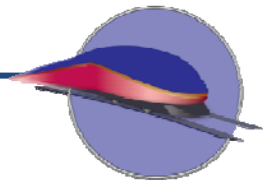
High Speed Intercity Passenger Rail (HSIPR) Program



Application Form

Planning

Applicants for Planning funds are required to submit this Application Form and other documents as outlined in Section E of this application. Please complete this document and provide any supporting documentation electronically. Supporting documentation should be logically and descriptively labeled. For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your project, please indicate "N/A." If you have questions about the HSIPR program or this application, please contact FRA at HSIPR@dot.gov.

A. Point of Contact and Project Information

(Must be consistent with information provided on applicant's SF 424)

<table>
<tr><td colspan="3">(1) Submitting Agency:
Oklahoma Department of Transportation</td><td colspan="3">Submitting Agency Authorized Representative Name and Title:
Gary Ridley, Secretary of Transportation</td></tr>
<tr><td colspan="2">Street Address / City:
200 NE 21st Street</td><td>City:
Oklahoma City</td><td>State:
OK</td><td>Zip Code:
73105-3204</td><td>Telephone Number: 405-522-1800
Email: gridley@odot.org</td></tr>
<tr><td colspan="3">Application Point of Contact (POC) Name and Title (If different):</td><td colspan="3">Application POC Telephone:
Application POC Email:</td></tr>
<tr><td colspan="6">(2) Name(s) of additional States applying (if applicable):</td></tr>
<tr><td colspan="6">(3) Planning Project Name (Please provide a clear, concise, and descriptive name, example "Capital City to Hill Valley Corridor Service Development Plan"):

Tulsa-Oklahoma City High-Speed Passenger Rail Corridor Investment Plan</td></tr>
<tr><td colspan="6">(4) Describe the corridor service(s) that is (are) the subject of the Planning Project, including corridor name, endpoints, major intermediate cities, and other characteristics (upload a map if applicable):

Tulsa-Oklahoma City, Oklahoma</td></tr>
</table>

(5) Planning Project Abstract (In 3 - 5 sentences, please describe your proposed planning project):

Oklahoma DOT is seeking a HSIPR planning grant to complete a High-Speed Passenger Rail Corridor Investment Plan for the Tulsa-Oklahoma City segment of the federally designated South Central HSR Corridor. The Investment Plan will comprise a corridor-wide Service NEPA and a Service Development Plan, which will include updated ridership estimates. Both will build off prior work completed over the past decade to develop new passenger rail service in this important transportation corridor.

(6) 6a. Total Cost of Planning Project (2010 dollars): **$** 2,989,400.00

- **Amount Requested from HSIPR Program: $** 2,242,050.00
- **Non-Federal Match Amount: $** 747,350.00

6b. Indicate the source, amount, and percentage of matching funds:

Non-FRA Funding Sources	New or Existing Funding Source?	Status of Funding[1]	Type of Funds	Dollar Amount *Should total Non-Federal Amount in above 6a.	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
State of OK, ODOT	Existing	Committed		747,350	25	letter from OK Secy. of Transp.
	New	Committed				
	New	Committed				
	New	Committed				

(7) Which of the following planning activities are proposed to be funded under the HSIPR Program? NOTE: Eligible planning projects for these funds include either 1) State Rail Plans or 2) Passenger Rail Corridor Investment Plans. Applicants seeking to develop a passenger rail corridor investment plan must apply for any necessary work to develop *both* a service development plan and corridor-wide environmental documentation. If the applicant has already completed one of these documents or a component thereof, FRA must have accepted that document as meeting the minimum requirements outlined in Section 2.4.1 of the FY2010 Planning NOFA.

☐ State Rail Plans

☒ Service Development Planning and "Service" or "Tier 1" NEPA

☐ Service Development Planning only ("Service" or "Tier 1" NEPA already complete)

[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.

☐ "Service" or "Tier 1" NEPA only (Service Development Planning already complete)

(8) 8a. Describe the service attributes of the Program/Project for which you are planning *(check all that apply):*

☐ Additional Service Frequencies
☒ New Service
☐ Service Quality Improvements
☐ Improved On-Time performance on Existing Route
☐ Increased Average Speeds/Shorter Trip Times
☐ Other *(Please Describe):*

8b. Please provide an overview of the characteristics of the Program/Project for which you are planning, including a description of the types of improvements under consideration, and if applicable, the intercity passenger rail proposal:

Implementation of competitive passenger rail service between Tulsa and Oklahoma City has long been an important regional goal. New high-speed passenger rail service in this corridor will require upgrading the former Missouri-Kansas-Texas Railroad (MKT) line from downtown Oklahoma City to suburban Northeast Oklahoma City (Edmond), new construction on 75 miles of alignment along the Turner Turnpike, and upgrading a segment of existing ODOT-owned railroad and of the BNSF Madill Subdivision to Tulsa's Union Station. ODOT is currently working on a significant element of this corridor, the $100-million Arkansas River/ I-244 Multimodal Bridge funded in large part by a USDOT TIGER Grant. This bridge will allow dedicated passenger rail service across the river, thus eliminating a huge potential conflict with BNSF freight rail traffic. Trains between Tulsa and Oklahoma City will operate either non-electrically at speeds up to 150 mph or electrically at speeds in excess of 150 mph.

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

Start Date: 1/2011 **End Date:** 12/1013

B. Statement of Work

BACKGROUND

Briefly describe the events that lead to the need for the planning project and the underlying issue that the project will address (less than ½ page).

The institution of high-speed rail (HSR) service between Tulsa and Oklahoma City, and ultimately to Dallas/Ft. Worth in the south and into Kansas in the north, has been a major regional objective for the several decades. Oklahoma DOT has advanced several studies over the past ten years to quantify the potential benefits and impacts of new passenger rail service connecting Tulsa and Oklahoma City and to consider possible corridor alignments. High-speed passenger rail service would provide a critical new transportation alternative for travelers and commerce between Oklahoma's two major economic centers, Tulsa and Oklahoma City, and other southern major metropolitan areas. In 2009, ODOT completed a draft Tier 1 NEPA analysis, a preliminary Service Development Plan, and conceptual engineering for new HSR service between the two cities. After discussions with FRA staff and review of FRA's new HSIPR program, ODOT now seeks funding assistance to complete a Passenger Rail Corridor Investment Plan for the Tulsa-Oklahoma City corridor.

The Tulsa-Oklahoma rail corridor is envisioned as a dedicated new HSR line for most of its 106-mile length. The route follows existing transportation corridors and terminates in the downtown of both cities. New service would provide a faster, more efficient and environmentally friendly transportation option between the two cities, and provide convenient connections to the Heartland Flyer and future HSR service operating between Dallas/Ft. Worth, Oklahoma City, Wichita and possible Kansas City and the Midwest. A high-speed rail connection linking the major cities of the South Central States would generate significant new ridership, strong regional economic development, and a transportation alternative that integrally links the region together.

GENERAL OBJECTIVE

Provide a general description of the planning work to be accomplished through this grant, including project work effort, project study area, and other parties involved. Describe the end-state of the project, and the outcomes that will be achieved as a result of this project.

The FRA High-Speed Intercity Passenger Rail (HSIPR) grant will support completion of a Tulsa-Oklahoma City High-Speed Passenger Rail Corridor Investment Plan. It will build off significant prior environmental and planning efforts, which resulted in a draft Tier 1 Environmental Assessment for the ODOT Northern Section of the South Central HSIPR, as well as analysis of improvements recommended in a report entitled, "*Oklahoma High-Speed Rail Initiative: Oklahoma City to Tulsa High Speed Rail Corridor Study,"* completed in 2002.

ODOT has studied several alignments, including an alternative that would be competitive with the Turner Turnpike (I-44). This Turnpike Corridor Alignment was selected as the preferred alignment as part of the September 2009 draft Tier 1 Environmental Assessment. This alternatives analysis work would be revalidated and updated as part of the Investment Plan. To be successful, the new train service would have to be -faster than existing automobile travel times (approximately 1hour and 45 minutes) on the Turner Turnpike. All of the corridors studied produced an overall travel time of less than 75 minutes when operated at 125 mph and just over an hour when operated at 150 mph. However, the Turnpike corridor offers the advantage of being located adjacent to an existing transportation corridor, which can results in lower estimated total project costs, fewer

adverse environmental impacts, and faster travel times because the route was shorter than the other studied alignments.

The Tulsa-Oklahoma City High-Speed Rail Corridor Investment Plan will include:

- Completion of the NEPA Environmental Impact Statement, from Scoping through the Final environmental Impact Statement and Record of Decision.
- Additional conceptual engineering sufficient to guide the review and analysis of potential alignments, station and facility sites, environmental and operating issues and technology selection
- Updating of the 2009 preliminary Service Development Plan, including ridership data, service attributes, trip time analyses, capital and operating cost data, and business justification.

Upon completion of the Investment Plan, ODOT intends to move forward with Final Design and construction of the Tulsa-Oklahoma City corridor.

DESCRIPTION OF WORK

Describe the tasks of the planning project from start to finish. A task 1 – Detailed Planning Project Workplan – shall be included. Under the cooperative agreement, FRA will participate in the project, as described in this Statement of Work, through review draft work products and acceptance of task deliverables. Group the tasks into major and minor components and relate the major components to milestones and deliverables. Address inter-relationships between tasks. Identify the milestones for which FRA review of draft work products is anticipated. (For more detailed studies it may be appropriate for FRA to participate in the development of methodologies.) Address necessary coordination and processes to involve affected parties and the public as appropriate.

The Tulsa-Oklahoma City rail line will be a dedicated 106-mile long high-speed rail corridor. Significant prior environmental and engineering work has already been completed for this corridor over the past 15 years, including initial engineering and environmental review of candidate alignments. However, many changes have occurred in the interim along these various corridor alignments that require substantial validation and reanalysis. In addition, the new service must be seamlessly connected to the Heartland Flyer to create a single regional passenger rail system. The train, signal, control and information technologies, facility locations, and design criteria for the two corridors must be fully integrated.

ODOT has studied several alignments and, while undertaking the draft Tier 1 Environmental Assessment, selected a preferred alternative that would be competitive with the Turner Turnpike (I-44). This prior analysis must be validated in the Environmental Impact Statement.

ODOT will work closely with the FRA to ensure compliance with the spirit and letter of all FRA, NEPA and other federal, state, and local requirements and expectations.

A proposed Work Plan for the 34 tasks to complete the Environmental Impact Statement is attached as an appendix to this application. The tasks include:

Project Management and Controls. This Task will define the program management process and quality and oversight protocols that will govern the work, including the Project Management Plan and the Quality Plan.

NEPA Process. ODOT intends to complete, in cooperation with FRA, a corridor-wide Environmental Impact Statement, with the objective of finalizing an alignment for implementation of the Tulsa-Oklahoma City High-Speed Rail project. The NEPA process will start with scoping and proceed through to the issuance of a Record of Decision.

- Notice of Intent
- Agency and Public Scoping
- Refine Purpose & Need
- Public Meetings
- Draft Environmental Impact Statement
- Notice of Availability
- Public Hearings
- Responses to Comments/Final Environmental Impact Statement
- Record of Decision

Engineering. Engineering activities will include developing alternatives that avoid and/or mitigate potential environmental impacts and working with property owners to gain access rights to conduct environmental investigations.

Public Involvement. It is ODOT's intention to undertake extensive public outreach and involvement efforts during the course of the project, including public meetings and hearings, briefings, involvement of key stakeholders, and use of social and internet-based communications tools. This Task will detail the elements of the public involvement and outreach program.

In addition, the 2009 Project Development Plan will be updated to provide the latest financial, business and operating data for Tulsa-Oklahoma City service and meet all of FRA's requirements for a SDP. This includes completion of the:

- Tulsa-Oklahoma City corridor program rationale
- Tulsa-Oklahoma City rail service plan
- Capital investment needs assessment
- Financial forecast
- Public benefits assessment
- Program management plan and approach

PROJECT SCHEDULE

ODOT intends to complete the SDP and EIS from scoping through Record of Decision within 36 months, beginning January 2011 and ending December 2013.

PERFORMANCE OBJECTIVES AND DELIVERABLES

The Grantee shall provide FRA with a projected schedule to achieve the deliverables and performance objectives listed below. The Grantee shall achieve these performance objectives in order for the project to be considered complete.

List tasks, including task 1 – Detailed Planning Project Workplan and Schedule, that are required in order to complete the project, as applicable.

Following are tasks identified to develop necessary revisions to the preliminary Service Development Plan and prepare the Environmental Impact Statement.

DELIVERABLE	FRA APPROVAL	DRAFT	FINAL
1. Detailed Planning Project Work Plan and Schedule	✓	Month 1	Month 1
Updated Service Development Plan			
2. Corridor Program Rationale/Purpose and Need	✓	Month 2	Month 3
3. Rail Service Plan	✓	Month 2	Month 4
4. Ridership Forecast	✓	Month 6	Month 9
5. Operating Cost and Capital Investment Needs Assessment		Month 9	Month 12
6. Financial Plan		Month 10	Month 13
7. Public Benefits Assessment	✓	Month 10	Month 13
8. Program Implementation Plan	✓	Month 12	Month 14
Environmental Impact Statement			
9. Notice of Intent	✓	Month 1	Month 1
10. Scoping Meetings Report	✓	Month 8	Month 9
11. Noise and Vibration Technical Report		Months 10-14	Month 31
12. Air Quality Technical Report		Months 10-14	Month 31
13. Ecological Resources Report		Months 10-14	Month 31
14. Water Resources Report		Months 10-14	Month 31
15. Historic Architectural Report		Months 10-14	Month 31
16. Archeology and Traditional		Months 10-14	Month 31

Cultural Properties Report			
17. Hazardous Waste Report		Months 10-14	Month 31
18. Public Meetings Report	✓	Month 14	Month 15
19. Draft Environmental Impact Report	✓	Month 20	Month 21
20. Notice of Availability	✓	Month 20	Month 21
21. Public Hearings Report	✓	Month 27	Month 28
22. Final Environmental Impact Report	✓	Month 30	Month 31
23. Record of Decision	✓	Month 35	Month 36

PROJECT ESTIMATE/BUDGET

Provide an overall cost summary in this section with a detailed description of project costs by element attached as an appendix if needed.

The total estimated cost of the Tulsa-Oklahoma City High-Speed Passenger Rail Corridor Investment Plan is $3,000,000, for which the FRA grant will contribute an estimated 75% of the total cost, but no more than $2,225,000. Any additional expense required beyond that provided in this grant to complete the project shall be borne by ODOT. (See attached budget for additional financial details of the project.)

FRA (75%) of project cost):	$	2,242,050
Grantee Contribution (25% of project cost):	$	747,350
Total Project Cost:	**$**	$2,989,400

List major partners, sub-awardees or sub-grantees that will be implementing this program. In addition, please attach a basic organizational chart as an appendix showing the titles/company name of those with authority to make management decisions and those with direct project management responsibility.

The Grantee shall perform all tasks required for the project through a coordinated process; including as appropriate all railroad owners, operators, and funding partners within the project area. Under the cooperative agreement, FRA will participate in the Project, as described in this statement of work.

- Burlington Northern Sante Fe Railroad
- FRA

PROJECT MANAGEMENT

Describe any critical assumptions, special requirements and contingency plans. Provide updated project management plan as an attachment if needed. Describe how the project will be monitored and evaluated for progress.

ODOT has established a Tulsa-Oklahoma City High Speed Rail Corridor Program management team, led by the Program Development Manager (PDM), Mr. Johnson Bridgwater. The development of the EIS and SDP will be led by a Project Manager (PM) reporting to Mr. Bridgwater and a Deputy Project Manager (DPM). An SDP Manager (SDPM) and EIS Manager (EISM) will manage the individual planning studies, working together to coordinate the execution of both to ensure that the requirements of each are met in a timely manner. In his role as PDM, Mr. Bridgwater will be the principal point of contact with the FRA and other stakeholders in the execution of the studies, replaced by the DPM in his absence.

The SDPM and EISM will directly manage the consultant engaged to develop the SDP and EIS. The consultants will be required to participate in bi-weekly teleconferences to discuss the project activities. A written monthly project report will be required from the consultants. The report will summarize the month's activities, progress towards task completions, the planned activities for the next month, and identify any potential problems that may interfere with timely completion or quality of deliverables.

Project Schedule Management

As part of the consultant selection, candidate firms will be required to submit a schedule with key milestones as part of their respective submissions. The reasonableness of the schedule will be a selection criterion. After selection, the successful consultant will be required to work with the ODOT project management team to refine the schedule. Once the schedule is approved by the PM, it will be entered into Microsoft Project. MS Project will be used for schedule management.

Project Budget Management

The consultant will be required to provide a project budget as part of its submission, breaking down consultant hours and fees by task and project staff category, and other direct costs by task. The budget will be approved by the PM. The consultant will be required to include a statement of expenditures vs. budget with explanations of variances in its monthly progress report.

C. Response to Evaluation Criteria

(1) Potential Transportation and Public Benefits.

Please identify:

For Passenger Rail Corridor Investment Plans:

- The clarity and detail with which the applicant has identified the problem to be addressed by the proposed service;
- The market potential of the corridor being studied, taking into consideration such factors as population, density, economic activity, and travel patterns;
- The potential for the corridor to deliver high-speed and intercity passenger rail service benefits, including ridership, on-time performance, travel time, service frequencies, safety and other factors;
- The potential of the corridor program to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base;
- The potential of the corridor program to enhance energy efficiency and environmental quality;
- The potential of the corridor program to promote interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations); and
- The consideration of other transportation modes in the planning process.

For State Rail Plans:

- The clarity and detail with which the applicant has identified the problems to be addressed by the State's vision for rail transportation and rail investment program;
- The potential for the State rail plan to lead to passenger and freight rail service benefits, including ridership, on-time performance, travel time, service frequencies, goods movement, safety and other factors;
- The potential of the State rail plan to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base;
- The potential of the State rail plan to enhance energy efficiency and environmental quality;
- The potential of the State rail plan to promote interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations); and
- The integration of the State rail plan with the planning processes of other transportation modes.

- The clarity and detail with which the applicant identified the problem to be addressed by the proposed service.

Over the past three decades, the Oklahoma-Texas South Central region of the United States has experienced tremendous economic growth, initially driven by the oil sector but increasingly by a diverse economic base. Along with and supporting this economic boom, travel between the key cities in the region – Oklahoma city, Tulsa, Wichita and the Dallas/Ft. Worth area – has similarly grown. Today, the region's transportation system relies almost entirely on the automobile, as there is limited regional air service and no direct air service between Oklahoma City and Tulsa. For this reason, state and local planners have long focused on establishing passenger rail service as an important travel alternative to link the region's growth centers. The Heartland Flyer between Oklahoma City and Dallas/Ft. Worth is one of Amtrak's highest growth routes. Recently, the FRA awarded a grant to Kansas and Oklahoma to study extension of the Heartland Flyer to Wichita and Kansas City, thereby providing a potential passenger rail link between Texas, Oklahoma, and Kansas

The approximately 106-mile Tulsa-Oklahoma City corridor is a critical link in this regional passenger rail system. Implementing new HSR service between Oklahoma's two major cities is a fundamental transportation objective for the Oklahoma DOT. The service ultimately would connect Oklahoma City, with a population of 1,227,278, and

Tulsa, with a population of 929,015, to the region's megalopolis, Dallas/Fort Worth, population 6,447,615. It is projected that 185,000 new jobs will be created in the Tulsa – Oklahoma City corridor, itself. Providing an energy efficient, environmentally superior, safe and reliable transportation alternative is critical for achieving this growth and enhancing the quality of life for those living and working in this region.

The City of Tulsa's Master Plan and Oklahoma City's Metro Fixed Guideway Study are two recent examples that the citizenry and political leadership recognize the need to support the upcoming investment in HSR with smart growth policies encouraging in-fill and higher land use densities, along with efforts to provide connectivity between all modes of transportation. While progress is being made to enhance the quality of life through the pursuit of these policies and programs, the Tulsa – Oklahoma City HSR Corridor would be the catalyst the region is seeking to reinforce the transition to a sustainable transportation system.

- The market potential of the corridor being studied, taking into consideration such factors as population, density, economic activity, and travel patterns.

Oklahoma City and Tulsa are the two largest urban areas in the state, each comprising approximately one million people. Between 2000 and 2008, Oklahoma County (Oklahoma City) and Tulsa County experienced annual average population increases of 7 percent and 5.1 percent, respectively, with both population and employment expected grow significantly in the next 25 years.

Although many large oil and energy-related companies have headquarters or major branches in Oklahoma City, the local economy is no longer completely dependent on the energy industry. Agriculture, energy, aviation, government, military, health care, and manufacturing, are all important to the Oklahoma City economy. This diversification has led to the city's rapid re-emergence from the recent recession. In April of this year, Oklahoma City ranked eighth among all metropolitan areas in the ratio of job postings to unemployed person with the city having the second lowest unemployment rate among the 100 largest cities in the US.

Tulsa is also an important economic center in the Southwest. Prior to the recession, Tulsa was one of the fastest growing job markets in the country and continues to outpace other locations in the country. In 2007, Forbes ranked Tulsa as the sixth best city for jobs based on unemployment, income growth, and employment growth among other factors. In 2008, the same publication ranked the city as the fifth best in weathering the recession.

Increasingly, as the economies of Oklahoma City and Tulsa continue to grow and diversify, their economic futures are tied together. Passenger travel demand between the cities is strong and growing rapidly. New passenger rail service can help to spur and shape that economic growth

The market potential of the passenger rail service is also driven by the economy of the region that includes north and central Texas. The Dallas-Ft Worth metropolitan area is the fourth largest metropolitan statistical area in the US, and the fourth fastest growing of the 25 largest areas as estimated by the US Census Bureau. A recent study by Oklahoma State University (Multi-regional Input-Output Model for the Dallas and Oklahoma City Metropolitan Areas, January, 2010) documents the economic interdependencies between the Dallas-Ft. Worth area and the Tulsa-Oklahoma City Corridor with economic growth in north Texas having a significant impact on the latter's gross regional product. Integrated service between the Tulsa-Oklahoma City passenger operation and the Heartland Flyer provides an important physical linkage and broadens the geographic market for the Tulsa-Oklahoma City service.

- The potential for the corridor to deliver high-speed and intercity passenger rail service benefits, including ridership, on-time performance, travel time, service frequencies, safety, and other factors.

The potential of HSR service in the Corridor attracting the projected ridership is high. The preliminary Service Development Plan for the Oklahoma Portion of the South Central High Speed Rail Corridor, prepared in November, 2009 projected annual ridership by 2023 of some 496,700 trips based on transit time between Tulsa and Oklahoma City of 1:15 with six trains in each direction. The plan included two morning rush hour trains and two evening rush hour trains departing each city. In addition, a mid-day and late evening train will operate from both Tulsa and Oklahoma City. The Corridor will be solely dedicated to the HSR service effectively ensuring that planned service levels are consistently met, most importantly reliable on-time performance. Conflicts with freight trains often are the most significant contributor to service failures. With no freight operations, this barrier to consistent high-speed service is absent.

In addition to customer acceptable performance, other actions are being taken that will promote ridership. Both cities have committed to long term development focused on the high speed rail service and expanding the local

transportation infrastructure, thus, contributing to assuring the ridership. Proposed intermediate stops for the service are located contiguously to existing park and ride facilities further encouraging ridership. Additionally, the proposed Oklahoma City to Tulsa service will be developed as part of and concurrently with the larger passenger network connecting major economic centers in Texas, Oklahoma, and Kansas as well as other locations in the Midwest.

- The potential of the corridor program to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base.

Tulsa-Oklahoma City high speed rail service will contribute significantly to economic development in the region. The primary equipment and infrastructure maintenance facility, located in Stroud, will directly generate additional jobs for the region. This is especially important, as Stroud is an Economically Distressed Area.

Economic benefits go well beyond those related to employment at the maintenance facility. A near-term economic impact study was conducted as part of the preliminary Service Development Plan, using the Bureau of Economic Analysis Regional Input-Output Modeling System multipliers. The study concluded that construction spending would produce 4,173 direct and indirect new jobs (measured as FTEs) and add more than $3 billion to the local economy. In addition to benefitting Stroud, the project would benefit other Economically Distressed Areas: Creek, Lincoln, Garvin, Murray, Carter, Love Counties, and parts of Oklahoma and Tulsa Counties. In addition, both Oklahoma City and Tulsa have long-term development plans centered on the proposed rail service as mentioned above.

- The potential of the corridor to enhance energy efficiency and environmental quality.

Preliminary estimates project ridership to reach 688,000 passengers in the tenth year of operation, increasing to 1,139,000 in the twentieth year. Although the service in itself will be a strong inducement to new travel, the preponderance of the ridership will be diverted motorists from parallel highways. The diversion will have a significant effect on emissions, eliminating 55,500 tons of hydrocarbons, carbon monoxide, carbon dioxide, and nitrous oxide from the atmosphere over the first twenty years of operation. Monetizing the reduction in emissions results in a benefit of $31.3 million to the region.

Fuel consumption will also be reduced. It is anticipated that 1.8 million gallons of fuel will be saved during the first 20 years of operation.

- The potential of the corridor program to promote interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use development in areas proximate to multimodal transportation options (including intercity passenger rail stations).

Oklahoma City is undertaking an ambitious urban development plan that would double the size of the downtown core area. The plan emphasizes the development of high density pedestrian oriented neighborhoods. The plan, approved by the voters, dedicates $130 million to redevelopment, $280 million for a new convention center, and more than $100 million to develop parklands along the Oklahoma River. The proposed high speed rail station is within the development area.

Tulsa is also looking to redevelop its urban core area. The Bank of Oklahoma Center arena and ONEOK Field were recently completed as part of Vision 2025, a taxpayer funded development program. The Tulsa Industrial Authority is beginning a study of urban brownfield sites to determine what is required to prepare the properties for development.

ODOT has undertaken the construction of a new multimodal bridge across the Arkansas River with significant funding coming from a TIGER grant from the USDOT. This bridge will carry both high-speed rail as well as transit rail for the City of Tulsa, and thus form a keystone allowing the pursuit of both further development of the South Central High Speed Rail Corridor and the City of Tulsa's TOD (Transit Oriented Development) by way of keeping the freight and passenger rail operations completely separated thanks to the new bridge. It also shows ODOT'S commitment to the development of the TULSA-Oklahoma City rail service.

- The consideration of other transportation modes in the planning process.

Significant consideration has been given to integrating the high speed rail service with other modes of transportation. One example, the connectivity with park and ride lots was cited earlier. As part of the redevelopment of downtown Oklahoma City, the City is planning to introduce modern street car service as part of a

transit improvement program. Although the final network alignment has not been defined, funding was approved in fall of 2009 by public vote. The final system will connect various parts of the urban core with a multimodal transportation center, likely at the former Santa Fe station. It will offer significant connectivity to the local market for the high speed rail service.

Tulsa has completed a rail transit strategic plan as well, and as mentioned the new Arkansas River Multimodal Bridge will kick off this network upon its completion and allow for the whole system to then follow. The Tulsa transit plan will connect light rail, and in the future commuter rail, services with connections to other modes of public transit.

(2) Future Program Viability and Sustainability.

Please identify:

- The likelihood that the final deliverables (Service Development Plan, Environmental Document, or State Rail Plan) will be ready and capable of being implemented;
- The demonstrated commitment of the State and other stakeholders to quickly execute the program once planning is complete;
- The degree to which the planning process meaningfully incorporates input from affected communities, local governments, regional councils and planning organizations, neighboring States, railroads, transportation modal partners, environmental interests, the public and other stakeholders – early and throughout the process;
- The likelihood that the corridor programs being studied can yield measurable service and public benefits in a reasonable period of time;
- The demonstrated ability of the applicant to support the future capital and operating needs of the corridor(s) being studied;
- The thoroughness of the proposed deliverables;
- The quality of proposed methodology and assumptions; and
- The applicant's contribution of a cost share greater than the required minimum of 20 percent.

• The likelihood that the final deliverables (SDP, NEPA document) will be ready and capable of being implemented.

In November 2009, ODOT published a preliminary Service Development Plan for the Tulsa-Oklahoma City high-speed rail service, along with a draft Tier 1 NEPA document. Both require updating and additional work to comply with Federal requirements. Significant engineering field work already has been completed and the State is confident that it can successfully and timely progress a Service NEPA for the entire corridor. Because the proposed rail line would be located in an existing, developed transportation corridor and addressable environmental concerns will be in the two urban areas, implementation of the rail system once approved by the FRA is expected to be straight-forward.

• The demonstrated commitment of the State and other stakeholders to quickly execute the program once

planning is complete.

As mentioned elsewhere, ODOT and the State of Oklahoma can point to the TIGER-funded I-244 Arkansas River Multimodal Bridge as proof it is serious in its intention to build passenger rail between Tulsa and Oklahoma City. This $100 million structure is a keystone to implementation of this service as it negates problems caused by the extensive freight rail traffic in the corridor by providing dedicated passenger rail alignment.

The State of Oklahoma has made a commitment to transportation improvement that includes high-speed passenger rail assistance as a priority. In 2005, the Governor and Legislature increased the amount of funding available for transportation including passenger rail. ODOT receives a dedicated annual funding stream, unlike other State of Oklahoma Departments. The amount of funding is based on a formula, part of which is calculated using State Income Tax revenues.

The State of Oklahoma has significant experience in developing and managing railroad infrastructure. Since the early 1980s, the state has been acquiring rail properties and today owns 867 miles of railroad, which is leased to short line operators.

The state has developed a management plan for its rail program from the Texas border through Oklahoma City to Tulsa. The plan, which is attached, will allow Oklahoma to immediately begin the program once planning is complete and addresses:

1. Program organization structure and staffing
2. Program management and control
3. Procurement and contract management
4. Design and construction management
5. Real estate and right of way
6. Health and safety plan
7. Communications management
8. System safety program

The plan also includes a financial plan, identification of formal agreements, identification of other government agencies and organizations, and legal/statutory authorities

- The degree to which the planning process meaningfully incorporates input from affected communities, local governments, regional councils and planning organizations, neighboring states, railroads, transportation modal planners, environmental interests, the public, and other stakeholders – early and throughout the process.

Development of the EIS will involve significant outreach to all stakeholders. The EIS Scope of Services, attached to this application, describes the public involvement and public relations strategies. The strategies comprise five elements

1. Conducting a Series of Workshops/Public Hearings and Stakeholder Meetings and Interviews
2. Creating and Maintaining Communication Vehicles
3. Implementing a Media Relations Strategy
4. Developing One-Page Documents that Identify Clear Benefits of the Rail Service
5. Conduct survey of existing Heartland users

- The likelihood that the corridor programs being studied can yield measurable service and public benefits in a reasonable period of time.

Oklahoma City – Tulsa high speed service can be implemented quickly and yield measureable benefits for a number of reasons. First, right of way acquisition obstacles are minimal, as the service will operate adjacent to an existing interstate route with limited access and development. As a toll road, access is even more controlled than other limited access highways. Second, both Oklahoma City and Tulsa have plans in place to integrate other public transit improvements with the new high-speed rail service. In Oklahoma City, funding for these improvements

already is in place. As importantly, both cities have significant urban redevelopment and land use programs. Third, the proposed high-speed rail service will be part of a much larger regional passenger rail network connecting the Dallas-Ft. Worth Area, Oklahoma City, Tulsa, Wichita, and Kansas City.

- The demonstrated ability of the applicant to support future capital and operating needs of the corridor(s) being studied.

The State of Oklahoma is firmly committed to the successful operation of high speed rail service. As discussed earlier, the state legislature issued a mandate, supported by legislation to fund high speed rail service in the state.

- The thoroughness of the proposed deliverables.

The deliverables are described in Section B. ODOT's capability to produce thorough deliverables is evidenced by the materials developed to date.

- The quality of proposed methodology and assumptions.

ODOT's methodology and assumptions are described in Section B. ODOT's November 2009 Service Development Plan and supporting documents are representative of the quality of our methodology and assumptions. The updated SDP and EIS will be produced with the same level of quality.

- The applicant's contribution of a cost share greater that the required minimum of 20%.

ODOT will contribute $750,000, 25 percent of the total project cost

(3) Project Delivery Approach.

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- The applicant's financial, legal, and technical capacity to implement the project;
- The applicant's experience in administering similar grants and planning efforts;
- The soundness and thoroughness of the cost methodologies and assumptions, and estimates for the proposed planning activities;
- The reasonableness and timeliness of the milestone and completion schedule;
- The thoroughness and quality of the Statement of Work;
- The timing and amount of the project's future noncommitted investments;
- The comprehensiveness and sufficiency, at the time of application, of agreements with key partners that will be involved in conducting the planning effort; and
- The overall completeness and quality of the application, including the comprehensiveness of its supporting documentation.

see next page, D(1)

D. Optional 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 A, Question 6). *This section is optional.*

C.3: ODOT operates an annual budget of approximately $1.6 billion and upon request can provide our audit records showing ODOT runs a fiscally sound operation with annual surplus holdings to cover any unforeseen emergencies. Specific to this grant, the STIP contains a budget item specific to funding passenger rail-related projects and planning efforts.

ODOT'S Office of General Counsel is fully staffed with attorneys who address all matters related to railroad projects and development (FRA/ STB/ Corporation Commission Filings, contracts, etc). They routinely execute multi-party Agreements regarding rail operations and infrastructure improvements. And statutorily, the State of Oklahoma has laws allowing and governing passenger rail development and operations, Title 66-321"Oklahoma Tourism and Passenger Rail Act," and Title 66-302.1 "Railroad Revitalization Act"

ODOT has a well-established Rail Division and routinely coordinates rail development projects throughout the State of Oklahoma with both Class I railroads as well as numerous short-line operators in conjunction with several nationally recognized consulting firms. Additionally, the Rail Division at ODOT manages approximately 900 miles of State-owned rail line, and just completed a decade of Heartland Flyer passenger rail operations while receiving the prestigious AMTRAK Presidential Service Award for this line. ODOT has 2500 employees and numerous Divisions dedicated to all aspects of multi-modal transportation engineering, development, and management, and it is currently wrapping up its largest project to date, the Oklahoma City I-40 Corridor Relocation Project (approximately $600 million).

As summarized in Section B, ODOT has a project management plan that will ensure the project is completed on schedule and within budget.

- The applicant's experience in administrating similar grants and planning efforts.

ODOT routinely enters into multi-party agreements, interacts with hundreds of public and private entities including MPOs, cities, businesses and interest groups, and conducts statewide and project-specific planning efforts daily. Our recent TIGER Grant Award of $49,480,000 speaks to the quality of our grant and planning abilities. ODOT is almost done with its new Long-Range Transportation Plan, and the ODOT Rail Division maintains both an 8-Year Work Plan and is preparing to update its Statewide Rail Plan.

- The soundness and thoroughness of the cost methodologies and assumptions, and the estimates for the proposed planning activities.

The budget for the planning activities is attached and reflects a detailed evaluation of the resources required.

- The reasonableness and timeliness of the milestone and completion schedule.

The milestones represent key check-off points in the project and have been developed to ensure that the project is completed in a timely manner.

- The thoroughness and quality of the Statement of Work.

The statements of work is attached and patterned after other successful similar projects.

- The timing and amount of the project's future non-committed investments.

ODOT has agreements with the Cities of Tulsa and Oklahoma City as well as the Association of Central Oklahoma Governments (ACOG) and INCOG, the MPO for the Tulsa region for funding, although funds have not been committed.

- The comprehensiveness and sufficiency, at the time of application, of agreements with key partners that will be involved in conducting the planning effort.

ODOT has identified nine agreements in its initial management plan that are relevant to the Oklahoma City-Tulsa Corridor including those required with FRA.

(2) Optional Supporting Documents (If you have uploaded documents to *Grants.gov*, please provide document title, filename, and description here):

Document Title	Filename	Description and Purpose
letter from Secretary Ridley		states financial contribution for match
support letters packet	TUL-OKC support letters packet	states support of the rail corridor
map of corridor	TUL-OKC HSIPR map	route map
Service Development Plan Scope	FINAL ODOT SDP Scope	details the proposed SDP
Environmnetal Impact Statement Scope	FINAL ODOT EIS Scope	details the proposed EIS

E. Checklist of Application Materials

Required Documents	Reference	Description	Format
☒ HSIPR Planning Application Form	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through *Grants.gov.*	Form

Required Documents	Reference	Description	Format
☒ HSIPR Planning Application Form	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through *Grants.gov*.	Form
☒ OMB Standard Forms • SF 424: Application for Federal Assistance • SF 424A: Budget Information-Non Construction • SF 424B: Assurances-Non Construction	FY 2010 Planning NOFA Section 3.3.1.2	Please submit through *Grants.gov*	Form
☒ FRA Assurances Document	FY 2010 Planning NOFA Section 3.3.1.3	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 *Grants.gov*	Form
Optional Supporting Documents	**Reference**	**Description**	**Format**
☒ Map of proposed project area	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through *Grants.gov*.	None
☒ Other supporting documents as identified by applicant	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through *Grants.gov*.	None

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**.