year of Expenditure (YOE) Dollars\*) \$ 35.7m

**Of this amount, how much would come from the FRA HSIPR Program:** (YOE Dollars)\*\* \$ 17.85m

Indicate the percentage of total cost to be covered by matching funds: % 50%

\* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

\*\* This is the amount for which the applicant is applying.

**(10) Right-of-Way Owner(s):** Provide the status of agreements with railroad(s) that own the right-of-way.

If appropriate, "owner(s)" may also include operator(s) under track age rights or lease agreements.  
 If more than two railroads, please detail in "Additional Information" in Section F of this application.

Railroad owner 1 (Name): Union Pacific Railroad

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray): Host railroad consulted, but support is not final

Railroad owner 2 (Name): None/NA

Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray): No host railroad involved

**(11) Intercity Passenger Rail Operator:** If applicable, provide the status of agreement(s) with partner(s) that will operate the benefiting planned High-Speed Rail/Intercity Passenger Rail services after completion of the planned investment (e.g., Amtrak). Click on the appropriate option from the dropdown menu shaded in gray:

Name of Operating Partner: Amtrak

Status of Agreement: Partner consulted, awaiting support commitment

**(12) Benefits to Other Types of Rail Service:** If benefits to non-intercity passenger rail services are foreseen from the planned investment, please briefly describe those agreements and provide details on their status if applicable. *Please limit response to 1,000 characters.*

As a result of freight being relocated to another corridor, capacity will exist on the existing line for both intercity passenger service and commuter rail service. UP could potentially realize benefits through the implementation of the relocation. Discussions are underway with UP to analyze the improvements, financial participation and changes to local freight operations, and how that may determine a cost participation.

Project Name: TX-Austin/SanAntonio Emerging HSR-PE 1 Date of Submission: 08-24-09 Version Number: 001

## C. Eligibility Information

(1) **Select applicant type**, as defined in Appendix 1.1 of the HSIPR Guidance (*check the appropriate box from the list*):

- State  
 Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

- Group of States  
 Interstate Compact  
 Public Agency established by one or more States  
 Amtrak in cooperation with one or more States

## D. Public Return on Investment

(1) **Transportation Project Benefits.** *Please limit response to 2,000 characters.*

Describe the transportation benefits that are anticipated to result from the planned investment for which you are conducting PE/NEPA, including the extent to which the planned investment may be expected to:

- Lead to benefits for Intercity Passenger Rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Provide benefits to other modes of transportation, including benefits to Commuter Rail Services, Freight Rail Service, and Highway and Air Congestion Reduction and Delay or Avoidance of Planned Investments

>Amtrak's Texas Eagle operates only once per day in each direction in the existing corridor and takes 3.5 hours for each trip. New and improved trackage in the existing corridor, passing tracks, etc., will accommodate operations of at least 90 mph. Elimination of frequent through-freight operations and grade-separation improvements will permit Amtrak to offer faster service and an enhanced quality of ride, as well as the opportunity to provide more frequent and reliable service, which cannot be accommodated on the congested line today.

>Grade-separation improvements and enhanced grade-crossing protection will improve safety in the existing rail corridor. Relocation of through-freight operations will also improve safety, eliminating potential modal conflicts in the more urbanized part of the region. The relocation would also reduce exposure to haz mat within the metropolitan areas.

>Relocating about 24 through-freight trains per day and introducing passing tracks, grade separations, and double-tracking will improve passenger rail reliability, reducing delays caused by the heavy freight operations.

>The project is included in the relevant MPO's and State of Texas transportation planning procedures, and meets local and state transportation planning goals and objectives.

>The proposed project improvements will benefit local passenger rail service, which the Rail District is working to develop in the existing rail corridor. Freight rail service will be benefited with the project's freight rail relocation. In addition, enhanced passenger rail service is expected to assist in reducing growing congestion on I-35, which provides the interstate highway link between Austin and San Antonio, both by providing an attractive passenger rail alternative for motorists in the corridor and a better freight rail alternative for shippers in this NAFTA corridor.

(2) **Environmental Project Benefits Narrative.** *Please limit response to 1,000 characters.*

Describe the intended contribution of the planned investment for which you are conducting PE/NEPA towards improved environmental quality, energy efficiency and reduction in the dependence on oil.

The proposed project will pull through-freight traffic out of the urbanized corridor between Austin and San Antonio, reducing diesel fuel air pollution, which may be more readily dissipated in rural areas, and by reducing the numbers of individuals who would be adversely affected by hazardous accidents or spills. The freight rail relocation line should also improve freight rail operational efficiency, lowering diesel fuel usage. Attracting motorists to passenger rail will reduce gasoline consumption, reducing air pollution and reducing reliance on oil resources, and it will assist in reducing the growth in congestion on the crowded I-35 facility. Also, grade separations will improve auto and truck operational efficiency, reducing lost time at grade-crossings, plus they will enhance neighborhood connectivity. Station-area development associated with passenger rail improvements will focus new growth in the existing corridor, providing for sustainable transit-oriented development.

**(3) Livable Communities Project Benefits Narrative.** *Please limit response to 3,000 characters.*

Describe the anticipated benefits of the planned investment for which you are conducting PE/NEPA for fostering and promoting Livable Communities, and include information on the following:

- Integration with existing high density, livable development (including relevant details on livable development (e.g., central business districts with walking and public transportation distribution networks with transit oriented development)).
- Development of intermodal stations with direct transfers to other transportation modes (both intercity passenger transport and local transit).

The proposed improvements in the existing freight rail corridor will increase speed and frequency of passenger rail. These passenger rail services are fully supportive of Livable Communities goals and objectives. The passenger service station locations are in the core areas of the major communities. Passenger rail service is proposed to stop at these stations and at 13 additional possible locations providing easier accessibility. In addition, intercity bus connections can be accommodated at the Austin and San Antonio Amtrak stops and local intracity bus networks in Austin and San Antonio can be coordinated to provide good passenger rail interface. Similarly, bicycle and pedestrian interface will be incorporated into the passenger rail stations. Each of these station locations also presents an opportunity for TOD that will strengthen the stations.

Given the historic presence of the UP freight line since 1884, the proposed passenger rail stations are generally located within the heart of the developed community and incorporate higher-density development in many cases. Several offer opportunities to serve growing or new development and redevelopment opportunities for joint and mixed-use projects, as well as projects phased over time to accommodate developing initial park and ride lots into denser development. These development opportunities will be explored as possible funding sources to build, operate and maintain the project .

For example, future land uses at the Round Rock station north of downtown Austin include public facilities, mixed-use, or high-density residential uses. The North Austin station at Howard Lane could accommodate regional retail or mixed-use development. The North Austin station at Braker Lane can be tied to development at the Domain Crossing and to the Pickle Research Campus. The Austin CBD station can support future mixed-use development. The South Austin station at Slaughter Lane may accommodate joint development and multi-family housing. The San Marcos downtown station offers redevelopment and joint development potential. The New Braunfels station will support multi-family and mixed-use development projects. The North San Antonio station at FM 3009 has several adjacent greenfield sites, which can support TOD. The North San Antonio station at Loop 1604 serves a shopping mall and a business park campus, which offer joint development potential and possible location for park and ride development.

**(4) Economic Recovery Benefits.** *Please limit response to 2,000 characters.*

Estimate the benefit that the PE/NEPA Project and the planned investment for which you are conducting PE/NEPA will make towards economic recovery and reinvestment, including information on the following:

- How both the PE/NEPA Project and the planned investment will result in the creation and preservation of jobs (including number of onsite and other direct jobs (on a 2080 work-hour per year, full-time equivalent basis). Include a timeline for the anticipated job creation, specifying which jobs would be created for the PE/NEPA studies and an estimate for the planned investment (consider the construction period and operating period).
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits) and describe, if applicable, how the project was identified as a solution to a wider

economic challenge.

- If applicable, how the project will help to avoid reductions in State-provided essential services.

This project will create or preserve approximately 50 FTE technical, professional, and engineering jobs in the Austin-San Antonio area over the 2-year-long PE/NEPA phase. Final Design and Construction will generate an additional 500-1,000 jobs for another 3 to 5 years.

Once operational, the project is estimated to produce 2 million FTE jobs in the Austin-San Antonio area over 20 years from a projected 2013 start-up through 2033. The proposed passenger rail line will also enable the transfer of up to 280,000 students and faculty at more than 20 existing and developing college and university campuses located within two miles of the project alignment. These long-term economic benefits stem from the improved connectivity and mobility brought to the region, enhancing productivity and development potential throughout the region.

The passenger rail project component is projected to yield \$6.4 billion in savings to the region, to generate an increase in tax base of \$12.7-\$15.1 billion, and to increase total tax revenue by \$1.8-\$2.6 billion, according to 2007 Cambridge Systematics and 2006 Capitol Market Research studies.

The freight bypass project component will help to avoid reductions in essential State-provided services by reducing:

- >-the load on State providers through reduced congestion delay on the order of \$38 to \$78 million over 20 years
- >-fuel cost savings of \$255 million
- >-savings in highway construction of \$2.675 billion
- >-savings in tax-base loss on I-35 right-of-way of \$1.2 billion
- >-an air quality benefit of \$12 million
- >-cost avoidance of accidents of \$333 million.

These total savings of over \$3 billion can be reallocated to provide other needed services throughout the region.

Savings in run time and delay time for the freight rail bypass over a 20-year period are estimated to exceed \$1 billion in the July 29, 2008 "San Antonio Region Freight Study," presented by HNTB.

See also the attached Economic Benefits To Region and Cost Savings to Region.

## E. Project Success Factors

**(1) Project Management Approach and Applicant Qualifications.** *Please limit response to 3,000 characters.*

Describe qualifications of the applicant and its key partners for undertaking the PE/NEPA Project, include the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential planning project cost overruns.
- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

>Management Experience--TxDOT and the Rail District have successfully managed the multi-million dollar studies referenced in B4 above. In addition, TxDOT has managed numerous other rail studies and rail construction projects statewide of equal or greater dollar value. TxDOT will provide overall project guidance and supervision, handling the flow of federal funds and participating in all technical and advisory project committees involved in the work. The state-enabled local Rail District will be assigned the task of overseeing the experienced consultant teams on a day-to-day basis. An interconnected engineering and environmental team will address the passenger rail project component, and another engineering and environmental team will advance the freight bypass project component (detailed consultant scopes of work and cost estimates are in hand). Minimal overlap will be programmed between the consultant teams so that sufficient labor is available to meet schedule and yet provide for coordination. The consultant teams will be led by senior project managers experienced in implementing major rail projects around the country. Federal (including FRA), regional, and local review agency and stakeholders will be party to the process, which will be open to input from public outreach, and collectively guide the process to a successful solution.

>Financial Management--TxDOT operates a \$16 billion 2-year budget just approved by the Legislature in May, and the Rail District has a \$10 million budget for FY10. These agencies' consulting contracts will include maximum rates. The size of the agencies allows for reallocation of funding as necessary to address any cost overruns.

>Risk Management--The grantees are experienced, well-established entities that will continue in operation long after the proposed grant period. The grantees' local and state funding sources are committed, and so the risk of being unable to match the federal dollars is minimal in either of the two fiscal years of the grant application. The grantees have an ongoing relationship with the UP, have experienced and committed consultant support, and have limited the grant application to tasks which can be completed within the two-year duration of the grant period. The Rail District consultant has been working closely with the UP to refine TxDOT's 2008 concept, including refinements in the bypass, such as in the SH 130/SH 45 area. A detailed project schedule with appropriate milestones will be used to keep the project on schedule with MPO committee oversight. Stakeholders will participate in the grant activities influencing the outcomes, but will not prevent publishing and circulating a draft environmental document, holding a public hearing, preparing PE documents, or making a submittal to STB as presented in this grant application.

**(2) Funding Sources:** In the following table, please provide the requested information about your funding sources (*if applicable*)

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding <sup>1</sup>	Type of Funds	Dollar Amount (YOE \$)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
Campo & Bexar/San Antonio MPOs FY10 & FY11			MPO funds	\$10.65m		
Texas Legislature FY10			State Appropriation	\$4m		
Planning grant earmarks FY10			Local & Federal	\$2m		
Local municipal funding FY10 & FY11			City funds	\$1.2m		

**(3) Project Implementation Narrative.** *Please limit response to 1,000 characters.*

Provide a preliminary self-assessment of PE/NEPA Project uncertainties and mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk). Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

The Rail District has studied making passenger rail improvements in the existing UP corridor for over a decade. The freight bypass has been less thoroughly studied; however, we believe that an acceptable solution can be found through continuing dialogue between the Rail District and TxDOT and UP. High-speed rail may generate additional noise and a need for additional grade separations and bypasses, which could raise concern among some residents. We do not expect any other problems. FRA might be able to assist in reviewing a candidate passenger rail operator, which the Rail District is entertaining choosing through competitive bid. Additionally, we have yet to establish which other federal agencies may be cooperating or participating agencies in the development of the environmental documents and the development of the passenger rail services. FRA could assist in convening a meeting to establish the federal agency participants.

**(4) Timeliness of Project Completion.** *Please limit response to 1,000 characters.*

Describe the extent to which the PE/NEPA Project will lead to future project and/or Service Development Program applications for Tracks 1 FD/Construction and Track 2 Programs.

This grant's freight rail relocation tasks are necessary to secure UP agreement and to provide a basis for the STB to make a determination on permitting the relocation to go to final design and construction. Beginning the 2-year high-speed rail PE and environmental process immediately after a decision is made to move forward with the freight relocation PE and EIS will permit the passenger rail project to move to final design and be ready to go to construction. Waiting until the freight relocation is in operation to begin the PE and environmental tasks on the existing line would add 4 or more years to the initiation of improved corridor service. Overlapping the two activities will expedite the operation of Austin-San Antonio HSR emerging corridor.

<sup>1</sup> Reference Notes: The following categories and definitions are applied to funding sources:

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

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

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



## F. 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 D, Question 3). This section is optional.**

See attached Austin San Antonio Rail District Passenger and Freight Rail Relocation Project Description, plus Economic Benefits To Region and Cost Savings to Region.

## G.Summary of Application Materials

Program Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documentation	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at <a href="http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf">http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf</a> . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

**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**.