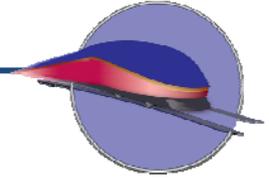


Project Name: Tx-HSR Express Texas T-Bone Date of Submission: 08-24-09 Version Number: 001

## 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](mailto: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](http://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](mailto:HSIPR@dot.gov)

## 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>Street Address / City:</b> 118 E Riverside Dr	<b>City:</b> Austin	<b>State:</b> TX	<b>Zip Code:</b> 78704	<b>Telephone Number:</b> 512-486-5125
<b>Fax:</b> 512-416-2348		<b>Email:</b> <a href="mailto:jmoczyg@dot.state.tx.us">jmoczyg@dot.state.tx.us</a>		

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

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

**(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
Tx-HSR Express Texas T-Bone-PE	TxDOT	Track 1b - PE/NEPA	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied

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## B. Project Overview

**(1) Planning Project Name:** Tx-HSR Express Texas T-Bone

**(2) Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)?** Please limit your response to 1,000 characters.

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 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 portion of the 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 to the Port of Houston.

**(3) Which of the following planning activities are proposed to be funded under the HSIPR Program?**

- Alternative Analysis Studies
- Service Development Planning
- "Service" or "Tier 1" NEPA
- Other (Please Describe):

**(4) Describe the service attributes of the Program/Project for which you are planning (check all that apply):**

- |   |   |
|---|---|
| <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 (Please Describe):                       |

**(5) What are the anticipated start and end dates for this Planning Project? (mm/yyyy)**

**Start Date: 09/2010                      End Date: 09/2011**

**(6) Total Cost of Planning Activity(s) (Year of Expenditure (YOE) Dollars\*):** \$ 19 million

**Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars\*\*)** \$ 9.5 million or less as noted in Part F.

\* 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.

**(7) Planning Project Overview.** Please limit response to 4,000 characters.



Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:

- 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 funds awarded by way of this application will be utilized to achieve the project milestones necessary to move the Texas T-Bone High-Speed Rail Corridor into consideration for future allocations under Track 2. These milestones include: Tier 1 EIS, environmental assessment, alternatives analysis, feasibility studies, business plans, prioritized capital plan, and ridership forecasting. These activities may be divided into three separate segments as described in Part F of this application. Each of these segments have logical termini within the South Central Corridor System and will be developed concurrently or independently based on funding availability.

**(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 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. This 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.

Currently, there is not any 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.

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 built 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 in the State's increasingly-crowded skies and highways. In addition, 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.

HSR is well-known, also, for expanding economic opportunity around the train stations and along the corridor. Specifically, the system will facilitate the growth of DFWIA into one of the world's premier multi-modal hubs, stimulating billions in transit oriented development. Similar success stories will be a regular feature along the Texas T-Bone HSR Corridor.

HSR is 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.

TxDOT has the authority to use a variety of planning and project development tools to facilitate the design, construction, operation, and financing of the system.

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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\*):** \$ 9.5 million in kind

\* 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 <sup>1</sup>	Type of Funds	Dollar Amount (YOE Dollars)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
	New	Planned				
	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:**

<sup>1</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 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.



## 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

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. With speeds in excess of 150 mph the users would see a great reduction in travel time from vehicle speeds.

The HSR system would be completely grade separated and within a sealed corridor, thereby eliminating any possible conflicts at grade crossings associated with conventional rail systems.

Rail transportation is a part of the state's transportation plan and this project is included in the STIP.

HSR stimulates and facilitates the formation of the type of dense, vertical development that enables sustainable livable communities. Numerous cities and counties across 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.

Specifically, in the Dallas/Fort Worth Metroplex, DFW International Airport would be transformed into a multi-modal hub unlike any other in the country. The airport is to be served by light rail (LRT) from both the Cities of Fort Worth and Dallas by 2013. This planning and the successful and timely development of the system described by this application will facilitate the ideal utilization of the airport's non-aviation property of over 6500 acres to develop the kind of vertical, multi-use developments made possible only by high-speed rail. These same possibilities exist all along the 440-mile corridor and many cities along this corridor have already initiated plans to maximize their benefit from this system.



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## 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 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 would function as the corridors 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) 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

By segmenting the Corridor System as described above, complete business modeling, alternatives analysis, ridership and revenue forecasting, operation and capital costs and other studies required as part of a complete Service Development Program in combination with an environmental fatal flaw analysis and other high level environmental studies including air and noise analyses will lead to a service level NEPA either concurrently or independently along each of the segments depending on the level of funding. If fully funded each of the segments will be complete by September 2011, allowing the project to qualify for subsequent rounds of grants.



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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.*

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. The total cost of the studies for each of the segments is as follows:

IH 35 - \$7.98 m; IH 30 - \$4.37 m; Brazos - \$6.65 m.

Project Name:                      Date of Submission:                      Version Number:

## G. Summary of Application Materials

Application 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 Documents	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 <a href="http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf">http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf</a> . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

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