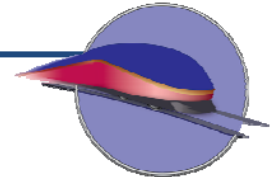


Project Name: TX-HSR Express Texas T-Bone-PE Date of Submission: 08-24-09 Version Number: 1

High Speed Intercity Passenger Rail (HSIPR) Program

Application Form

Track 1b-PE/NEPA



Welcome to the Track 1b – Preliminary Engineering (PE)/National Environmental Protection Act (NEPA) Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1b-PE/NEPA are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application as well as detailed in the HSIPR Guidance.

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

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1b project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your PE/NEPA Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov 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: Jennifer Moczygamba		POC Title: Multimodal Section Director		
Street Address: 118 East Riverside	City: Austin	State: TX	Zip Code: 78704	Telephone Number: 512-486-5125
Fax: 512-416-2348		Email: jmoczyg@dot.state.tx.us		
(2) Name of lead State or organization applying: Texas				
(3) Name(s) of additional States and/or organizations applying in this group (if applicable):				

(4) Is this PE/NEPA Project related to additional applications for HSIPR funding (under this track or other tracks)?

Yes No Maybe

If “Yes” or “Maybe” provide the following information:

Other Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
TX-HSR Express Texas T-Bone	TxDOT	Track 3	\$ 9.5 million	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied

Project Name: TX-HSR Express Texas T-Bone-PE Date of Submission: 08-24-09 Version Number: 1

B. Project Overview

(1) PE/NEPA Project Name: TX-HSR Express Texas T-Bone-PE

(2) Indicate the activity(ies) for which you are applying:
 Preliminary Engineering (PE) NEPA site-specific

(3) What are the anticipated start and end dates for this PE/NEPA Project? (mm/yyyy)
Start Date: 09/2010 **End Date:** 09/2011

(4) PE/NEPA Project Narrative. *Please limit response to 4,000 characters.*

Describe the PE/NEPA activities that would be completed with HSIPR Track 1 funding through this application. Include the design studies and the resulting project documents for PE activities. For NEPA activities, address the technical and field studies that would be completed and documents that would be prepared, including:

- Project component studies
- PE/NEPA tasks / milestones
- Preparation of documents

Describe the agency and public involvement approach including key activities and objectives (including permitting actions). Address the coordination plan with affected railroads and right-of-way owners.

The intent of this application and the request for a rule change that preceded it is to seek funds to complete the PE/NEPA studies required to apply for Track 2 funds. This application will not be accompanied by design studies or project documents because funds have yet to be allocated to complete such studies.

(5) Status of Activities: In the following table, please indicate the status of planning studies/documentation supporting your planned investment. Indicate the status and key dates for each applicable activity as noted in Appendix 2 of the HSIPR Guidance.

	Select <u>One</u> of the Following:				Provide Dates for all activities:	
	N/A	No study exists	Study Initiated	Study Completed	Actual or Anticipated Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Activities/Documents						
Environmental Studies						
Final NEPA Document (Categorical Exclusion (CE) documentation, Environmental Assessment (EA), or Environmental Impact Statement (EIS))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Historic and Cultural Resource Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Biological Surveys and Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		



Wetlands Delineation and Hydrology Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Community Impact Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Traffic Impact Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Air Emission Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Noise and Vibration Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Preliminary Engineering						
Capital Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Travel Demand Forecasting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Operations Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Operations & Maintenance Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
System Safety Program Plan and Collision/derailment Hazard Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Engineering Studies - specify in space below:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Design Drawings	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Project Management Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Other:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

(6) Planned Investment. Please limit response to 4,000 characters.

Provide an overview of the main features of the planned investment that is the subject of the PE/NEPA Project including a brief description of:

- The location of the planned investment, including name of rail line(s), State(s), and relevant jurisdiction(s) (*upload map if applicable*).
- Identification of existing service(s) that would benefit from the project, the cities/stations that would be served, and the state(s) where the service operates.
- How the planned investment was identified through a planning process and how it is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
- How the project will fulfill a specific purpose and need in a cost-effective manner.
- The existing and planned intercity passenger rail service(s).
- The project's independent utility.
- The specific improvements contemplated.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the

planned investment.

The funds awarded by way of this application will be used to initiate planning on the portion of the South Central High-Speed Rail Corridor within the State of Texas, from the Oklahoma border south, through DFW International Airport (DFWIA) and the Cities of Hillsboro, Temple, and Austin, terminating in the City of San Antonio, and from DFW International Airport, east, generally along the Interstate 30 Corridor to the City of Texarkana, TX. The north/south Corridor would connect to the Gulf Coast High-Speed Rail Corridor via the Brazos Express Corridor, running from City of Temple/Fort Hood southeast through the City of College Station and George Bush Intercontinental Airport (GBIA) to the Port of Houston, and connecting to the Gulf Coast High-Speed Rail Corridor. There is currently no high-speed passenger rail service within this corridor, so these studies would facilitate the initiation of new service. The system currently envisioned by planners would accommodate passenger travel at speeds in excess of 185 miles per hour on new, completely grade-separated, mostly elevated rail infrastructure. The system would feature a number of stops along the Corridor, though each train would not stop at each station. Utilizing existing airports, such as DFWIA and GBIA, will maximize the intermodal capabilities of the network. The connectivity among modes made available by such a system would rival any transportation network in the world.

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

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

(8) Indicate the type of expected capital investments to be included in the planned investment (check all that apply):

- | | |
|--|---|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input checked="" type="checkbox"/> Rolling Stock Acquisition |
| <input type="checkbox"/> Track Rehabilitation | <input checked="" type="checkbox"/> Support Facilities (Yards, Shops, Admin. Buildings) |
| <input checked="" type="checkbox"/> Major Interlockings | <input checked="" type="checkbox"/> Grade Crossing Improvements |
| <input checked="" type="checkbox"/> Station(s) | <input type="checkbox"/> Electric Traction |
| <input checked="" type="checkbox"/> Communication, Signaling and Control | <input type="checkbox"/> Other (Please Describe): |
| <input type="checkbox"/> Rolling Stock Refurbishments | |

(9) Total Cost of PE/NEPA Project: (Year of Expenditure (YOE) Dollars*) \$ 1,700,000,000.00

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars)** \$ 1,700,000,000.00

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

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

** This is the amount for which the applicant is applying.

(10) Right-of-Way Owner(s): Provide the status of agreements with railroad(s) that own the right-of-way.

If appropriate, "owner(s)" may also include operator(s) under track age rights or lease agreements.
If more than two railroads, please detail in "Additional Information" in Section F of this application.

Railroad owner 1 (Name): North Texas Rural Rail Transportation District

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray): No agreement, but host railroad supports project

Railroad owner 2 (Name):

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

(11) Intercity Passenger Rail Operator: If applicable, provide the status of agreement(s) with partner(s) that will operate the benefiting planned High-Speed Rail/Intercity Passenger Rail services after completion of the planned investment (e.g., Amtrak). *Click on the appropriate option from the dropdown menu shaded in gray:*

Name of Operating Partner:

Status of Agreement: No operating partner involved

(12) Benefits to Other Types of Rail Service: If benefits to non-intercity passenger rail services are foreseen from the planned investment, please briefly describe those agreements and provide details on their status if applicable. *Please limit response to 1,000 characters.*

C. Eligibility Information

(1) **Select applicant type**, as defined in Appendix 1.1 of the HSIPR Guidance (*check the appropriate box from the list*):

- State
 Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

- Group of States
 Interstate Compact
 Public Agency established by one or more States
 Amtrak in cooperation with one or more States

D. Public Return on Investment

(1) **Transportation Project Benefits.** *Please limit response to 2,000 characters.*

Describe the transportation benefits that are anticipated to result from the planned investment for which you are conducting PE/NEPA, including the extent to which the planned investment may be expected to:

- Lead to benefits for Intercity Passenger Rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Provide benefits to other modes of transportation, including benefits to Commuter Rail Services, Freight Rail Service, and Highway and Air Congestion Reduction and Delay or Avoidance of Planned Investments

There is currently no high-speed passenger rail service within this corridor, so the studies made possible by these funds would facilitate the initiation of new service. The system currently envisioned by planners would accommodate passenger travel at speeds in excess of 185 miles per hour on new, completely grade-separated, mostly elevated rail infrastructure. The system would feature a number of stops along the Corridor, though each train would not stop at each station. Utilizing existing airports, such as DFWIA and GBIA, will maximize the intermodal capabilities of the network. The connectivity among modes made available by such a system would rival any transportation network in the world.

The Texas Department of Transportation's stated transportation goals are to 1) reduce congestion; 2) enhance safety; 3) expand economic opportunity; 4) improve air quality; and 5) preserve the value of transportation assets. The system to be build based upon the studies made possible through the funds requested in this application will address all of these needs.

High-speed passenger rail (HSR) will reduce congestion on the State's increasingly-crowded skies and highways. The State of Texas adds, on average, 1000 new residents each day. The transportation needs of such a rapidly growing population cannot be met by highways alone. High-speed rail will provide a safe, fast, and fuel efficient alternative to short-haul flights and intercity automobile travel, therefore significantly reducing congestion.

HSR is world renowned for its stellar safety record. Operating for over 45 years and transporting millions of passengers each day, HSR is recognized as the safest form of mass transportation available. Offering a safer and faster alternative to short-haul flights and intercity automobile travel will reduce the number of deaths and injuries that occur each year on the State's transportation network.

(2) Environmental Project Benefits Narrative. *Please limit response to 1,000 characters.*

Describe the intended contribution of the planned investment for which you are conducting PE/NEPA towards improved environmental quality, energy efficiency and reduction in the dependence on oil.

The HSR network to be initiated by these studies will be powered by electricity, which can be produced in a number of clean ways. Texas is the nation's largest producer of wind energy, making environmentally sensitive intercity transportation in Texas a real possibility.

(3) Livable Communities Project Benefits Narrative. *Please limit response to 3,000 characters.*

Describe the anticipated benefits of the planned investment for which you are conducting PE/NEPA for fostering and promoting Livable Communities, and include information on the following:

- Integration with existing high density, livable development (including relevant details on livable development (e.g., central business districts with walking and public transportation distribution networks with transit oriented development)).
- Development of intermodal stations with direct transfers to other transportation modes (both intercity passenger transport and local transit).
- There is currently no dependable passenger rail service within the South Central High-Speed Rail Corridor. The successful implementation of this system would bring to this region all of the well-known and well-documented benefits of increased energy efficiencies, shorter travel times, and increased safety of travel.

HSR stimulates and facilitates the development of the type of dense, vertical development that enables livable communities. Numerous cities and counties along the South Central High-Speed Rail Corridor have organized and plan to locate these new rail stations away from the present-day city centers, ideally in conjunction with airports or other existing transit facilities, in order to maximize the benefit from new transit oriented development. Adding the prioritization of compact livable communities to an already green, electric transportation system, the Texas T-Bone will have a dramatically positive impact on the region's air and environmental quality.

(4) Economic Recovery Benefits. *Please limit response to 2,000 characters.*

Estimate the benefit that the PE/NEPA Project and the planned investment for which you are conducting PE/NEPA will make towards economic recovery and reinvestment, including information on the following:

- How both the PE/NEPA Project and the planned investment will result in the creation and preservation of jobs (including number of onsite and other direct jobs (on a 2080 work-hour per year, full-time equivalent basis). Include a timeline for the anticipated job creation, specifying which jobs would be created for the PE/NEPA studies and an estimate for the planned investment (consider the construction period and operating period).
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits) and describe, if applicable, how the project was identified as a solution to a wider economic challenge.
- If applicable, how the project will help to avoid reductions in State-provided essential services.

The funds requested by the application will enable the initiation and completion of the preliminary engineering, environmental studies, alternatives analysis, and feasibility studies, as well as final design of the project. The Corridor described throughout this application runs through the most densely-populated areas of one of the fastest-growing states in the country. Beginning immediately with hundreds and then thousands of engineering, planning, and surveying jobs. These requested funds will facilitate the construction of the most advanced high-speed passenger rail systems in the world, which will create hundreds of thousands of new, permanent jobs in Texas and across the nation.

Initial planning and studies will be complete within a year, with more specific studies and, therefore, more jobs, created thereafter. The timely allocation of these funds will allow for the planners to keep to their schedule, which provides for construction to begin in 2013. The planner have segmented the corridor into the sections and will issue three concurrent construction contracts, allowing for the simultaneous construction of the entire Corridor.



E. Project Success Factors

(1) Project Management Approach and Applicant Qualifications. *Please limit response to 3,000 characters.*

Describe qualifications of the applicant and its key partners for undertaking the PE/NEPA Project, include the following information:

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

The applicant, the Texas Department of Transportation, has over 14,000 employees and regularly delivers large infrastructure projects in a timely manner. The cities and counties who currently own the Texas High Speed Rail and Transportation Corporation and function as its primary planners, are responsible for the design, operation, and finance of the State's airports, seaports, and transit systems. The management experience, financial management capacity and capability of these various partners is well documented.

(2) Funding Sources: In the following table, please provide the requested information about your funding sources (*if applicable*)

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ¹	Type of Funds	Dollar Amount (YOE \$)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source

(3) Project Implementation Narrative. *Please limit response to 1,000 characters.*

Provide a preliminary self-assessment of PE/NEPA Project uncertainties and mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk). Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

The Texas Department of Transportation and the consultants for the cities and counties along the designated corridor will devise a comprehensive mitigation strategy.

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.

(4) Timeliness of Project Completion. *Please limit response to 1,000 characters.*

Describe the extent to which the PE/NEPA Project will lead to future project and/or Service Development Program applications for Tracks 1 FD/Construction and Track 2 Programs.

The studies to be initiated using the dollars requested via this application will be used to complete a Service Development Program and other requirement to qualify for subsequent allocations under Track 2.

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.*

To appropriately segment and prioritize the studies and environmental work to be initiated with the requested funds, the project will be divided into three stages. The first corridor, the north/south portion that generally follows the Interstate 35 corridor, followed by the Brazos Express Corridor, which connects the City of Temple to the Port of Houston via the City of College Station, and finally the corridor connecting DFW International Airport to the City of Texarkana, TX along a corridor that generally follows Interstate 30.

Each of these corridors could, of course, be studied concurrently but will be segmented accordingly for contracting purposes.

Project Name: TX-HSR Express Texas T-Bone-PE Date of Submission: 08-24-09 Version Number: 1

G.Summary of Application Materials

Program Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documentation	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at 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**.