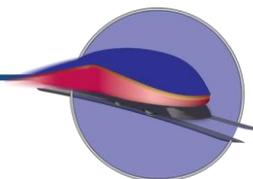


Project Name: Kansas Service Development Plan Date of Submission: 08-24-09 Version Number: 1

High Speed Intercity Passenger Rail (HSIPR) Program



Application Form

Track 3–Planning

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

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

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 3 Planning Project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Planning Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: John W. Maddox, C.P.M.		POC Title: Kansas Department of Transportation, Freight and Rail Unit Program Manager		
Street Address / City: Eisenhower State Office Building 700 SW Harrison, 2 nd Floor Tower	City: Topeka	State: KS	Zip Code: 66603	Telephone Number: 785-296-3228
Fax: 785-296-0963		Email: johnm@ksdot.org		

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

(3) Name(s) of additional States applying in this group (if applicable): NA

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

Application Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
Grade Crossing Improvement Program	Kansas	Track 3	\$ 10,000,000	Will Apply
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied

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B. Project Overview

<p>(1) Planning Project Name: Kansas Service Development Plan (SDP)</p>						
<p>(2) Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)? <i>Please limit your response to 1,000 characters.</i></p> <p style="margin-left: 40px;">This SDP will cover expanded new passenger rail service over the BNSF Railway track between Newton, KS and Okalahoma City, OK connecting the national Southwest Chief service with the regional Heartland Flyer service, as well as potential new service connecting the metroplexes of Kansas City and Dallas/Fort Worth..</p>						
<p>(3) Which of the following planning activities are proposed to be funded under the HSIPR Program?</p> <p><input type="checkbox"/> Alternative Analysis Studies</p> <p><input checked="" type="checkbox"/> Service Development Planning</p> <p><input type="checkbox"/> "Service" or "Tier 1" NEPA</p> <p><input type="checkbox"/> Other <i>(Please Describe):</i></p>						
<p>(4) Describe the service attributes of the Program/Project for which you are planning <i>(check all that apply):</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><input type="checkbox"/> Additional Service Frequencies</td> <td style="width: 50%;"><input type="checkbox"/> Improved On-Time performance on Existing Route</td> </tr> <tr> <td><input checked="" type="checkbox"/> New Service</td> <td><input type="checkbox"/> Increased Average Speeds/Shorter Trip Times</td> </tr> <tr> <td><input type="checkbox"/> Service Quality Improvements</td> <td><input type="checkbox"/> Other <i>(Please Describe):</i></td> </tr> </table>	<input type="checkbox"/> Additional Service Frequencies	<input type="checkbox"/> Improved On-Time performance on Existing Route	<input checked="" type="checkbox"/> New Service	<input type="checkbox"/> Increased Average Speeds/Shorter Trip Times	<input type="checkbox"/> Service Quality Improvements	<input type="checkbox"/> Other <i>(Please Describe):</i>
<input type="checkbox"/> Additional Service Frequencies	<input type="checkbox"/> Improved On-Time performance on Existing Route					
<input checked="" type="checkbox"/> New Service	<input type="checkbox"/> Increased Average Speeds/Shorter Trip Times					
<input type="checkbox"/> Service Quality Improvements	<input type="checkbox"/> Other <i>(Please Describe):</i>					
<p>(5) What are the anticipated start and end dates for this Planning Project? <i>(mm/yyyy)</i></p> <p style="text-align: center;">Start Date: 01/2010 End Date: 01/2011</p>						
<p>(6) Total Cost of Planning Activity(s) (Year of Expenditure (YOE) Dollars*): \$ 500,000</p> <p>Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 250,000</p> <p><small>* 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</small></p> <p><small>** This is the amount for which the applicant is applying.</small></p>						
<p>(7) Planning Project Overview. <i>Please limit response to 4,000 characters.</i></p> <p>Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:</p> <ul style="list-style-type: none"> • Component of a Service Development Plan 						

- Planning Tasks / Milestones
- Preparation of Documents, Including Expected Deliverables

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

The work to be completed is the development of a Service Development Plan (SDP) that would follow the completion of the Amtrak Expansion Feasibility Study (due to be completed in late 2009) that will analyze expanded new passenger rail service, over BNSF Railway track, between Newton, KS and Oklahoma City, OK connecting the national Southwest Chief service with the regional Heartland Flyer service, as well as potential new service connecting the metroplexes of Kansas City and Dallas/Fort Worth. The results of the Expansion Feasibility Study will provide a base from which to develop an SDP. This effort would encompass all required components of an SDP. Additionally, KDOT is currently updating The Kansas Department of Transportation (KDOT) will be the lead agency and work closely with Amtrak, the Missouri, Oklahoma and Texas DOTs, cities and MPOs identified as station stops, and the BNSF Railway, during all phases of developing the SDP. KDOT will contract with a consulting firm specializing in passenger rail planning to help develop the SDP. Additional support and resources will be available within KDOT’s Statewide Planning Unit, Metropolitan Planning Organization Unit, and Bureau of Design Coordinating Section. A well coordinated outreach program will be designed to gather input from DOT stakeholders, including entities such as the Northern Flyer Alliance (NFA) and the National Association of Railroad Passengers (NARP) and the general public. This effort would include public meetings, one-on-one interviews, and conference calls. As part of the SDP development process, all recommended technical and field analyses will be conducted. It is expected that the process of developing a Request for Proposal, advertising, conducting consultant interviews, and consultant selection and contracting can begin in September 2009 and be finished by January 2010. An SDP timeline of planning activities has been developed, with a 12 month timeframe to complete the SDP following consultant selection and contracting. It would be expected that the final SDP deliverable would be due to KDOT in January 2011.

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

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

The location of the project that would be addressed in the SDP is on BNSF Railway Track from Newton, KS to Oklahoma City, OK connecting the national Southwest Chief service with the regional Heartland Flyer service, as well potential new service connecting th metroplexes of Kansas City and Dallas/Fort Worth. Maps detailing these lines are attached.

The proposed intercity passenger rail service would be new service between Newton, KS and Oklahoma City, OK or Kansas City, MO and Fort Worth, TX.

The types of improvements would include track infrastructure and crossing improvements to

accommodate new passenger rail service.

The SDP would support the State's strategic transportation goal by providing detailed information, data, and costs associated with expanded passenger rail service and how that service would be incorporated into the State's multimodal transportation goals.

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C. Eligibility Information

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

Percentage: 50 %

Total Amount (YOE*): \$ 250,000

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

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

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount (YOE Dollars)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
Kansas Department of Transportation	New	Committed	Planning	\$250,000	50%	The \$250,000 State match is accounted for in the KDOT SFY 2011 budget, fund number
	New	Committed				
	New	Committed				
	New	Committed				

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

If not, describe / explain:

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

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

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

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



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D. Public Return on Investment

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

Describe the benefits that are anticipated to result from the planned investment which is subject to this planning activity, including the extent to which the activity may be expected to:

- Lead to benefits for intercity passenger rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Support livable communities
- Promote environmental quality and/or energy efficiency
- Provide other public benefits in a cost-effective manner

KDOT will benefit from developing an SDP in that it will allow the agency to: integrate passenger rail service into the State's multimodal transportation goals in a more comprehensive manner; address the details of implementing new passenger rail service; address crossing safety issues along the proposed route(s); and promote energy efficiency.

E. Project Success Factors

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

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

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

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

The KDOT Planning Project Team bring a combined 48 years of experience with rail planning, research, study coordination, and public involvement. This team will consist of: John Maddox, C.P.M., Freight and Rail Unit Program Manager, Bureau of Transportation Planning, 10 years rail planning experience; John Rosacker, C.P.M., Rail Coordinator, Freight and Rail Unit, Bureau of Transportation Planning, 28 years rail planning experience; Eddie Dawson, C.P.M., staff, Freight and Rail Unit, Bureau of Transportation Planning, 7 years rail planning experience; Joel Skelley, Statwide Multimodal Planner, Bureau of Transportation Planning, 11 years multimodal planning experience and 1 year rail planning experience; and Ronald Kaufman, Chief, Bureau of Public Involvement, 11 years transportation public outreach experience and 2 years rail public outreach experience. Additional support and resources will be available within KDOT’s Statewide Planning Unit, Metropolitan Planning Organization Unit, and Bureau of Design Coordinating Section. KDOT’s partners, Joe Kyle, Rail Programs Division Manager, Oklahoma DOT, Brian Weiler, Multimodal Director, Missouri Department of Transportation, Mike Franke, Assistant Vice President State Commuter Partnerships, Policy and Development Department, Amtrak, and Rich Wessler, Director Passenger Train Operations, BNSF Railway, offer a wealth of passenger rail planning knowledge. KDOT management and staff have excellent working relationships with all of the partners that would be involved with the development of a HSIPR Service Development Plan. KDOT will contract with a consulting firm specializing in passenger rail planning to help develop the Service Development Plan.

KDOT has dedicated \$250,000 of the \$500,000 total for the development of the SDP. Should there be Project cost overruns, KDOT will monitor the Project to insure that the \$500,000 budget is met. Should there be cost overruns, KDOT will provide funding to address them.

Grantee Risk: If KDOT is awarded a \$250,000 grant to develop the SDP the Project will be completed. The \$250,000 State match is accounted for in the KDOT SFY2011 budget.



Funding Risk: Should KDOT be awarded a \$250,000 grant and, for some reason federal funding for the grant is in jeopardy, KDOT would suspend the Project until additional federal or state funding is available to complete the Project.

Schedule Risk: It is expected that KDOT will meet the schedule outlined in HSIPR Program Guidance.

Stakeholder Risk: There is no expected risk from any stakeholder that would be involved with the development of the SDP.

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

Describe the extent to which the planning activities will:

- Directly lead to project and/or Service Development Program applications
- Lead to NEPA for route selection
- Lead to completion of a Service Development Program
- Lead to construction and service delivery

The planning activities associated with the Project would lead to the completion of an SDP. If awarded a Track 3 grant, it is expected that preliminary work can begin as early as September 2009 and a consultant will be under contract by January 2010. It is expected that the SDP will be completed by December 2010. A schedule detailing activities is attached.

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F. Additional Information

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

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G. Summary of Application Materials

Application Forms	Required	Optional	Reference	Description	Format
<input type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input 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 type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA’s website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

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

