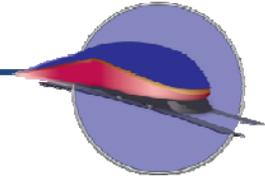


Corridor Program Name: Texas T-Bone High Speed Rail Corridor Date of Submission: 10/02/09 Version Number: 1

## High-Speed Intercity Passenger Rail (HSIPR) Program

### Track 2–Corridor Programs:

## Application Form



Welcome to the Application Form for Track 2–Corridor Programs of the Federal Railroad Administration’s High-Speed Intercity Passenger Rail (HSIPR) Program.

This form will provide information on a cohesive set of projects—representing a phase, geographic segment, or other logical grouping—that furthers a particular corridor service.

**Definition:** For purposes of this application, a “Corridor Program” is “a group of projects that collectively advance the entirety, or a ‘phase’ or ‘geographic section,’ of a corridor service development plan.” (*Guidance, 74 Fed. Reg. 29904, footnote 4*). A Corridor Program must have independent utility and measurable public benefits.

In addition to this application form and required supporting materials, applicants are required to submit a Corridor Service Overview.

An applicant may choose to represent its vision for the entire, fully-developed corridor service in one application or in multiple applications, provided that the set of improvements contained in each application submitted has independent utility and measurable public benefits. The same Service Development Plan may be submitted for multiple Track 2 Applications. Each Track 2 application will be evaluated independently with respect to related applications. Furthermore, FRA will make its evaluations and selections for Track 2 funding based on an entire application rather than on its component projects considered individually.

We appreciate your interest in the HSIPR Program and look forward to reviewing your entire application. If you have questions about the HSIPR program or the Application Form and Supporting Materials for Track 2, please contact us at [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

#### Instructions for the Track 2 Application Form:

- Please complete the HSIPR Application electronically. See Section G of this document for a complete list of the required application materials.
- In the space provided at the top of each section, please indicate the Corridor Program name, date of submission (mm/dd/yyyy), and an application version number assigned by the applicant. The Corridor Program name must be identical to the name listed in the Corridor Service Overview Master List of Related Applications. Consisting of less than 40 characters, the Corridor Program name must consist of the following elements, each separated by a hyphen: (1) the State abbreviation of the State submitting this application; (2) the route or corridor name that is the subject of the related Corridor Service Overview; and (3) a descriptor that will concisely identify the Corridor Program’s focus (e.g., HI-Fast Corridor-Main Stem).
- Section B, Question 10 requires a distinct name for each project under this Corridor Program. Please the following the naming convention: (1) the State abbreviation; (2) the route or

corridor name that forms part of the Corridor Program name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor-Wide River Bridge). For projects previously submitted under another application, please use the **same name** previously used on the project application.

- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Track 2 Corridor Program, please indicate "N/A."
- Narrative questions should be answered within the limitations indicated.
- Applicants must up load this completed and all other application materials to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) by October 2, 2009 at 11:59 pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).

Corridor Program Name: Texas T-Bone High Speed Rail Corridor Date of Submission: 10/02/09 Version Number: 1

## A. Point of Contact and Application Information

<b>(1) Application Point of Contact (POC) Name:</b> Jennifer Moczygemba, P.E.		<b>POC Title:</b> Multimodal Section Director		
<b>Applicant State Agency or Organization Name:</b> Texas Department of Transportation				
<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>Email:</b> jmoczyg@dot.state.tx.us		<b>Fax:</b> 512.416.2348		

Corridor Program Name: Texas HSR Express Texas T-Bone Date of Submission: 10/02/09 Version Number: 1

## B. Corridor Program Summary

(1) **Corridor Program Name:** Texas HSR Express Texas T-Bone

(2) **What are the anticipated start and end dates for the Corridor Program?** (mm/yyyy)

**Start Date:** 10/2010

**End Date:** 12/2020

(3) **Total Cost of the Corridor Program:** (Year of Expenditure (YOE) Dollars\*) \$ 24.1 Billion (2008-2009 Estimate)

**Of the total cost above,, how much would come from the FRA HSIPR Program:** (YOE Dollars\*\*) \$ 19.696 billion

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

**Please indicate the source(s) for matching funds:** N/A

\* 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.

(4) **Corridor Program Narrative.** Please limit response to 12,000 characters.

Describe the main features and characteristics of the Corridor Program, including a description of:

- The location(s) of the Corridor Program's component projects including name of rail line(s), State(s), and relevant jurisdiction(s) (include a map in supporting documentation).
- How this Corridor Program fits into the service development plan including long-range system expansions and full realization of service benefits.
- Substantive activities of the Corridor Program (e.g., specific improvements intended).
- Service(s) that would benefit from the Corridor Program, the stations that would be served, and the State(s) where the service operates.
- Anticipated service design of the corridor or route with specific attention to any important changes that the Corridor Program would bring to the fleet plan, schedules, classes of service, fare policies, service quality standards, train and station amenities, etc.
- How the Corridor Program was identified through a planning process and how the Corridor Program is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service, such as State rail plans or plans of local/regional MPOs.
- How the Corridor Program will fulfill a specific purpose and need in a cost-effective manner.
- The Corridor Program's independent utility.
- Any use of new or innovative technologies.
- 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 Corridor Program.
- Any PE/NEPA activities to be undertaken as part of the Corridor Program, including but not limited to: design studies and resulting program documents, the approach to agency and public involvement, permitting actions, and other key activities and objectives of this PE/NEPA work.

The Texas High Speed Rail Transportation Corporation initiated planning and formation of State of Texas stakeholders, state legislators and U.S. legislative members in the early 2000s to build upon the work initiated by the Texas Legislature in 1989 when a study by the Texas Turnpike Authority was authorized to carry forward with the planning, administration and management of a High Speed Rail Program which would serve travel between Fort Worth- Dallas, Houston, and San Antonio which came to be known as the

Texas Triangle. Although the study was terminated because of opposition by local governments, land owners and air carriers, the study did show a strong demand for High-Speed Rail development in the Texas Triangle. When the Federal Surface Transportation Act of 1991 (ISTEA) was passed, designating both the South Central Corridor connecting Tulsa, Oklahoma and San Antonio, Texas via Oklahoma City, Dallas-Fort Worth and Austin; and Little Rock, Arkansas with San Antonio via Texarkana, Dallas Fort-Worth and Austin; and the Gulf Coast Corridor connecting Houston, Texas and Atlanta, Georgia via New Orleans, Louisiana, Meridian, Mississippi, and Birmingham, Alabama; and Houston, Texas and Mobile, Alabama via New Orleans, the Texas High-Speed Rail Transportation Corporation was formed. The Texas T-Bone and Brazos Express as shown on the attached map corridors were developed after significant amounts of work with the local governments, State of Texas Legislatures and Federal Legislatures and High Speed Rail consultants and vendors. The 74 county area of Texas served by these two corridors will serve a population of 41,167,406 in 2040 which is 80% of the projected 2040 population forecasted for Texas (51,707,541).

Existing and operating railroads in the two corridor areas which includes both freight and passenger service, other than the AMTRAK Texas Eagle line between Dallas-Fort Worth and San Antonio are not oriented in direction of travel to serve the Texas T-Bone and Brazos Express Corridor High-Speed Rail Passenger Corridor travel. The current Texas AMTRAK usage of the Union Pacific Railroad Freight Rail facility is already congested, primarily with freight movement; therefore, either a new alignment for the High-Speed Rail service or possibly in a few areas, development of right of way adjacent to the existing Union Pacific right of way might be an alternative. Both the Union Pacific and the BNSF have rail lines which cross the corridors that would not serve as an alternative.

Based on the 215 mile per hour design speed planned for both corridors with operating speeds of 185 miles per hour, AMTRAK service would, if retained, serve as local ridership service, which might be integrated into the service plan for the Texas T-Bone and Brazos Express.

In response to the issue of substantive improvement activities, none are perceived at this time since the major portion of the trackage is proposed to be in new location. The State of Texas will be the primary recipient of high-speed rail service by the Texas T-Bone initially; however, the federally designated high-speed rail corridors will be served in the States of Oklahoma, Arkansas, and Louisiana when proposed extensions from the core corridors proposed by this application. A total of 15 stations are being considered at this time for the two corridors which will include the major airports in the Dallas/Fort Worth Metroplex and the City of Houston, as well as Austin, San Antonio, Waco, Temple, Killeen/Fort Hood, Bryan/College Station, and Hillsboro.

Since no service exists in the two corridors other than the Amtrak service furnished by the Texas Eagle, which furnishes daily service between San Antonio and Chicago, the service initiated will be new service. In order to provide service appropriate for business type trips, schedules based on opening day passenger trip projections will be structured for peak hour, AM and PM, and 24 hour service with train timing based the projected need for the service and passenger volumes. The fare policy will be based on a mid-point average between the cost of travel by automobile and travel by air carrier. Although a final decision has not been developed concerning quality standards, station amenities, train amenities such as computer and communications connectivity, the current planning envisions state the art amenities in the design of the system which serves the passengers.

The Texas Department of Transportation believes the development of the Texas T-Bone High Speed Rail Corridor is compatible with their long range planning goals and has included the Planning Studies for High Speed Rail Corridors in its most recent adjustments to the State Transportation Improvement Program. The Dallas/Fort Worth MPO has included high-speed rail in its 2030 transportation plan which might serve both the DFW International Airport which would, through planned light rail projects, provide rail connectivity to the central business districts of both Dallas and Fort Worth.

The Corridor program for the Texas T-Bone High-Speed Rail Corridor will furnish an opportunity for a 2020 opening day of service for 30.4 million passengers per year, and a projected 51.9 million passengers in 2040. The need for high-speed rail service has been and continues to be a goal of transportation leaders in Texas and the need to serve the growing population of Texas.

The Texas T-Bone High-Speed Rail Corridor has independent utility; however, they will furnish connectivity to the nation's designated high-speed rail corridors as they are developed.

Currently, the 215 miles per hour high-speed rail design speed with operating speeds in excess of 185 miles per hour utilizing electric catenary and steel wheel locomotives will be developed for acquisition of rolling stock with the primary goal of passenger comfort and safety with emphasis on reliability of service offered.

Currently, the use of railroad assets or rights of way is not contemplated; however, in the IH 35 corridor and Union Pacific right of way location, the possibility of placing the High Speed Rail facility close to the Union Pacific right of way to avoid property severance to the maximum will be an alternative.

AMTRAK service currently operated on a daily basis within the Texas T-Bone High Speed Rail Corridor may not be able to maintain operation when the initial service of the high speed rail is opened in 2020. The UP heavy freight traffic should not be disturbed, and a new location for High speed Rail Service seems at this time the best alternative.

The Texas High Speed Rail Transportation Corporation anticipates when the Preliminary Design Phase of Corridor Development commences, a very intensive of stakeholders, local governments, the Texas Legislature representatives, property owners of land located along the corridor, other transportation providers and the general public will be involved to the maximum extent possible. Although major environmental impacts or fatal flaws are not anticipated in the development of both preferred alternative which will also be the locally preserved alternative; any impacts will be mitigated to the extent required to meet all standards.

**(5) Describe the service objective(s) for this Corridor Program** (check all that apply):

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

**(6) Right-of-Way-Ownership.** Provide information for all railroad right-of-way owners in the Corridor Program area. Where railroads currently share ownership, identify the primary owner. *If more than three owners, please detail in Section F of this application.*

Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of agreements to implement projects
Regional or Shortline	North East Texas Rural Rail District	100.0	N/A	No Agreement, but Host Railroad Support
Class 1 Freight				No Host Railroad Involved
Class 1 Freight				No Host Railroad Involved

**(7) Services.** Provide information for all existing rail services within Corridor Program boundaries (freight, commuter, and intercity passenger). *If more than three services, please detail in Section F of this application.*

Type of Service	Name of Operator	Top Speed Within Boundaries	Number of Route Miles	Average Number of Daily	Notes

		Passenger	Freight	Within Boundaries	One-Way Train Operations within Boundaries <sup>1</sup>	
Freight	Union Pacific		70	30 miles	Unknown	
Freight	AMTRAK on Union	70		30 miles	Unknown	
Freight						

**(8) Rolling Stock Type.** Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the Corridor Program. *Please limit response to 2,000 characters.*

**(9) Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) (e.g., Amtrak). If more than one operating partner is envisioned, please describe in Section F.

Name of Operating Partner: Not Applicable

Status of Agreement: Final executed agreement on project scope/outcomes

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<sup>1</sup> One round trip equals two one-way train operations.

**(10) Master Project List.** Please list all projects included in this Track 2 Corridor Program application in the table below. If available, include more detailed project costs for each project as a supporting form (see Section G below).

Project Name	Project Type	Project Description	Project Start Date (mm/yyyy)	Estimated Project Cost (Millions of YOE Dollars, One Decimal)		Was this Project included in a prior HSIPR application? Indicate track number(s).	Are more detailed project costs included in the Supporting Forms?
				Total Cost	Amount Applied For		
Texas HSR Express Texas T-Bone	PE/ NEPA	490 Mile Serving DFW to San Antonio and Houston	09/2010	1.7 Bill	\$1.7 Bill	1B	No
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
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	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes

**Note:** In addition to **program** level supporting documentation, all applicable **project** level supporting documentation is required prior to award. If project level documentation is available now, you may submit it; however, if it is not provided in this application, this project may be considered as a part of a possible Letter of Intent but will not be considered for FD/Construction grant award until this documentation has been submitted.

**In narrative form, please describe the sequencing of the projects listed in Question 10. Which activities must be pursued sequentially, which can be done at any time, and which can be done simultaneously? Please limit response to 4,000 characters.**

The Texas High speed Rail Transportation Corporation proposes to develop the Texas T-Bone and Brazos Express simultaneously. Due to the configuration of the two corridors, and need to provide service from DFW to Houston, and need to serve the area between DFW and San Antonio with a station in Houston and provide San Antonio with Houston service, and current sequence provided for the construction and operation of the High Speed Rail facility as a 490 mile system. The opening day traffic of 30.4 million passengers per year is based on the completion of the two corridors. Obviously, the preliminary design work and environmental documentation cannot be commenced prior to the development of a significant amount of data for the 490 mile length of the two corridors; therefore, this first item of data of collection will need to be commenced as soon as possible in the project development phase. (Note: Only PE NEPA is being addressed in this discussion, since funding for final design and right of way cannot be authorized until the NEPA process has been completed.)

Corridor Program Name: Texas HSR Express Texas T-Bone Date of Submission: 10/02/09 Version Number: 1

## C. Eligibility Information

<p><b>(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance:</b>  <input checked="" type="checkbox"/> State  <input type="checkbox"/> Amtrak</p> <p><b>If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:</b>  <input type="checkbox"/> Group of States  <input type="checkbox"/> Interstate Compact  <input type="checkbox"/> Public Agency established by one or more States  <input type="checkbox"/> Amtrak in cooperation with a State or States</p>					
<p><b>(2) Establish completion of all elements of a Service Development Plan.</b> Note: One Service Development Plan may be referenced in multiple Track 2 Applications for the same corridor service.  <b>Please provide information on the status of the below Service and Implementation Planning Activities:</b></p>					
	<b>Select <u>One</u> of the Following:</b>			<b>Provide Dates for all activities:</b>	
	No study exists	Study Initiated	Study Completed	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
<b>Service Planning Activities/Documents</b>					
Purpose & Need/Rationale	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Service/Operating Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Prioritized Capital Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Ridership/Revenue Forecast	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Operating Cost Forecast	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Assessment of Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<b>Implementation Planning Activities/Documents</b>					
Program Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Financial Plan (capital & operating – sources/uses)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Assessment of Risks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

**(3) Establish Completion of Service NEPA Documentation (the date document was issued and how documentation can be verified by FRA).** The following are approved methods of NEPA verification (in order of FRA preference): 1) References to large EISs and EAs that FRA has previously issued, 2) Web link if NEPA document is posted to a website (including www.fra.gov), 3) Electronic copy of non-FRA documents attached with supporting documentation, or 4) a hard copy of non-FRA documents (large documents should not be scanned but should be submitted to FRA via an express delivery service). See HSIPR Guidance Section 1.6 and Appendix 3.2.9.

Note to applicants: Prior to obligation of funds for FD/Construction activities under Track 2, all project specific documents will be required (e.g. Project NEPA, Financial Plan, and Project Management Plan).

Documentation	Date (mm/yyyy)	Describe How Documentation Can be Verified
Tier 1 NEPA EA	Not performed	
Tier 1 NEPA EA		
Tier 1 NEPA EA		

**(4) Indicate if there is an environmental decision from FRA (date document was issued and web hyperlink if available)**

Documentation	Date (mm/yyyy)	Hyperlink (if available)
Finding of No Significant Impact	N/A	
Finding of No Significant Impact	N/A	
Finding of No Significant Impact	N/A	

Corridor Program Name: Texas HSR Express Texas T-Bone Date of Submission: 10/02/09 Version Number: 1

## D. Public Return on Investment

**(1) 1A. Transportation Benefits.** See HSIPR Guidance Section 5.1.1.1. Please limit response to 8,000 characters.

How is the Corridor Program anticipated to improve Intercity Passenger Rail (IPR) service? Describe the overall transportation benefits, including information on the following (*please provide a level of detail appropriate to the type of investment*):

- Introduction of new IPR service: Will the Corridor Program lead directly to the introduction of a new IPR service that is not comparable to the existing service (if any) on the corridor in question? Describe the new service and what would make it a significant step forward in intercity transportation.
- IPR network development: Describe projected, planned, and potential improvements and/or expansions of the IPR network that may result from the Corridor Program, including but not limited to: better intermodal connections and access to stations; opportunities for interoperability with other services; standardization of operations, equipment, and signaling; and the use of innovative technologies.
- IPR service performance improvements (*also provide specific metrics in table 1B below*): Please describe service performance improvements directly related to the Corridor Program, as well as a comparison with any existing comparable service. Describe relevant reliability improvements (e.g., increases in on-time performance, reduction in operating delays), reduced schedule trip times, increases in frequencies, aggregate travel time savings (resulting from reductions to both schedule time and delays, e.g., expressed in passenger-minutes), and other relevant performance improvements.
- Suggested supplementary information (*only when applicable*):
  - Transportation Safety: Describe overall safety improvements that are anticipated to result from the Corridor Program, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to IPR service.
  - Cross-modal benefits from the Corridor Program, including benefits to:
    - ✓ Commuter Rail Services – Service improvements and results (applying the same approach as for IPR above).
    - ✓ Freight Rail Services – Service performance improvements (e.g., increases in reliability and capacity), results (e.g. increases in ton-miles or car-miles of the benefiting freight services), and/or other congestion, capacity or safety benefits.
    - ✓ Congestion Reduction/Alleviation in Other Modes; Delay or Avoidance of Planned Investments – Describe any expected aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Also, describe any planned investments in other modes of transportation (and their estimated costs if available) that may be avoided or delayed due to the improvement to IPR service that will result from the Corridor Program.

### Transportation Benefits

#### Introduction of new IPR (Intercity Passenger Rail) service

These two corridor programs, Texas T-Bone and Brazos Express, will furnish intercity passenger rail between the two metropolitan areas of Houston and Dallas-Fort Worth on a 24 hour basis when implemented. These two corridors will furnish 24 hour intercity passenger rail service between San Antonio and Houston metropolitan areas where none now exists on a 24 hour basis. This service between Dallas-Fort Worth and San Antonio will furnish 24 hour service instead or in addition to the one trip daily between Dallas-Fort Worth and San Antonio by AMTRAK. These corridors will tie Killeen/Fort Hood to both Houston, and San Antonio which are extremely important because of the troop deployment and material movement to overseas troop units and the medical support afforded by Brooke Army Medical Center at Fort Sam Houston.

Since the proposed Texas T-Bone and Brazos Express are newly created state of the art High Speed Rail facilities

being planned, all of the issues such as intermodal connections, access to stations, opportunities for interoperability with other services, standardization of operations, equipment, and signaling; and the use of innovative techniques will be a part of the planning. Other items such as passenger comfort, train passenger amenities, etc., will receive significant attention.

Since the Texas T-Bone and Brazos Express corridors are not currently served with high speed rail or daily 24 hour passenger rail service, everything will be state of the art based on time of design and construction. The highest performance standards which can be obtained and developed on a cost effective basis will be utilized in the development of service plans and operational procedures.

Under transportation safety, all highways, roads, other railroads, pedestrian crossing, etc., will be grade separated, and fencing and other types of systems will be developed to provide for denial of access to the high speed rail right of way.

Planning for the integration of modal transfers at airports, ground stations along the route, transfer to ocean going ships at the Port of Houston, and generally detailed attention to the development of modal transfers at all locations will be developed.

D. Public Return on Investment

1B. Operational and Ridership Benefits Metrics:

Since a formal operating plan based on station passenger proposed utilization has not been completed, several items listed in the corridor metric cannot be responded to at this time.

**1B. Operational and Ridership Benefits Metrics:** In the table(s) below, provide information on the anticipated levels of transportation benefits and ridership that are projected to occur in the corridor service or route, following completion of the proposed Corridor Program.

**Note: The “Actual—FY 2008 levels” only apply to rail services that currently exist. If no comparable rail service exists, leave column blank.**

Corridor Program Metric	Actual – FY 2008 levels	Projected Totals by Year		
		First full year of operation	Fifth full year of operation	Tenth full year of operation
Annual passenger-trips	NA	30.4 million	35.8 million	41.2 million
Annual passenger-miles (millions)	NA	7,600 million	8,950 million	10,300 million
Annual IPR seat-miles offered (millions)	NA	No estimate	No estimate	No estimate
Average number of daily round trip train operations (typical weekday)	NA	No estimate at this time	No estimate at this time	No estimate at this time
On-time performance (OTP) <sup>2</sup> – percent of trains on time at endpoint terminals	NA	No data since facility has not been opened	No data since facility has not been opened	No data since facility has not been opened
Average train operating delays: minutes of en-route delays per 10,000 train-miles <sup>3</sup>	NA	No data since facility has not been opened	No data since facility has not been opened	No data since facility has not been opened
Top passenger train operating speed (mph)	NA	Proposed to be 185 miles/hour	Proposed 185 miles /hour	Proposed 185 miles/hour
Average scheduled operating speed (mph) (between endpoint terminals)	NA	No data	No data	No data

<sup>2</sup> ‘On-time’ is defined as within the distance-based thresholds originally issued by the Interstate Commerce Commission, which are: 0 to 250 miles and all Acela trains—10 minutes; 251 to 350 miles—15 minutes; 351 to 450 miles—20 minutes; 451 to 550 miles—25 minutes; and 551 or more miles—30 minutes.

<sup>3</sup> As calculated by Amtrak according to its existing procedures and definitions. Useful background (but not the exact measure cited on a route-by-route basis) can be found at pages E-1 through E-6 of Amtrak’s May 2009 Monthly Performance Report at <http://www.amtrak.com/pdf/0905monthly.pdf>

**(2) A. Economic Recovery Benefits:** Please limit response to 6,000 characters. For more information, see Section 5.1.1.2 of the HSIPR Guidance.

Describe the contribution the Corridor Program is intended to make towards economic recovery and reinvestment, including information on the following:

- How the Corridor Program will result in the creation and preservation of jobs, including number of onsite and other direct jobs (on a 2,080 work-hour per year, full-time equivalent basis), and timeline for achieving the anticipated job creation.
- How the different phases of the Corridor Program will affect job creation (consider the construction period and operating period).
- How the Corridor Program will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period and operating period).
- How the Corridor Program will result in increases in efficiency by promoting technological advances.
- How the Corridor Program represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe how the Corridor Program was identified as a solution to a wider economic challenge).
- If applicable, how the Corridor Program will help to avoid reductions in State-provided essential services.

\* The project implementation period from 2010 to 2015 will include the development of an operation plan for the 490 mile Texas T-Bone, as well as final determination of the technology and design of rolling stock, train headways, identification of final station locations and final development of a service plan, location of electrical sub-stations, location of maintenance facilities, and preliminary design of infrastructure and development of environmental documentation and environmental record of decision based on a Tier 1, structured environmental impact statement, and development of schematic design drawings for the 490 mile system. Determination of final financial plan, define and organize governance.

Project Implementation Period  
September, 2010 to September, 2015

TOTAL OF ALL YEARS FOR PROJECT IMPLEMENTATION -- 835 FTE Years

Final Design and Right of Way Acquisition Period  
September, 2014 to 2017

TOTAL FOR ALL YEARS FOR FINAL DESIGN & ROW - 26898 FTE Years

TOTAL OF ALL YEARS FOR PROJECT CONSTRUCTION AND FABRICATION OF ROLLING STOCK: 15,600 FTE Years

**2B. Job Creation.** Provide the following information about job creation through the life of the Corridor Program. Please consider construction, maintenance and operations jobs.

Anticipated number of onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis).	FD/ Construction Period	First full year of operation	Fifth full year of operation	Tenth full year of operation
	15,600	7,936	9,560	11,471

**(3) Environmental Benefits.** *Please limit response to 6,000 characters.*

How will the Corridor Program improve environmental quality, energy efficiency, and reduce in the Nation’s dependence on oil? Address the following:

- Any projected reductions in key emissions (CO<sub>2</sub>, O<sub>3</sub>, CO, PM<sub>x</sub>, and NO<sub>x</sub>) and their anticipated effects. Provide any available forecasts of emission reductions from a baseline of existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation (*provide supporting documentation if available*).
- Any expected energy and oil savings from traffic diversion from other modes and changes in the sources of energy for transportation. Provide any available information on changes from the baseline of the existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation (*provide supporting documentation if available*).
- Use of green methods and technologies. Address green building design, “Leadership in Environmental and Energy Design” building design standards, green manufacturing methods, energy efficient rail equipment, and/or other environmentally-friendly approaches.

Since this is a new mode of transportation to the Texas T-Bone and Brazos corridors, other than the AMTRAK service which exists between Dallas-Fort Worth and San Antonio which operates at speeds no higher than 70 miles per hour, the projected ridership does not include passengers that have trips between DFW and San Antonio on the AMTRAK.

Based on analysis of auto movement in the 74 County Area of Texas served by the Texas T-Bone and Brazos Express, the following mode transfer from air carriers and auto is projected for the first, fifth and tenth year of operation:

	2020	2025	2030
Auto: Person Trips	77,358 per day	90,309 per day	103,660 per day
	28.2 million per year	32.9 million per year	37.8 million per year
Air Carrier:	5,892 per day	7,554 per day	9,216 per day
	2.1 million per year	2.8 million per year	3.4 million per year

High speed rail propulsion will be provided by electricity, and our studies have not advanced to the point of identifying where or how the electricity will be generated (e.g., natural gas, coal, lignite or nuclear). As we move into the NEPA process, a more definitive analysis will obviously be performed.

Based on vendor reports, we would anticipate a significant saving in the energy expended by high speed rail per passenger mile utilizing electricity versus the current usage of fossil fuels by auto and air carrier. By 2020 in Texas we understand electrical generating plants will probably not use coal, but this cannot be guaranteed by anyone.

The stations, maintenance facilities, and ancillary offices will be new constructions; therefore, state of the art green methods and technologies developed between now and the 2017-2020 time frame will certainly be the appropriate choice for the construction of these new structures.

**(4) Livable Communities Corridor Program Benefits Narrative.** *(For more information, see Section 5.1.1.3 of the HSIPR Guidance, Livable Communities). Please limit response to 3,000 characters.*

How will the Corridor Program foster Livable Communities? Address the following:

- Integration with existing high density, livable development: Provide specific examples, such as (a) central business districts with walking/biking and (b) public transportation distribution networks with transit-oriented development.
- Development of intermodal stations: Describe such features as direct transfers to other modes (both intercity passenger transport and local transit).

Since the current station location terminal for Dallas-Fort Worth will be located at a terminal at DFW International Airport, for Houston at George Bush International Airport for San Antonio at San Antonio International Airport with a possible central business district, Killeen-Fort Hood, at an existing airport which serves both Killeen and Fort Hood. In Temple a location has not been established. At Waco, a location has not been established. At Bryan-College, a station has not been established. At the Houston Port Authority, no location has been established. At Waco, no location has been established. We are limited in our ability to comment on the issues requested.

The DFW International Airport is probably the best example of an intermodal facility in the nation. This airport is very close to being served by a light rail transit from the Dallas central business district (Orange Line), a commuter rail from the Fort Worth central business district, and on the east side a commuter Rail from Plano and Richardson. The airport allows shuttle buses of all types as well as taxis to serve the passengers' needs. Very adequate parking for auto passengers is provided. Due to the heavy freight handled by air carrier cargo service at DFW, truck delivery mode is also significant.

The smaller urbanized area stations located in Temple, Waco, San Marcos, Bryan-College Station, and others which have yet to be determined will offer opportunities for Transit Oriented Development in conjunction with the development of the High Speed Rail Station development.

Austin-Bergstrom offers opportunities related to a business park located both within and outside of the airport boundaries. We concur with the thought that every effort should be used to integrate appropriate interface between the modes of transportation serving the stations and encouragement of retail and office development around the stations possibly through a TIF which could assist in the financing of the stations.

We believe the development of livable communities and smart growth, and sustainable development principals around the high speed rail stations should be utilized as much as possible.

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## E. Application Success Factors

**(1) Project Management Approach and Applicant Qualifications Narrative.** *Please provide separate responses to each of the following. Additional information on program management is provided in Section 5.1.2.1 of the HSIPR Guidance, Project Management.*

**1A. Applicant qualifications.**

Management experience: Does the applicant have experience in managing rail investments and Corridor Programs of a similar size and scope to the one proposed in this application?

Yes - Briefly describe experience (brief project(s) overview, dates)

No- Briefly describe expected plan to build technical and managerial capacity. Provide reference to Project Management Plan.

*Please limit response to 3,000 characters.*

The applicant is the Texas Department of Transportation. This organization has been involved in the transportation provider business for over 90 years and currently oversees passenger rail and freight rail planning and safety programs for the State of Texas. The Department is in the process of establishing a Rail Division which will coordinate the planning, design and construction of a passenger rail system for Texas which will help address the need for multimodal solutions for transportation challenges facing the state of Texas..

**1B. Describe the organizational approach for the different Corridor Program stages included in this application (e.g., final design, construction), including the roles of staff, contractors and stakeholders in implementing the Corridor Program. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors.** *Please limit response to 3,000 characters.*

**1C. Does any part of the Corridor Program require approval by FRA of a waiver petition from a Federal railroad safety regulation? (Reference to or discussion of potential waiver petitions will not affect FRA's handling or disposition of such waiver petitions).**

YES- If yes, explain and provide a timeline for obtaining the waivers

NO

*Please limit response to 1,500 characters.*

**1D. Provide a preliminary self-assessment of Corridor Program uncertainties and mitigation strategies (consider funding risk, schedule risk and stakeholder risk). Describe any areas in which the applicant could use technical assistance, best practices, advice or support from others, including FRA.** *Please limit response to 2,000 characters.*

Based on our understanding of the corridor program funding and need for coordination with FRA, the applicant will be seeking assistance from numerous sources. Assistance from FRA will certainly be appreciated as we move forward in the process of developing the NEPA process and preliminary design phase.

**(2) Stakeholder Agreements Narrative.** *Additional information on Stakeholder Agreements is provided in Section 5.1.2.2 of the HSIPR Guidance.*

Under each of the following categories, describe the applicant's progress in developing requisite agreements with key stakeholders. In addition to describing the current status of any such agreements, address the applicant's experience in framing and implementing similar agreements, as well as the specific topics pertaining to each category.

**2A. Ownership Agreements** – Describe how agreements will be finalized with railroad infrastructure owners listed in the “Right-of-Way Ownership” and “Service Description” tables in Section B. If appropriate, “owner(s)” may also include operator(s) under trackage rights or lease agreements. Describe how the parties will agree on Corridor Program design and scope, benefits, implementation, use of Corridor Program property, maintenance, scheduling, dispatching and operating slots, Corridor Program ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 3,000 characters.*

At this time the Texas High Speed Rail Transportation Corporation does not see an opportunity to utilize the Union Pacific right of way which is located alongside of I.H. 35E for any portion of the construction of the Texas T-Bone and Brazos Express. Obviously, within the 490 mile corridor length, railroad crossings and locations adjacent to existing railroad right of way may be necessary as the alignment for the high speed rail facility is established. Since the need does not appear to be a necessary item in planning at this time, our response would be not applicable.

**2B. Operating Agreements** – Describe the status and contents of agreements with the intended operator(s) listed in “Services” table in the Application Overview section above. Address Corridor Program benefits, operation and financial conditions, statutory conditions, and other relevant topics. *Please limit response to 3,000 characters.*

Based on the current conditions, we do not believe this issue will need to be addressed.

**2C. Selection of Operator** – If the proposed operator railroad was not selected competitively, please provide a justification for its selection, including why the selected operator is most qualified, taking into account cost and other quantitative and qualitative factors, and why the selection of the proposed operator will not needlessly increase the cost of the Corridor Program or of the operations that it enables or improves. *Please limit response to 3,000 characters.*

Not Applicable. See 2A and 2B

**2D. Other Stakeholder Agreements** – Provide relevant information on other stakeholder agreements including State and local governments. *Please limit response to 3,000 characters.*

The Texas High Speed Rail and Transportation Corporation, a non-profit corporation owned and operated by numerous cities, counties, ports, and rail districts in the states of Texas and Arkansas, represents the grassroots advocacy efforts for the development of high-speed rail along the South Central High-Speed Rail Corridor. In addition, each member city, county, port, and rail district has fully endorsed and supports the timely development of the Texas T-Bone High Speed Rail Corridor complete with the performance standards and organizational structure outlined by the relevant portions of this application.

**2E. Agreements with operators of other types of rail service** - Are benefits to non-intercity passenger rail services (e.g., commuter, freight) foreseen? Describe any cost sharing agreements with operators of non-intercity passenger rail service (e.g., commuter, freight). *Please limit response to 3,000 characters.*

At this time the Texas High Speed Rail Transportation Corporation does not visualize cost sharing agreements with non-intercity passenger rail service providers.

**(3) Financial Information**

**3A. Capital Funding Sources.** Please provide the following information about your funding sources (if applicable).

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding <sup>4</sup>	Type of Funds	Dollar Amount (millions of \$ YOE)	% of Program Cost	Describe uploaded supporting documentation to help FRA verify funding source
	New	Committed				
	New	Committed				
	New	Committed				
	New	Committed				

**3B. Capital Investment Financial Agreements.** Describe any cost sharing contribution the applicant intends to make towards the Corridor Program, including its source, level of commitment, and agreement to cover cost increases or financial shortfalls. Describe the status and nature of any agreements between funding stakeholders that would provide for the applicant’s proposed match, including the responsibilities and guarantees undertaken by the parties. Provide a brief description of any in-kind matches that are expected. *Please limit response to 3,000 characters.*

**3C. Corridor Program Sustainability and Operating Financial Plan.**

Please report on the Applicant’s projections of future financial requirements to sustain the service by completing the table below (in YOE dollars) and answering the following question. Describe the source, nature, share, and likelihood of each identified funding source that will enable the State to satisfy its projected financial support requirements to sustain the operation of the service addressed in this Corridor Program. *Please limit response to 2,000 characters.*

**Note: Please enter supporting projections in the Track 2 Application Supporting Forms, and submit related funding agreements or other documents with the Supporting Materials described in Part G of this Track 2 Application. The numbers entered in this table must agree with analogous numbers in the Supporting Forms.**

<sup>4</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 phase 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 phase, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed phase.

**Budgeted:** This category is for funds that have been budgeted and/or programmed for use on the proposed phase 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 phase sponsor’s control (e.g., the phase 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.

Funding Requirement (as identified on the Supporting Form)	Projected Totals by Year (\$ Millions Year Of Expenditure (YOE)* Dollars - One Decimal)			
	Baseline Actual-FY 2009 Levels (State operating subsidy for FY 2009 if existing service)	First full year of operation	Fifth full year of operation	Tenth full year of operation
Indicate the Fiscal Year	2009	2021 \$1,020 million	2025 \$1,194 Million	2030 \$1,367 Million
Surplus/deficit after capital asset renewal charge <sup>5</sup>				
Total Non-FRA sources of funds applicable to the surplus/deficit after capital asset renewal				
Funding Requirements for which Available Funds Are Not Identified				
<p>* 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>Note: Data reported in this section should be consistent with the information provided in the Operating and Financial Performance supporting form for this application.</p>				
<p><b>(4) Financial Management Capacity and Capability</b> – Provide audit results and/or other evidence to describe applicant capability to absorb potential cost overruns, financial shortfalls identified in 3C, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. <i>Please limit response to 3,000 characters.</i></p>				
<p><b>(5) Timeliness of Corridor Program Completion</b> – Provide the following information on the dates and duration of key activities, if applicable. For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Corridor Program Completion.</p>				
Final Design Duration:		40 months		
Construction Duration:		40 months		
Rolling Stock Acquisition/Refurbishment Duration:		40 months		
Service Operations Start date:		12/2020 (mm/yyyy)		

<sup>5</sup> The “capital asset renewal charge” is an annualized provision for **future** asset replacement, refurbishment, and expansion. It is the annualized equivalent to the “continuing investments” defined in the FRA’s Commercial Feasibility Study of high-speed ground transportation (*High-Speed Ground Transportation for America*, September 1997, available at <http://www.fra.dot.gov/us/content/515> (see pages 5-6 and 5-7).

**(6) If applicable, describe how the Corridor Program will promote domestic manufacturing, supply and industrial development, including furthering United States-based equipment manufacturing and supply industries. Please limit response to 1,500 characters.**

The Texas High Speed Rail Transportation Corporation and the Texas Department of Transportation have not discussed issues associated with the development of contracting procedures for the development of infrastructure and rolling stock domestically or by foreign vendors. No comments are offered at this time.

**(7) If applicable, describe how the Corridor Program will help develop United States professional railroad engineering, operating, planning and management capacity needed for sustainable IPR development in the United States. Please limit response to 1,500 characters.**

The Texas High Speed Rail Transportation Corporation and the Texas Department of Transportation have not discussed the issue of professional engineering, operating, planning and management capacity domestically or by foreign firms; therefore, no comments are offered at this time.

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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 E, Question 1B). *This section is optional.*

*No further information or comments are offered at this time.*

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## G.Summary of Application Materials

Note: In addition to the requirements listed below, applicants must comply with all requirements set forth in the HSIPR Guidance and all applicable Federal laws and regulations, including the American Recovery and Reinvestment Act of 2009 (ARRA) and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Application Forms	Required for Corridor Programs	Required for Projects [See Note Below]	Reference	Comments
<input checked="" type="checkbox"/> This Application Form	✓		HSIPR Guidance Section 4.3.3.3	
<input checked="" type="checkbox"/> Corridor Service Overview (Same Corridor Service Overview may be used for multiple applications)	✓		HSIPR Guidance Section 4.3.3.3	
Supporting Forms <i>(Forms are provided by FRA on Grant Solutions and the FRA website)</i>	Required for Corridor Programs	Required for Projects [See Note Below]	Reference	Comments
<input checked="" type="checkbox"/> General Info	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
<input type="checkbox"/> Detailed Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
<input type="checkbox"/> Annual Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
<input type="checkbox"/> Operating and Financial Performance and Any Related Financial Forms	✓		HSIPR Guidance Section 5.3.5	FRA Excel Form
<input type="checkbox"/> Program or Project Schedule	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form

<b>Supporting Documents</b> <i>(Documents to be generated and provided by the applicant)</i>	<b>Required for Corridor Programs</b>	<b>Required for Projects [See Note Below]</b>	<b>Reference</b>	<b>Comments</b>
<input checked="" type="checkbox"/> Map of Corridor Service	✓		Corridor Service Overview Question B.2	
<input type="checkbox"/> Service Development Plan	✓		HSIPR Guidance Section 1.6.2	
<input type="checkbox"/> “Service” NEPA	✓		HSIPR Guidance Section 1.6.2	
<input type="checkbox"/> Project Management Plan	✓		HSIPR Guidance Section 4.3.3.2	
<input type="checkbox"/> “Project” NEPA (Required before obligation of funds)		✓	HSIPR Guidance Section 1.6.2	
<input type="checkbox"/> PE Materials	✓	✓	HSIPR Guidance Section 1.6.2	
<input type="checkbox"/> Stakeholder Agreements	✓	✓	HSIPR Guidance Section 4.3.3.2	
<input type="checkbox"/> Financial Plan	✓	✓	HSIPR Guidance Section 4.3.3.2	
<input type="checkbox"/> Job Creation	✓	✓	HSIPR Guidance Section 1.6.2	
<b>Standard Forms</b> <i>(Can be found on the FRA website and <a href="http://www.forms.gov">www.forms.gov</a>)</i>	<b>Required for Corridor Programs</b>	<b>Required for Projects [See Note Below]</b>	<b>Reference</b>	<b>Comments</b>

<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Form
<input type="checkbox"/> SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
<input checked="" type="checkbox"/> SF 424D: Assurances-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	Form
<p><b>Note: Items checked under “Corridor Programs” are required at the time of submission of this Track 2 Corridor Programs application. Items checked under “Projects” are optional at the time of submission of this Track 2 Corridor Programs application, but required prior to FD/Construction grant award.</b></p>				

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 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**.