



# 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](mailto: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, CPM

POC title:

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## What is your project?

(5) Project/program name: Service Development Plan (SDP) - Kansas City, MO to Oklahoma City, OK with connections to Fort Worth, TX.

(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 SDP would build on the findings of the Amtrak Expansion Feasibility Study (in progress) that will estimate the infrastructure needs and potential costs of expanded passenger rail service between Kansas City, MO and Oklahoma City, OK partly over the existing Southwest Chief route and via a connection to the Heartland Flyer service to Fort Worth, TX. The SDP will include: a corridor-wide "service" NEPA study; business and investment justification; project cost and benefit estimates; overview of program rationale (purpose and need); service and operations plan; prioritized capital investment plan; implementation approach - including schedule, project management plan, stakeholder agreements and financial plan for funding both capital and operations.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): This SDP would cover the line between Kansas City, MO and Oklahoma City, OK via the Southwest Chief route to Newton, KS then south to Oklahoma City, OK with connection to the Heartland Flyer route, then south to Fort Worth, TX.

(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 Heartland Flyer route between Ft. Worth, TX and Oklahoma City, OK would benefit from an extension northward through Newton, KS to Kansas City, MO. The Southwest Chief route would benefit from a connection in Newton, KS to Oklahoma City, OK and Ft. Worth, TX.

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

(D) State(s) in which the benefiting service(s) is/are located: Primarily, Kansas, Oklahoma, Texas and Missouri. Secondarily, other states along other Amtrak national routes (based on a new north/south connection in the midwest).

(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 type="checkbox"/> Grade Crossing Improvements             |
| <input type="checkbox"/> Communications, Signaling, Control  | <input type="checkbox"/> Electric Traction                       |

Other (*Please describe*): SDP will provide a comprehensive implementation plan for potential new passenger rail service.

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): The SDP would build on the findings of the Amtrak Expansion Feasibility Study (in progress) and provide detailed information required for the implementation of potential new service connecting to the Heartland Flyer in Oklahoma City, OK.

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

Additional Frequencies on Existing Route

Improved On-Time-Performance on Existing Route

New Service

Increased Average Speeds/Shorter Trip Times

Other (Please describe):

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

Construction start date:  
01/2010

Construction completion date:  
01/2011

Service improvements realized: 01/2011

(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
<b>Annual passenger-miles</b>			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)			<input checked="" type="checkbox"/>	<input 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):  
\$500,0000

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

(A)  Yes If yes, as what percentage of total costs? 50% - State matching funds from SFY2010 freight and rail budget  
 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
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input checked="" type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not sure					
(17) Is the project/program included in a Performance Improvement Plan for the host railroad? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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):	Host railroad not yet consulted

- (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 3 (Planning)

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*): Technical assistance and advice on developing an SDP and examples of SDP best practices would be beneficial..

## (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. An SDP would build on the Amtrak Study to create more robust, detailed plans to implement an expanded service, and the SDP would be required to apply for federal implementation funding in potential future solicitations. 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.

**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**.