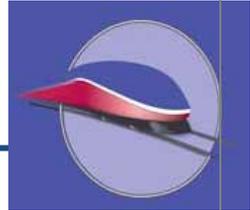


Preapplication for HSIPR Program

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: Oklahoma Department of Transportation

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

(4) Application point of contact (POC):

Johnson Bridgwater

POC title:

Transportation Specialist III

Street address:

200 N.E. 21st Street

City:

Oklahoma City

State:

OK

Zip code:

73105

Telephone number:

405-522-4203

Fax: 405-522-0890

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What is your project?

(5) Project/program name: Oklahoma High-Speed Rail Initiative

(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*):

The program includes improvements to, and extension of, service in the South Central High Speed Rail Corridor in Oklahoma from the Ok/Tx State Line to Tulsa. It complements Texas applications to upgrade existing intercity passenger rail (Heartland Flyer) service from the Ok/Tx stateline to Ft. Worth.

The improvements are to the existing IPR/Heartland Flyer line from the Ok/Tx stateline to Oklahoma City and include: subgrade and track improvements at various BNSF locations; and switch improvements (Ardmore and Oklahoma City Stations). These improvements will increase reliability, capacity, and performance, implementing further development of Emerging HSR service.

The extension includes the complete development of Regional HSR service between the OKC (CBD) and Tulsa (CBD). The Regional HSR segment is comprised of: a direct connection between the BNSF and the UPRR in the OKC (CBD), a city owned line segment upgraded in 2007 for Centennial Train operations, a new alignment adjacent to I-44/Turner Turnpike capable of 150 MPH+ operations, a final segment utilizing ODOT- and BNSF-owned rail, and a bypass around the BNSF Cherokee Yard in Tulsa terminating in the Tulsa (CBD).

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): Ok/Tx State line through Oklahoma City to Tulsa, Ok.

(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*): Beneficiaries of So. Central HSR Corridor project: IPR Amtrak Heartland Flyer Route. Endpoints: Ok/Tx State Line and Tulsa Union Station. Locations served: Dallas-Ft. Worth, Ardmore, Oklahoma City, and Tulsa metropolitan areas. Current route: Emerging HSR IPR Amtrak route (OKC to Ft. Worth)

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

(D) State(s) in which the benefiting service(s) is/are located: Oklahoma and Texas

(8) Project/program type:

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

- | | |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Refurbishments |
| <input checked="" type="checkbox"/> Track-Rehabilitation | <input checked="" type="checkbox"/> Rolling Stock Acquisitions |
| <input checked="" type="checkbox"/> Track-New Construction | <input checked="" type="checkbox"/> Stations, Terminals |
| <input checked="" type="checkbox"/> New Rights-of-Way | <input checked="" type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input checked="" type="checkbox"/> Major Interlockings | <input checked="" type="checkbox"/> Grade Crossing Improvements |
| <input checked="" type="checkbox"/> Communications, Signaling, Control | <input checked="" 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*): Improvements to the Emerging HSR route (Texas State line to OKC) include: subgrade-tie-ballast improvement; switch improvements; double track construction between OKC and Norman; rail crossing safety upgrades; and enhancement of existing CTC signaling. The Regional HSR (OKC to Tulsa) improvements include: acquisition of rolling stock; right-of-way and construction of the new High-Speed alignment including rail and highway grade separations. Additional items include: maintenance facilities and equipment; electrification; and PTC signaling components required for 150+ mph operations.

(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*): The completion of one of the proposed intercity HSR connections included in the original South Central HSR designation. Improvements provide the opportunity for expansion of service on the existing IPR Amtrak Heartland Flyer route.

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

Construction start date: 2010

Construction completion date: 2015

Service improvements realized: n/a

(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	7,288,320 / 0	9,110,400 / 28,344,037	<input type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	1 / 0	2 / 6	<input type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	76.4% / n/a	90% / 90%	<input type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	79 / 0	90 / 150+	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)	49 / 0	60+ / 110+	<input 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):
\$1,991,500,000

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

(A) Yes If yes, as what percentage of total costs? in-kind see below

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*). The utilization of existing State and City owned rail r-o-w to provide components of the National HSR network.

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: Additional sources not fully identified.

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

Discussions underway If other is selected, please specify:

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 benefiting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2002	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2002	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2002	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Impact Statement (EIS)	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

General Planning Studies/Documents

Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place
Railroad owner 2 (Name):	UPRR
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place

- (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):

No agreement, but partner supports project

- (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): 25% to 50%

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: The Regional HSR line will require submittal under Track 2 (Programs). The Emerging HSR components of the program are eligible to be funded and completed under Track 1 (Projects). Consequently we will require some guidance as to how those improvements should be presented and/or included in the formal grant application.

- (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*): HSR design specifications that will be adopted by the FRA for 150+ mph operations. Acceptable benefit assessment techniques that will be adopted or acceptable for projects with FRA involvement, including any measures of Public Benefit (i.e., environmental, transportation, public access, emissions reduction, etc). Verification of acceptable ridership projection techniques from either the FRA, Amtrak or other accepted sources (i.e., AECOM). Guidance for the final grant application process that will optimize the further development of existing Emerging High Speed operations and facilitate the implementation of Regional HSR service as quickly and efficiently as possible.

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. The right-of-way needed for the Regional HSR (OKC to Tulsa) improvements is owned by four primary entities: ODOT, BNSF, UPRR & the City of Oklahoma City, or is located along an existing disturbed interstate corridor (I-44). Previous rail studies completed by ODOT utilizing State funds are available and outline the origin of this program. They include the analysis of routes connecting Tulsa with Kansas City or St. Louis via existing rail lines in Oklahoma, Kansas and/or Missouri with the intent of ultimately establishing a link between South Central High Speed Rail Corridors and the Chicago Hub Network. The original Oklahoma Passenger Rail study included proposed service extensions for linking to the Chicago Hub Network in Kansas City via Ft. Scott, Kansas or Joplin, Missouri, as well as a potential link to St. Louis, Missouri via Springfield, Missouri. This describes possible connectivity between the South Central Corridor and the Chicago Hub Network.

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