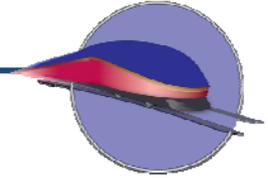


Project Name: TX-Dallas to Marshall-Capacity Study Date of Submission: 08-24-09 Version Number: 1

High Speed Intercity Passenger Rail (HSIPR) Program



Application Form

Track 3–Planning

Welcome to the Track 3–Planning Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 3 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and 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.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 3 Planning 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 Planning 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 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

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: Jennifer Moczygemba, P.E. John O. Hedrick Michael Morris		POC Title: Multimodal Section Director, TxDOT ETCOG Director of Transportation NCTCOG Director of Transportation		
Street Address / City: 118 E Riverside Dr 3800 Stone Road 616 Six Flags Dr., Suite 200	City: Austin Kilgore Arlington	State: TX TX TX	Zip Code: 78704 75662 76005	Telephone Number: 512.486.5125 903.984.8641 817.695.9241

Fax: Jennifer M., 512.416.2348 John O. H., 903. 983.1440 Michael M., 817.640.3028		Email: jmoczyg@dot.state.tx.us john.hedrick@etcog.org mmorris@nctcog.org		

(2) Name of lead State applying: Texas
States are the only eligible applicants under Track 3

(3) Name(s) of additional States applying in this group (if applicable): N/A

(4) Is this Planning Project related to additional applications for HSIPR funding? Yes No Maybe
If “Yes” or “Maybe” provide the following information:

Application 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-Dallas to Marshall-Capacity Study Date of Submission: 08-24-09 Version Number: 1

B. Project Overview

<p>(1) Planning Project Name: TX-Dallas to Marshall-Capacity Study</p>		
<p>(2) Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)? <i>Please limit your response to 1,000 characters.</i></p> <p style="margin-left: 20px;">This planning project focuses on the Union Pacific's Dallas to Marshall corridor which is part of the Federally designated South Central High Speed Rail Corridor. This corridor is also served by Amtrak's Texas Eagle. This portion of this corridor connects cities of Dallas, Mineola, Longview and Marshall.</p> <p style="margin-left: 20px;">This planning project also provides a foundation to extend passenger rail service to Shreveport/Bossier City, thereby directly connecting the Dallas metroplex to Shreveport/Bossier to alleviate congestion in the I-20 corridor.</p>		
<p>(3) Which of the following planning activities are proposed to be funded under the HSIPR Program?</p> <p><input type="checkbox"/> Alternative Analysis Studies</p> <p><input checked="" type="checkbox"/> Service Development Planning</p> <p><input type="checkbox"/> "Service" or "Tier 1" NEPA</p> <p><input type="checkbox"/> Other <i>(Please Describe):</i></p>		
<p>(4) Describe the service attributes of the Program/Project for which you are planning <i>(check all that apply):</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <input checked="" type="checkbox"/> Additional Service Frequencies <input type="checkbox"/> New Service <input checked="" type="checkbox"/> Service Quality Improvements </td> <td style="width: 50%; vertical-align: top;"> <input checked="" type="checkbox"/> Improved On-Time performance on Existing Route <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times <input type="checkbox"/> Other <i>(Please Describe):</i> </td> </tr> </table>	<input checked="" type="checkbox"/> Additional Service Frequencies <input type="checkbox"/> New Service <input checked="" type="checkbox"/> Service Quality Improvements	<input checked="" type="checkbox"/> Improved On-Time performance on Existing Route <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times <input type="checkbox"/> Other <i>(Please Describe):</i>
<input checked="" type="checkbox"/> Additional Service Frequencies <input type="checkbox"/> New Service <input checked="" type="checkbox"/> Service Quality Improvements	<input checked="" type="checkbox"/> Improved On-Time performance on Existing Route <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times <input type="checkbox"/> Other <i>(Please Describe):</i>	
<p>(5) What are the anticipated start and end dates for this Planning Project? <i>(mm/yyyy)</i></p> <p style="text-align: center;">Start Date: Feb 2010 End Date: Dec 2010</p>		
<p>(6) Total Cost of Planning Activity(s) (Year of Expenditure (YOE) Dollars*): \$ 400,000</p> <p style="margin-left: 20px;">Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 200,000</p> <p style="font-size: small; margin-left: 20px;">* 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</p> <p style="font-size: small; margin-left: 20px;">** This is the amount for which the applicant is applying.</p>		
<p>(7) Planning Project Overview. <i>Please limit response to 4,000 characters.</i></p>		

Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:

- Component of a Service Development Plan
- Planning Tasks / Milestones
- Preparation of Documents, Including Expected Deliverables

Detail the nature of any studies to be conducted and the expected outcomes from these, including design, technical and field studies. Also include anticipated outreach and coordination efforts with the public, agencies, affected railroads, and property owners, as applicable.

Planning study to be coordinated with Amtrak to include a capacity study to determine ridership and revenue forecasts as well as operating costs and infrastructure and facility investments required to improve the corridor between Dallas and Marshall to an emerging corridor with speeds at least 90 mph.. This study will include operational studies, working through Amtrak with the Union Pacific Railroad, to determine an incremental approach to identify the infrastructure needs for higher speed passenger rail service in this corridor. The ultimate goal would be to allow three additional round trips per day.

Planning Tasks would include determination of operational factors such as length of subdivisions, siding lengths, space and uniformity, intermediate signal spacing, single, double and multi track, peak train counts, average and variability in operating speed, scheduling, etc. Other Planning tasks to be included in this study are analyzing current capacity and determine the infrastructure needs to add additional round trips and increase speeds and improved on time performance. Consideration will be made for potential new stations.

This study will identify required capacity improvements and prepare all the elements needed for a Service Development Plan on the corridor. The study will be led by Amtrak in close coordination with TxDOT and with input from the East Texas Corridor Council (ETCC). This project is supported by the ETCC which is a coalition of broad based stakeholders consisting of elected officials from across the states of Texas, Louisiana and Arkansas.

(8) Future Project Overview Narrative: Provide an overview of the main features and characteristics and milestones of the Program/Project that is 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 Program/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 Program/Project supports the States' strategic transportation goals

Location of the Project: Union Pacific's Dallas to Marshall corridor. A detailed map is attached.

The Dallas to Marshall, portion of this route is part of the Federally designated South Central High Speed Rail Corridor and is presently served by Amtrak's Texas Eagle. This study is geared towards improving reliability of passenger rail service and adding capacity to provide additional service through the development of an emerging HSR corridor with extension to Shreveport/Bossier City, connecting Dallas directly to

Shreveport/Bossier City.

In conjunction with the Amtrak study, Union Pacific will model the existing infrastructure and train operations between Dallas and Marshall, identify choke points, areas of congestion, delays and determine possible capacity improvements to alleviate these and to provide for additional faster passenger rail service. Planned improvements are to result in one new round trip slot at the present time with the provision for three additional slots. The incremental approach will involve passing tracks to increase capacity and minimize train delays with ultimate goal providing three additional roundtrips. Signal and grade crossing improvements will be studied along with positive train control to permit higher speed operation and additional trains.

The Texas Legislature, by enacting SB 1382, requires TxDOT to perform an annual update of a coordinated state wide rail passenger plan. The legislature also passed HB 646 supporting Texas becoming a member of the Southern High-Speed Rail Commission with the states of Louisiana, Mississippi and Alabama. TxDOT is also required to consider rail as one of the alternative modes of transportation when developing the statewide plan. This project would also meet TxDOT's five goals of reducing congestion, improving safety, providing for economic development, improving air quality and mainting the value of our transportation assests.

Project Name: TX-Dallas to Marshall-Capacity Study Date of Submission: 08-24-09 Version Number: 1

C. Eligibility Information

(1) Provide the percentage and amount of matching funds: Applications submitted under Track 3 require at least a 50% non-Federal match.

Percentage: 50 %

Total Amount (YOE*): \$ 400,000

* 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

(2) Indicate the source, amount and percentage of matching funds:

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount (YOE Dollars)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
East Texas COG, North Texas COG, East Texas Corridor Council	New	Committed	In Kind & Local	\$ 200,000	50%	
	New	Committed				
	New	Committed				
	New	Committed				

(3) Is the planning activity included in the State’s Statewide Transportation Improvement Program (STIP) at the time of application? Yes No

If not, describe / explain:

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

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

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

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



D.Public Return on Investment

(1) Project Benefits. *Please limit response to 4,000 characters.*

Describe the benefits that are anticipated to result from the planned investment which is subject to this planning activity, including the extent to which the activity 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)
- Support livable communities
- Promote environmental quality and/or energy efficiency
- Provide other public benefits in a cost-effective manner

An improved, reliable higher speed rail corridor connecting East Texas to the Dallas Fort Worth metroplex will have significant impact on the regional environment and the economy. The volume of freight on Dallas Marshall corridor along with traffic along Interstate 20, that traverses parallel to this rail corridor, has increased tremendously in the past few decades without expanding capacity. This has tremendously increased overall congestion along these corridors along with maintenance costs. Most of the traffic along Interstate 20 corridor between Dallas and Marshall is projected to be severely congested by 2035 as per the Federal Highway Administration (Ref. Attachment D).

A reliable higher speed rail service will provide the Dallas Fort Worth metroplex with an easy access to critical workforce, economic, cultural and entertainment resources offered by East Texas while providing East Texans with easy access to the Dallas Fort Worth metroplex.

Most importantly, this corridor will be a strong economic engine connecting the metroplex with the cities of Wills Point, Mineola, Longview and Marshall, while plans are underway to extend this rail service to Shreveport/Bossier City.

Local communities have made a strong commitment in adopting various modes of transportation to meet transportation needs of the region. The cities of Mineola, Longview and Marshall have taken leadership in working toward establishing multi model transportation centers, by making improvements to existing rail stations at Mineola and Marshall and planning for a complete multimodal transportation center at the Longview Amtrak Station.



E. Project Success Factors

(1) Planning Project Management Approach and Applicant Qualifications Narrative. *Please limit response to 4,000 characters.*

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including 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 Planning 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).

Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

Amtrak has performed many similar studies throughout the country and has statutory authority to request access to freight lines. Amtrak and TxDOT both have worked closely with UP on several studies in Texas. TxDOT recently performed a regional freight study of East Texas (available at www.TxDOT.gov). TxDOT has management experience in multimillion dollar contracts. The Planning Project team will be lead by TxDOT working through Amtrak. ETCC, ETCOG and NCTCOG will provide input as Stakeholders and also provide in kind match activities as laid out through a scope of work developed with TxDOT and Amtrak. Please see Management Experience Summary Sheet for experience of the NCTCOG and ETCOG.

Based on historical review of similar projects and in Financial and Risk Assessment analysis and through coordination with Union Pacific there seem to be minimum uncertaininies within the planning process. If any unforeseen cost overruns were to occur, we would seek support from our stakehoulders to minimize the risk of the project not being completed.

Union Pacific has agreed to enter into MOU, as appropriate, with the involved parties regarding the capacity analysis and planning for improvements in this corridor to meet project goals and objectives.

(2) Timeliness of Planning Project Completion: Provide a brief timeline for completion of key milestones within the period of performance for the planning activity. *Please upload a schedule if available. Please limit response to 2,000 characters.*

Describe the extent to which the planning activities will:

- Directly lead to project and/or Service Development Program applications
- Lead to NEPA for route selection

- Lead to completion of a Service Development Program
- Lead to construction and service delivery

A scope of working is being developed by TxDOT for review by Amtrak and the other stakeholders. TxDOT will enter into a contract with Amtrak upon completion of scope of work and the work done by Amtrak, in coordination with UP, will lead to a SDP including specific infrastructure improvements needed to provide specific levels of service. The development will be incremental with ultimate goal of three additional round trips and speeds at least 90 mph.

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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.**

Under the leadership of the East Texas Corridor Council, this project is supported by a Joint Memorandum of Understanding among the North Central Texas Council of Governments, the East Texas Council of Governments, the Northwest Louisiana Council of Governments, and the North Delta Regional Planning & Development District - covering the entire corridor from the metroplex to the Mississippi River.

The East Texas Corridor Council's project is supported by the states of Texas, Louisiana, and Arkansas.

Letters of support have been received from members of the U.S. Congress in three states.

Copies of a map and 2009 MOU are attached to this application.

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G. Summary of Application Materials

Application 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 Documents	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 http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>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**.