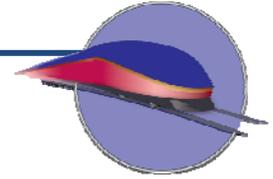


Project Name: TX - Tower 60 Phase II Connector - 1b Date of Submission: 8/24/09 Version Number: 1

## 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 Moczygema, P.E.		<b>POC Title:</b> Multimodal Section Director		
<b>Street Address:</b> 118 E. Riverside Drive	<b>City:</b> Austin	<b>State:</b> TX	<b>Zip Code:</b> 78704	<b>Telephone Number:</b> 512-486-5125
<b>Fax:</b> 512-416-2348		<b>Email:</b> <a href="mailto:jmoczyg@dot.state.tx.us">jmoczyg@dot.state.tx.us</a>		
<b>(2) Name of lead State or organization applying:</b> Texas				
<b>(3) Name(s) of additional States and/or organizations applying in this group (if applicable):</b>				

**(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/Constructi	\$	Applied
		Track 1a - FD/Constructi	\$	Applied
		Track 1a - FD/Constructi	\$	Applied
		Track 1a - FD/Constructi	\$	Applied

Project Name: TX - Tower 60 Phase II Connector - 1b Date of Submission: 8/24/09 Version Number: 1

## B. Project Overview

**(1) PE/NEPA Project Name:** Tower 60 Phase II Connector

**(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: 03/2010**

**End Date: 03/2011**

**(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.

To support FD/Construction of the proposed Tower 60 Phase II Connector Project, further preliminary engineering up to 30% design and evaluation under the National Environmental Policy Act (NEPA) is required. The Texas Department of Transportation will act as the project sponsor and applicant, with the BNSF Railway leading the PE/NEPA efforts and the FRA serving as the NEPA Lead Agency. The project site is located within Tarrant County and both the City of Fort Worth and the City of Saginaw, thus requiring their joint collaboration.

Specific objectives of the proposed project include:

- Rail diamond elimination at the Saginaw Interlocker in Saginaw, TX including track realignments, new connection tracks, at grade crossing improvements and signal/control system enhancements to promote concurrent rail movements on adjoining routes
- Installation of a new universal cross over south of BNSF's Saginaw Yard between the UPRR Duncan Subdivision and the BNSF's Fort Worth Subdivision to promote directional running access north of Tower 60
- Potential installation of a new universal cross over north of Saginaw at CP 11 between the UPRR Duncan Subdivision and the BNSF Fort Worth Subdivision to promote directional running access north of Saginaw, TX
- Dispatching control reconfigurations to promote singular dispatching control north of Tower 60 to CP 11 by the BNSF with a directional running pattern for north and south bound trains

Proposed PE/NEPA Activities:

The PE/NEPA activities will include all required preliminary survey, design and analysis to generate 30% PE design plans as well as perform a formal NEPA process review. Based on concept review to date, no significant environmental impact is projected and thus a FRA CATEX is expected and will be reviewed through standard environmental assessment protocol to provide the necessary information to determine if further environmental analyses are needed in order to fulfill NEPA requirements. The EA will evaluate the potential effects on the environment from construction and operation of the proposed improvements in order to support an FRA CATEX decision on the project.

Also included in the projected PE/NEPA scope of work, is that of formal Right of Way/Land Acquisition due diligence. At this time, it is not expected that the project would require the acquisition of property to construct the proposed improvements between BNSF's and UPRR's right of ways; however, formal PE must be completed for verification.

Estimated cost \$470,000

A preliminary permits requirements determination will be performed as part of the PE/NEPA efforts. The project may require several general permits including, but not necessarily limited to - Section 404 permit from the U.S. Army Corps of Engineers; a TCEQ 401 Water Quality Certification; a construction storm water discharge permit and a Storm Water Pollution Prevention Plan. Although preliminary review efforts to date indicate no significant environmental impact to jurisdictional waterways, floodplains, wetlands or listed species, a formal review will commence within the project area.

Estimated cost \$50,000

**(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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011



Environmental Impact Statement (EIS))						
Historic and Cultural Resource Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Biological Surveys and Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Wetlands Delineation and Hydrology Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Community Impact Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Traffic Impact Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Air Emission Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Noise and Vibration Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
<b>Preliminary Engineering</b>						
Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	07/2009	03/2011
Travel Demand Forecasting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Operations Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Operations & Maintenance Cost Estimates	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
System Safety Program Plan and Collision/derailment Hazard Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	N/A
Engineering Studies - specify in space below:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Design Drawings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Project Management Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	03/2010	03/2011
Other: Concept Layout	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	12/2003	03/2011

**(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.

Amtrak has continued to focus on the value of intercity passenger rail (IPR) since its inception. One viable segment of this national service network is the Heartland Flyer service connecting Oklahoma City, OK to Fort Worth, TX. Running on BNSF's main line, the Flyer's 418 mile daily round trip service from Oklahoma City to Fort Worth, TX has carried an average of nearly 80,000 passengers annually, with 5 additional stops along the way.

This application package is for PE/NEPA funding to further develop a compilation of rail infrastructure and dispatching control improvements to alleviate rail congestion at both Tower 60 and the Saginaw Interlocker located just north of downtown Fort Worth, Texas. Tower 60 and the Saginaw Interlocker are the connection points for the majority of the rail routes running in, to and through North Texas. Rail lines for BNSF, UP, and FWR all converge at these two intersections, providing rail connectivity to entire south region with an average daily train count approaching over 100 trains per day. Today, both Tower 60 and the Saginaw Interlocker support the following rail movements:

- Amtrak's Flyer services
- Intermodal, merchandise, auto, and grain between the Pacific Northwest, California, and the Midwest to the Gulf Coast, Southeast Texas and Mexico
- Coal traffic from the Powder River Basin, WY to electric utilities in South Texas
- Grain and merchandise moving to and from Mexico

To best support the capacity demand for both passenger and freight rail in North Texas, the BNSF and UP have worked collectively to develop a joint operation strategy to accommodate directional running and shared dispatch control of the track infrastructure in the Fort Worth area to minimize both passenger and freight congestion. Phase 1 of this project has already been implemented by both the BNSF and UP, providing the UP with additional dispatching control near Tower 55 in Fort Worth as well as adding several key infrastructure improvements to support freight specific rail movements. To further reap both congestion relief and capacity benefits for both passenger and freight rail movements, the second phase of this directional running strategy must be implemented.

The Phase II Connector Project includes an assemblage of track infrastructure improvements to eliminate the diamond intersection in Saginaw, TX, add additional universal crossovers both South of BNSF's Saginaw Yard and at CP11 near Haslet, as well as provide improved dispatch control for

directional train movements north of Tower 60. These improvements will allow the current single bi-directional main lines to be controlled as a directional network, promoting conflict resolution for north and south bound trains as well as greatly minimizing train staging propagation on each railroad’s main lines.

Considering this bi-directional train running strategy, the current round trip Heartland Flyer service would experience reduced freight interference delays, deriving a more efficient and reliable service offering to both Texas and Oklahoma ridership. This, added to the projected reduction in at grade vehicular impacts, generates measurable public benefit delays attributable to the project.

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

- |  |  |
|--|--|
| <input 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 type="checkbox"/> Rolling Stock Acquisition                           |
| <input checked="" type="checkbox"/> Track Rehabilitation                 | <input type="checkbox"/> Support Facilities (Yards, Shops, Admin. Buildings) |
| <input checked="" type="checkbox"/> Major Interlockings                  | <input checked="" type="checkbox"/> Grade Crossing Improvements              |
| <input 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\*) \$ 520,000.00**

**Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars)\*\* \$ 520,000.00**

Indicate the percentage of total cost to be covered by matching funds: % 0

\* 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):	BNSF Railway
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place
Railroad owner 2 (Name):	Union Pacific Railroad

Status of railroad owner 2 (*Click on the appropriate option from the dropdown menu shaded in gray*):

Master Agreement in place

- (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 – Heartland Flyer

Status of Agreement: No agreement, but partner supports project

- (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.*

The project would improve the velocity and reliability of rail freight traffic by promoting direction train dispatching in North Texas and additional train routing capabilities north of Fort Worth through the Saginaw Interlocker. This project scope of work is the second phase of an already implemented directional running strategy to improve train dispatching and operational velocity in the Southern Region. Today, trains are dispatched individually by each railroad and run bi-directionally on single main line railroads north and south. The project would allow south and north bound trains to run on separated dedicated routes, thus minimizing staging requirements and freight interference of passenger trains. In general, the Phase 11 Connector Project would promote fluid rail operations, eliminating the 2<sup>nd</sup> largest rail chokepoint in North Texas (Tower 60 and Saginaw Interlocker).

Project Name: TX - Tower 60 Phase II Connector - 1b Date of Submission: 08/24/09 Version Number: 1

## 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

The Tower 60 Phase II Connector Project will directly improve the reliability and fluidity of both passenger and freight rail movements in North Texas. Service quality is enhanced through improved directional train dispatching north of Tower 60 as far north as Haslet, TX. This, coupled with the elimination of the Saginaw diamonds, will provide the capability of concurrent rail movements through the Fort Worth rail network, reducing freight train staging delays propagating north and south of Fort Worth and thus impacting passenger operations through the corridor. By implementing the project, a more direct and efficient route through Saginaw will be established allowing Amtrak, BNSF, UP and FWRW trains to run through the Fort Worth Complex at improved velocities and with less signal wait times.

Proposed project would achieve the following:

- Improve the reliability and on-time performance of the Heartland Flyer
- Enhance ridership and better serve the public need for mobility through the increased

reliability of alternative transportation choices

- Enhance passenger train service flow through reduction freight interference relative to directional train running along the Heartland Flyer's rail route north through Fort Worth and Saginaw, TX
- Enhance the efficiency, flexibility, and reliability of railway freight movements through both Tower 60 and Saginaw
- Enhance the safety of overall railroad operations through implementing rail corridor improvements
- Reduce at grade vehicular crossing blockages as a result of improved velocity metrics through both Fort Worth and Saginaw, TX

**(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 Tower 60 Phase II Connector Project is projected to derive measurable environmental benefits. These benefits range from reduced key emissions factors such as CO<sub>2</sub>, HC, CO, PM<sub>x</sub>, SO<sub>x</sub> and NO<sub>x</sub> to decreased diesel fuel burn as a result of improved train flow, reduced train run-times and lesser vehicular delay impacts at attributable at grade crossings. All of these benefits would occur along the current Heartland Flyer route, supporting our national vision towards improved air quality by leveraging and improving green transportation services. It is expected that the congestion relief attributable to the revised directional dispatching north of Tower 60, running flexibility afforded by the additional universal cross over, and the diamond elimination at Saginaw, will be both measurable and expansive due directly to reduced passenger train run times and freight train staging delays.

**(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).

A livable community offers safety, education, parks, good jobs, affordability and mobility. Livability is sustained by connectivity, allowing for ease of travel for work, play and school. While inner-city public transportation fosters livability at the individual city level, Amtrak provides connectivity between these communities spread out over thousands of miles. The proposed rail infrastructure and dispatching improvements associated with the Phase II Connector project in Fort Worth would reduce train running impact to the adjacent community through improved rail velocity and reduce delays to current and prospective Amtrak passengers.

The Flyer connects the two major business centers of Oklahoma City and Ft. Worth, with stops in Norman, Purcell, Pauls Valley, & Ardmore, OK, as well as Gainesville, TX. The Flyer carries you

directly in to downtown Oklahoma City, with the station located adjacent to the historic Bricktown Entertainment District. The district includes a canal with a mile-long river walk lined with restaurants. The station is also conveniently located near the city's Metro Transit public bus system, allowing passengers access to other attractions such as the National Cowboy and Western Heritage Museum and Myriad Botanical Gardens. Flyer travelers can also connect to the Texas Eagle and other Amtrak routes to travel to Chicago and further east, south to Austin and San Antonio, or west to Los Angeles.

The round trip Flyer trains arrive at the recently constructed Intermodal Transportation Center (ITC); the hub for bus, taxi and rail service in Ft. Worth, allowing direct transfers to multiple modes of transportation. The ITC is located only blocks away from historic Bass Performance Hall and Sundance Square, part of a 20-block entertainment district in the heart of downtown Ft. Worth. The ITC offers other modes of public transportation such as Greyhound inter-city bus service, Ft. Worth's city bus system known as The T, as well as the Trinity Railway Express, a commuter rail connecting the cities of Ft. Worth and Dallas. Additionally, DFW Airport provides a shuttle service every 15 minutes, which allows passengers from as far north as Oklahoma City easy access to DFW's international airport.

**(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.

The Tower 60 Phase II Connector Project will result in direct and indirect economic recovery benefits. Directly, over the life of the PE/NEPA efforts, approximately 11 jobs-years are expected to be generated based on the US Department of Commerce data stating that every dollar of rail investment generates more than three dollars in total economic output because of the investment, purchases, and employment occurring among upstream suppliers. All told, each \$1 billion of new rail investment creates an estimated 20,000 jobs nationwide (on a 2,080 work-hour per year, full-time equivalent basis).

As stated above, the populations most likely to benefit from the direct job creation will be the local populations around the project area, as engineering efforts are typically sourced locally. The City of Fort Worth participates in Texas's Enterprise Zone program, and has designated a large portion of its city as an economically distressed geographic area. The Tower 60 Phase II Connector Project is located within this designated enterprise zone area, so the primary pool of PE/NEPA support jobs created could potentially be filled from this area.

Indirectly, the projected efficiencies, OTP improvements, environmental and economic benefits are all long-term benefits, which are projected to be realized for at least the next 20 yrs pending implementation. This project was identified as an economic chokepoint due to its congestive impact to both passenger and freight rail, as costly time delays continued to intensify as train volume has increased over the years. This project will indirectly stimulate the local economy through continued efforts to improve the reliability of the local passenger rail service by way of improved directional train dispatching and reduced rail congestion. All this will enable passengers to experience minimized run time delays as well as support the viability of Texas's rail link to the national network, directly supporting TXDOT's future rail plans.

Project Name: TX - Tower 60 Phase II Connector - 1b Date of Submission: 8/24/09 Version Number: 1

## 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).

As the project applicant, TXDOT has vast experience in leading large scale PE/NEPA efforts relative to all transportation modes. Working directly with the Class I railroads, Amtrak, and the OKDOT, success was achieved towards establishing the South Central High Speed Rail (HSR) Corridor. Concerning the Tower 60 Phase II Connector Project, as a direct benefit to this HSR Corridor and to ensure the success of the PE/NEPA effort, a team of key partners/stakeholders has been assembled with the BNSF tasked as the lead railroad party responsible for PE/NEPA project development with the assistance of the UPRR and in conjunction with the support of TXDOT. Managing a project such as Phase II Connector Project is typical of numerous rail improvement projects that BNSF manages each year as part of their network development and capital improvement process.. Given this fact, it is fully expected that the BNSF lead the PE/NEPA process with support and assistance from the UPRR, FWWR and TXDOT. At this time it is expected, upon funding award, that the BNSF will secure and manage professional consulting to support the engineering and environmental impact analysis.

With the receipt of 1b PE/NEPA funding, BNSF would lead the engineering and NEPA effort with the assistance of professional engineering and environmental consultants. BNSF has checks and balances in place and is well equipped to manage and monitor rail programs. A preliminary scope of work and estimate has been prepared by the BNSF and will be used as the basis for scope development of this project, guiding the consulting services for prescribed PE/NEPA scope of work and schedule. BNSF is confident that cost estimates for the PE/NEPA are reasonable and are the expected expenditures needed to complete the PE/NEPA.

Preliminary evaluation and assessment of the proposed project were completed during project development to identify potential constraints and risks to the project. The preliminary project evaluation included conceptual property research, environmental assessment and concept track alignment efforts. These preliminary efforts will be escalated to 30% completion as part of this PE/NEPA scope of work. Preliminary site and landowner research will be conducted to assist in

evaluating the proposed interlocker and cross over improvements to include all required civil, track, structural and signal design. Due diligence work to include research potential property, road crossing, utility, and other possible issues for evaluation, and assessment of fair market property values for potential land acquisitions will be included. Concerning the environmental assessment and resulting NEPA, all potential environmental and permitting issues will be analyzed to identify major constraints and opportunities to streamline the next steps in the permitting process. This preliminary assessment will be used to develop the scope and costs for the permitting strategy for future implementation in FD/Construction. Finally, a preliminary engineering effort up to 30% design, survey, and cost estimation will be progressed in support of the proposed improvements. All this is expected to progress along an expedited 12 month PE/NEPA schedule in efforts to support potential future funding opportunities for FD/Construction.

Through preliminary outreach efforts, the project enjoys support locally, regionally and at the state level. Stakeholder participation has been secured, and to date, no opposition to the project has occurred. Public participation will occur during the environmental process and stakeholders do not anticipate opposition.

The railroad project funding will be administered by TxDOT through a written agreement with the railroad to provide the work through railroad force account. The railroad will provide plans, specifications, and estimates for the project which will be attached to the agreement as an exhibit and as a detailed project description.

The agreement requires the railroad and/or its contractors to provide a comprehensive general liability insurance policy, a contractor's protective liability insurance policy, and railroad protective liability insurance, providing a limit of not less than \$2,000,000 aggregate for all occurrences.

The agreement stipulates that development of the project must comply with the National Environmental Policy Act and the National Historic Preservation Act and stipulates how the cost of any environmental mitigation or remediation will be included in the project costs.

The agreement requires the railroad to comply with all applicable provisions of the American Recover and Reinvestment Act of 2009 (ARRA), including all reporting requirements, audits, examination of records, and identifies specific reporting and auditing requirements by ARRA Section. The agreement includes the requirement for all parties to comply with all federal, state, and local laws, statues, ordinances, rules, regulations, and orders and decrees of any courts or administrative bodies. The agreement includes a lobbying certification in which the parties certify that no appropriated funds have been or will be used for lobbying efforts.

When the agreement is finalized and signed by both parties, and the grant agreement is executed with the FRA and funds obligated, the project will proceed through the railroad force account process as detailed above. Monthly invoices will be submitted for work completed and paid after audit and verification of the work reported. TxDOT would then submit billings to the FRA for reimbursement.

This process is the same process that TxDOT has used for many years for grade crossing improvements and is a well established process.

**(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

**(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 PE/NEPA scope of work is financially reasonable and meets all parties’ funding needs. All efforts have been taken to alleviate risk potential through implementation of a risk assessment strategy, ensuring scope of work constructability, schedule conformance, and cost sensitivity of the proposed improvements. As part of this process, potential risks were identified and utilized to optimize the proposed scope of work, ensuring no non-starter risks are encountered.

Based on conceptual engineering efforts performed to date, the project scope is feasible, is constructible within currently owned railroad ROW and should have limited environmental impact. No major NEPA triggers are expected and no adverse environmental conditions should be encountered along the proposed alignment.

**(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.

The Tower 60 Phase II Connector Project is an immediately actionable project. Past agreements between the concerned railroad parties are in place and support the projected scope of work through an existing joint facilities agreement. All conceptual engineering efforts have been completed and all

<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.

parties are 100% committed to engaging the preliminary engineering and NEPA efforts in support of potential near term construction.

With the completion of all preliminary engineering and environmental permitting, the project would be in position to support construction pending additional future federal funding obligation opportunities through additional out year FD/Construction ARRA Programs. Pending funding, PE/NEPA efforts are expected to be completed within 12 months of funding obligation. At this time, based on conceptual engineering efforts to date, there are no non-starter implications expected at this time.

Project Name: TX - Tower 60 Phase II Connector - 1b Date of Submission: 08/24/09 Version Number: 1

## 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 included BNSF Project Management Plan for additional support relative to project planning and process control.

Project Name: TX - Tower 60 Phase II Connector - 1b Date of Submission: 08/24/09 Version Number: 1

## 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.