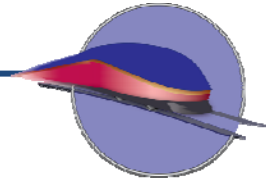


High Speed Intercity Passenger Rail (HSIPR) Program

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)

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

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

To comply with PRIIA(2008), Section 302, the State of Oklahoma is updating its State Rail Plan to comply with all of the items stipulated in PRIIA and further delineated by the Federal Railroad Administration.

(6) 6a. Total Cost of Planning Project (2010 dollars): \$ 512,000

- Amount Requested from HSIPR Program: \$ 384,000

- Non-Federal Match Amount: \$ 128,000

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 Oklahoma, ODOT	Existing	Committed	cash	\$128,000	25%	letter from Secretary 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 NEPA
- ☐ Service Development Planning only (Service NEPA already complete)
- ☐ Service NEPA only (Service Development Planning 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.

(8) 8a. Describe the service attributes of the Program/Project for which you are planning (check all that apply):☐ Additional Service Frequencies☐ Improved On-Time performance on Existing Route☐ New Service☐ Increased Average Speeds/Shorter Trip Times☐ Service Quality Improvements☒ Other (Please Describe): will address both freight and passenger rail throughout the State of Oklahoma**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:**

PRIIA tasks States with producing a State Rail Plan to set policy involving both freight and passenger rail transportation within its boundaries, establish priorities and implementation strategies to enhance rail service in the public interest, and serve as the basis for Federal and State rail investments within the State.

The State Rail Plan is to address a broad spectrum of issues, including an explanation of the State's passenger rail objectives and plans, an analysis of rail's transportation, economic, and environmental impacts in the State, and a long-range investment program for current and future passenger and freight rail infrastructure throughout the State. It should also address intermodal infrastructure, safety, and security issues. FRA and USDOT will establish minimum requirements for said plan.

By carrying out a formal State Rail Plan, it will allow ODOT and the State of Oklahoma to highlight and gather all of the hard work and efforts that have been undertaken concerning coordination with intrastate partners like Tulsa/Oklahoma City/INCOG/ACOG/COTPA, citizens groups like the Heartland Flyer Coalition, the State of Texas and TXDOT, the State of Kansas and KDOT, our long list of collaboration with all of our Class I and Class III railroads in our State, the FRA, our highway-grade crossing and safety efforts, and several other important and proactive planning, construction, and public involvement efforts mentioned throughout this application. This is by no means a complete list, but it gives a brief overview of all of the work underway concerning rail development, both passenger and freight, in the State of Oklahoma.

(9) What are the anticipated start and end dates for this Planning Project? (mm/yyyy)**Start Date:** August , 2010**End Date:** July, 2011

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 1/2 page).

PRIIA 2008 tasks States with producing a State Rail Plan to set policy involving both freight and passenger rail transportation within its boundaries, establish priorities and implementation strategies to enhance rail service in the public interest, and serve as the basis for Federal and State rail investments within the State. It also requires States to submit a State Rail Plan that meets all of PRIIA's plan requirements to the Federal Railroad Administration for their review and approval.

Although the ODOT Rail Division is incredibly proactive in both passenger and freight rail operations (manages 900 miles of State-owned rail line, just completed the first decade of Heartland Flyer passenger rail operations, has been working on the implementation of high speed rail since the publication of the 2001 High Speed Rail Implementation study, maintains an 8-Year Rail Construction Workplan, and recently completed an award-winning statewide electronic rail crossing database known as OK.RAIL) there is no up-to-date document that encompasses and analyzes all of ODOT'S activities and our State's expanding freight and passenger rail infrastructure to formulate an all-encompassing strategy that looks forward twenty years.

Fortunately the Rail Division has completed numerous documents that will allow the State Rail Plan to move forward at an accelerated pace (such as the "Heartland Flyer Economic Benefit Report," the "Heartland Flyer-- Texas-Oklahoma Connection," and worked with the Texas Transportation Institute on an extensive and statistically significant passenger survey study for the Heartland Flyer). It also completed a joint public involvement exercise with the ODOTPlanning Division, attending "town hall" public meetings and gathering input on rail from citizens across the State. This work will be included in both ODOT'S "2035 Long-Range Transportation Plan" and set the stage for further public involvement for our soon-to-start State Rail Plan study.

The State of Oklahoma will now act to update its most recent State Rail Plan (1992) to meet the current PRIIA and FRA requirements framework, and it will encompass significant developments in the State's rail infrastructure. The Oklahoma Department of Transportation is preparing to carry out an RFP process to secure a qualified consultant who will work under the direction of the ODOT Rail Division to produce a fully updated State Rail Plan as outlined below.

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 State Rail Plan is to address a broad spectrum of issues, including an explanation of the State's passenger rail objectives and plans, an analysis of rail's transportation, economic, and environmental impacts in the State, and a long-range investment program for current and future passenger and freight rail infrastructure throughout the State. It will also address intermodal infrastructure, safety, and security issues. In addition to PRIIA 2008, FRA has stated that it will issue additional Guidance which State Rail Plans will be required to follow in order to gain FRA approval.

The State will interact with various stakeholders including freight and passenger rail owners and operators, governmental and non-governmental entities including municipalities, the general public, elected officials and interest groups to produce a long-range strategic rail action plan that fosters growth throughout the State's rail network. The final product will be a living and active document that the State of Oklahoma will utilize to spur economic activity, to generate environmental benefits, and to prioritize numerous advancements in the State's growing rail transportation network in a financially-sound and pulic benefit-driven manner. It will outline 5- and 20-Year Workplans and set the stage for a continuation of all of the work underway across our state.

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.

Federal Rail Plan Requirements

At this point, we are still awaiting final guidelines and requirements from the Federal Railroad Administration. However, based on PRIIA Section 302 and the November 2009 AASHTO publication “State Rail Planning Best Practices,” we have established a comprehensive scope for our State Rail Plan. Our plan will address the following:

1. An inventory of the existing overall rail transportation system and rail services and facilities within Oklahoma and an analysis of the role of rail transportation within the Oklahoma’s surface transportation system.
2. A review of all rail lines within the State, including proposed high-speed rail corridors and significant rail line segments not currently in service.
3. A statement of our passenger rail service objectives, including minimum service levels, for rail transportation routes in the State.
4. A general analysis of rail’s transportation, economic, and environmental impacts in the State, including but not limited to issues such as congestion mitigation, trade and economic development, air quality, land use, energy use, and community impacts.
5. A statement of costs and public financing issues for rail projects and services in the State [see (a) below.], as well as discussion of other financial policies related to rail infrastructure development.
6. A long-range rail investment project list for current and future freight and passenger infrastructure throughout Oklahoma. [see (b) and (c) below].
7. An assessment of Oklahoma’s rail infrastructure that reflects consultation with all relevant stakeholders.
8. An assessment of Oklahoma’s intermodal rail connections and facilities with analysis of possible expansion to integrate rail and other modes of transportation to enable economic growth, enhance environmental benefits and reduce pressure on existing transportation system components.
9. A review of publicly funded projects within the State, including all major projects funded under section 130 of title 23.
10. Development of a Safety and Security program for Oklahoma’s rail infrastructure.
11. A performance evaluation of passenger rail services operating in Oklahoma and a plan to improve them, as well as a plan specifically focused on high speed rail development and growth.
12. Proof that the State is in compliance with the requirements of [49 U.S.C. § 22102 : US Code - Section 22102: Eligibility] as now required by PRIIA 2008.
13. The overall document will contain both 5-year and 20-year projections as they relate to the creation of a prioritized capitalization plan for both freight and passenger projects.
14. ODOT has already undertaken steps to comply with Section 135 of Title 23 by way of mutual participation in public outreach events and inclusion of rail in the State’s “2035 Long-Range Transportation Plan,” but any

State Rail Plan will further this cooperation through its investigation of multimodal operations and an exploration of transportation network impacts and effects caused by rail operations.

15. The overall rail plan shall consider local, statewide, regional and national rail planning in its final form.

(a) RAIL FINANCING AND LONG-RANGE RAIL INFRASTRUCTURE DEVELOPMENT—

A long-range rail investment program included in our State Rail Plan shall, at a minimum, include the following:

- A. A list of any rail projects with associated costs expected to be undertaken or supported in whole or in part by the State.
- B. A detailed funding plan for those projects, including an exploration of existing funding and ways to increase and grow rail funding for the State.

(b) PROJECT LIST—Oklahoma's State Rail Plan "Capital Projects List" shall contain:

- A. a description of the anticipated public and private benefits of each such project; and
- B. a statement of the correlation between:
 - i. public funding contributions for the projects; and
 - ii. the public benefits.

(c) CONSIDERATIONS FOR PROJECT LIST-- The State should take into consideration the following matters as they relate to possible project inclusion:

- A. Contributions made by non-Federal and non-State sources through user fees, matching funds, or other private capital involvement.
- B. Rail capacity and congestion effects.
- C. Effects on transportation system capacity, congestion, and safety.
- D. Environmental impacts.
- E. Economic impacts.
- F. Projected ridership where relevant

Currently, the FRA has requested a completed draft copy of a State's Rail Plan be submitted to them for comment and review. Following the completion of the ten sections outlined below that will make up the Oklahoma State Rail Plan, we will provide the FRA with a review copy for their consideration. If future Guidance from the FRA requires a different form of participation with them we will adjust our interaction accordingly.

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.

PROJECT SCHEDULE

ODOT intends to complete an RFP process and issue a Notice to Proceed by August 1, 2010.

The period of performance for the following work shall be 12 months, beginning August 9, 2010 and ending July 29, 2011.

The following series of Tasks (“Parts” in our management plan) build upon each other and culminate in the creation of a unified “Oklahoma State Rail Plan” which will then be submitted to FRA for review and comment.

Part I, August 9 - September 3
 Part II, September 6 - September 24
 Part III, September 27 - October 15
 Part IV, October 18 - November 12
 Part V, November 15 - December 3
 Part VI, December 6 - January 7
 Part VII, January 10 - February 18
 Part VIII, February 21 - April 1
 Part IX, April 4 - July 1, 2011
 Part X, July 4 - July 29, 2011
 FRA REVIEW: submit August, 2011

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

OKLAHOMA STATE RAIL PLAN, Comprised of the Following Sections

- I)Assessment of Existing and Necessary Resources
 - existing authority and resources
 - additional authority and resources needed to complete the Plan
 - catalogue of previous/existing/under development STATE RAIL STUDIES
- II)Public Involvement and Outreach
 - general public
 - private/ business involvement
 - governmental involvement
- III)Vision, Goals and Objectives
 - Statewide
 - Regional
 - National (National Rail Plan coordination)
- IV)Rail System Inventory
 - freight
 - passenger
- V)Statewide Rail Impacts:
 - to transportation system
 - to economy
 - to environment
- VI)Rail Safety and Security
- VII)Rail System Needs Assessment:
 - freight system

Form FRA F 6180.135 (03-10)

- passenger system
- multi-modal system

VIII) Rail System Needs Prioritization

- Public Benefits
- Private Benefits
- Methodology and Evaluation
- Final Prioritization of System Growth and Projects
 - x)freight
 - x)passenger
 - x)multi-modal

IX) Financial Needs and Assessment

- review and assessment of publicly funded projects (PRIIA-mandated)
- existing sources and funding
- exploration of new sources for funding opportunities and funding strategies
- 8-Year Funding Program for Entire System (Passenger and Freight and Multimodal)

X) Final Policy and Position Statements

- 5-Year Projections and Workplan
- 20-Year Projections and Workplan
- Statewide, Regional, and National Integration

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 Project is \$512,000, for which the FRA grant will contribute an estimated 75% of the total cost, but no more than \$384,000. Any additional expense required beyond that provided in this grant to complete the project shall be borne by the Grantee. (See attached budget for additional financial details of the project.)

Oklahoma State Rail Plan 2011

Total

FRA (75% of project cost): \$ 384,000

Grantee Contribution (25% of project cost): \$ 128,000

Total Project Cost: \$ 512,000**PROJECT COORDINATION**

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.

- FRA
- ODOT RAIL DIVISION (State of Oklahoma)
- If required, consulting firm will be added to Agreement

Although this planning document will involve interaction with numerous outside participants, only the FRA and ODOT will need to be signatory parties. As we will select a consultant to work with ODOT Rail Division to complete the State Rail Plan, FRA may request ODOT add the firm to the multi-party Agreement, though ODOT Rail Division will have ultimate authority over the Rail Plan and manage its final form.

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.

The ODOT Rail Division will be responsible for direct management of the State Rail Plan. While a consultant team will be retained to provide additional staff, all of the work produced will be reviewed and finalized by the Rail Division. As requested, the Federal Railroad Administration will receive a complete draft for their review and approval for inclusion in the National Rail Plan.

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 State of Oklahoma is on the verge of a widescale shift in its passenger transportation network. Since the reintroduction of passenger rail in 1999 with the launch of the Heartland Flyer, and the publication in 2001 of the legislatively-mandated study introducing and pre-engineering High Speed Rail for our State, Oklahoma has steadily been working towards rail-based mass transit transportation alternatives. And as it stands today, Oklahoma finds itself primed to become a major crossroads for passenger rail in our region as we pursue planning efforts with both Kansas and Texas to widen our existing passenger rail operations to the north and to expand development of the South Central High Speed Rail Corridor.

Additionally, Oklahoma's two largest cities, Tulsa and Oklahoma City, are both preparing to implement rail-based mass transit systems at the local level. The City of Tulsa recently approved a new Downtown Area Masterplan and completed a public-outreach planning campaign known as PLANiTULSA, both of which revolve around commuter rail and light rail transit development to reinvent central Tulsa as a TOD (Transit Oriented Development) district tied to its surrounding suburbs by means of rail-based development. And Oklahoma City is also reinventing itself as a rail-based city having just approved \$177 million in funding for a downtown rail-based street car network and putting out an RFP for a Transit Hub Study that will lay the groundwork for a mass transit commuter system linking all the major suburbs to downtown Oklahoma City by means of several commuter rail trunk lines.

And it is not only passenger rail that is burgeoning in our State. We also have been expanding our freight rail operations through the investment of millions of dollars in ODOT-funded rail construction projects, and we are fortunate to have one of the nations most active interior multimodal centers, the Port of Catoosa at the head of the Robert S. Kerr Navigation System, connecting the central United States to the Gulf of Mexico. This operation is considered the busiest inland waterway in the United States. Oklahoma currently has fourteen active shortline railroads all working diligently to put freight rail to beneficial use across our State whether it is agriculture, energy, or rail storage, and the ODOT Rail Division routinely carries out projects hand in hand with these operators and enjoys very positive, active relationships with all of them. The State of Oklahoma itself owns and manages nearly 900 miles of rail line through ODOT's Rail Division which generates annual income for the Rail Division and continues to spur additional economic growth and business opportunities as we work with outside investors to put new sections in operation while maintaining a large inventory of freight rail leases.

What is missing however, is a central plan that gathers and analyzes all of these efforts, quantifies and qualifies them, and then formulates a long-range objective that maximizes all the potential public and private benefits in a methodical, financially-sound and benefit-driven manner. While we continue to grow annually, the completion of the PRIIA 2008 and FRA-driven State Rail Plan will yield even greater growth and success for rail infrastructure in our State and lead to expanded funding initiatives and opportunities.

While we are legislatively mandated, legally empowered by State Statutes, and State-funded to pursue and enact rail operations across Oklahoma, and while we have a very experienced and award-winning public authority (ODOT Rail Division) capable of carrying out and enacting the efforts needed to move rail further into the 21st Century, we now seek the funding to carry out the planning effort that will culminate in the 2011 State Rail Plan. As we will be able to incorporate recently completed actions and activities mentioned elsewhere in this application, the ODOT Rail Division, in conjunction with a well-qualified consultant team, can meet the PRIIA 2008 and FRA requirements in a very economically-competitive fashion and in a year's time.

The ODOT Rail Division began working with the ODOT Planning Division in fall of 2009 by way of participation in a series of public outreach meetings conducted across the state as part of the "2035 Statewide Long Range Transportation Plan." The State Rail Plan will further this integration by way of incorporating Planning Division's multimodal study and transportation system modeling to identify gaps in existing transportation systems and identify ways to close these gaps.

Additionally, as it has been doing with development of the Tulsa-Oklahoma City High Speed Passenger Rail Corridor within Tulsa city limits, ODOT Rail Division will incorporate the results of studies conducted by both INCOG and the City of Tulsa to form a truly cohesive document. And the City of Oklahoma City will have the results of its "Multimodal Hub Study" issued during creation of the State Rail Plan and where appropriate this study will inform the SRP.

(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.

Unlike many States across the U.S., due to existing legislation Oklahoma is positioned and already active in rail infrastructure expansion, for both passenger and freight rail operations. Our legislature has been a huge proponent of rail activity in Oklahoma, whether it be through its annual dedicated funding it provides for passenger rail operations in our State or pointing to its foresight in 1999 to enact a legislative mandate that required ODOT to prepare for high speed passenger rail, Oklahoma is a rail-friendly land. To date, the State has purchased nearly 900 miles of abandoned rail line to prevent these invaluable assets from declining.

Both of our major Metropolitan Planning Organizations [the Association of Central Governments (ACOG) in Oklahoma City and the Indian Nations Council of Governments (INCOG) in Tulsa] have produced comprehensive rail planning studies, and both metropolitan areas are currently engaged in numerous rail development activities.

Going forward, we firmly believe the commitments of all these organizations and entities joined by the major cities involved who have already provided letters of cooperation and financial assistance, will provide the means to meet growing operations and maintenance costs as we look towards the future through implementation of the Oklahoma State Rail Plan. The State legislature provides dedicated annual funding to ODOT before any other annual budget allocations are made giving our organization a unique position to meet financial obligations going forward. Additionally, our legislature provides an annual capital fund specifically established to pay for our passenger rail operations in the State, and they have indicated their willingness to continue growing this need.

(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.

ODOT is currently completing our "2035 Statewide Long-Range Transportation Plan," and by examining the costs and time-frames associated with the creation of this document the ODOT Rail Division has been able to work with the ODOT Planning Division to generate realistic costs and completion time-frames for our State Rail Plan. In light of the fact that the ODOT Rail Division attended numerous Public Involvement meetings to address the public's concerns for Rail Development across our State as part of the 2035 SLRTP, we have first-hand experience and

knowledge in various aspects required to complete our State Rail Plan.

The ODOT Rail Division previously completed a State Rail Plan in 1992, and we currently maintain an "8-Year Construction Plan" as part of our annual planning process. We also recently completed a full inventory of our State's rail crossings and converted it into an interactive database which is now updated on a regular basis and used daily to aid us in our rail planning, safety, and construction efforts across Oklahoma.

The Rail Division has an extensive catalog of freight and passenger rail studies completed through the RFP-Consultant process, through the Rail Division itself, and through working with outside partners such as AMTRAK. Documents and deliverables such as the Oklahoma Railroad Rehabilitation Cost Study for Oklahoma East-West Freight Rail Connection McAlester to Shawnee, the OK.RAIL computer-based statewide crossing inventory, the Heartland Flyer Economic Benefit Report, and the Oklahoma Rail Passenger Study, speak to our ability to work with, manage, and create complex, high-quality products whether in conjunction with outside parties or by way of our internal staff.

The State of Oklahoma is proud of its numerous partnerships with both shortline and Class I rail operators and the investments we continue to make in such partners, and it is through these positive relationships that we know we will be able to continue making great strides resulting in both public and private benefits throughout the coming years. And as the public becomes increasingly involved through the afore-mentioned municipal-based rail operations, Oklahoma stands poised to become a nationally-prominent player despite its relative size.

ODOT Rail Division has addressed many of our needs in the Statewide Long-Range Transportation Plan and maintains an annual budget in both our STIP and the TIP to prove our commitment and ability to fund and carry out statewide efforts to improve our rail infrastructure.

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).

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.

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.*

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

[illegible]

E. Checklist of Application Materials

Required Documents	Reference	Description	Format
<input checked="" type="checkbox"/> HSIPR Planning Application Form	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through <i>Grants.gov</i> .	Form
<input checked="" type="checkbox"/> OMB Standard Forms <ul style="list-style-type: none"> 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 <i>Grants.gov</i>	Form
<input checked="" type="checkbox"/> 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 <i>Grants.gov</i>	Form
Optional Supporting Documents	Reference	Description	Format
<input checked="" type="checkbox"/> Map of proposed project area	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through <i>Grants.gov</i> .	None
<input type="checkbox"/> 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 <i>Grants.gov</i> .	None

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