



Preapplication for HSIPR Program

OMB No. 2130-0583

Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes.**
- Applicants should complete and submit this form electronically to: HSIPR@dot.gov.

A. Who are you?

(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 Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: Kansas Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): NA

(4) Application point of contact (POC):
John W. Maddox, C.P.M.

POC title:
Program Manager, Freight and Rail Unit

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KS

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What is your project?

(5) Project/program name: Grade Crossing Improvements - Newton, KS to the Kansas/Oklahoma border

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):
This project would entail upgrading at-grade crossings on the potential expansion of the Heartland Flyer route. Improvements would include circuitry upgrades to accommodate 79 mph passenger service, signalization as needed, and upgrading crossing surfaces as needed.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): This project would cover the BNSF Railway line between Newton, KS and the Kansas/Oklahoma border (approximately 4 miles south of Arkansas City, KS).

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): The potential expansion of the Heartland Flyer route (Fort Worth, TX and Oklahoma City, OK) to Newton, KS

(C) State(s) in which the project/program investment is/are located: Kansas

(D) State(s) in which the benefiting service(s) is/are located: Kansas

(8) Project/program type:

(A) Types of capital investments contemplated (*Check all that apply*):

- | | |
|--|--|
| <input type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Refurbishments |
| <input type="checkbox"/> Track-Rehabilitation | <input type="checkbox"/> Rolling Stock Acquisitions |
| <input type="checkbox"/> Track-New Construction | <input type="checkbox"/> Stations, Terminals |
| <input type="checkbox"/> New Rights-of-Way | <input type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings | <input checked="" type="checkbox"/> Grade Crossing Improvements |
| <input type="checkbox"/> Communications, Signaling, Control | <input type="checkbox"/> Electric Traction |
| <input type="checkbox"/> Other (<i>Please describe</i>): | |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): This project would entail upgrading at-grade crossings on the potential expansion of the Heartland Flyer route. Improvements would include circuitry upgrades to accommodate 79 mph passenger service, signalization as needed, and upgrading crossing surfaces as needed.

(C) Service attributes (*Check all that apply*):

- | | |
|---|---|
| <input type="checkbox"/> Additional Frequencies on Existing Route | <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"/> Other (<i>Please describe</i>): | |

(9) Project/program milestones (mm/yyyy):

Construction start date:
07/2010

Construction completion date:
07/2011

Service improvements realized: 07/2011

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Average daily round trips (weekday)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Top speed (mph)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)			<input type="checkbox"/>	<input checked="" type="checkbox"/>

What will your project/program cost & how will it be funded?

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):
\$10,000,000

(12) Will your project/program proposal include matching funds?

(A) Yes If yes, as what percentage of total costs?

No

(B) Proposed source(s) of capital matching funds *(Please check all that apply)*:

State

Local

Private

Other *(Please specify)*:

N/A

Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters)*. NA

Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes No Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Not Sure If other is selected, please specify: NA

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Not Sure If other is selected, please specify: NA

D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1 Programmatic (or “service”) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? Yes No Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? Yes No Not sure

(A) Who are your partners & what are their commitments?

- (18) **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 trackage rights or lease agreements.) (If more than two railroads, please include additional information in question 24.)

Railroad owner 1 (Name):	BNSF Railway
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Host railroad not yet consulted
Railroad owner 2 (Name):	NA
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	No host railroad involved

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner not yet consulted

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? Yes No N/A Not sure

(B) Which track is the best fit for your project/program?

- (21) Anticipated HSIPR funding track (Click on the appropriate option from the dropdown menu shaded in gray):

Track 2 (Programs)

If unsure, please explain:

- (22) Anticipated application filing date (Check the appropriate box):

2009 – first round

Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

(C) What help do you need?

(23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*):

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. The Amtrak Expansion Feasibility Study currently underway is evaluating the potential costs of state-supported intercity passenger rail between Kansas City and Oklahoma City and Fort Worth. Amtrak is conducting the study and has indicated it will be completed sometime in 2009 – probably late in the year. The study will identify the basic infrastructure, capital and operating support needs and costs to start and support the service. The primary purpose of expanded passenger rail would be to carry travelers along a potentially 606-mile corridor in Kansas, Oklahoma, and Texas that connects to the national rail system. The goals of new service would be to offer an attractive alternative to driving; provide reliable and convenient service; improve the mobility of travelers who cannot drive, cannot afford or do not have other public transportation options. KDOT is in the process of updating its State Rail Plan that will include a passenger rail component.

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