Preapplication for HSIPR Program

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):
   - [x] 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: Kansas Department of Transportation

3. Name(s) of additional States and/or organizations applying in this group (if applicable): NA

4. Application point of contact (POC):
   John W. Maddox, C.P.M.
   POC title: Program Manager, Freight and Rail Unit

   Street address: Eisenhower State Office Building
   Freight and Rail Unit
   700 SW Harrison
   2nd Floor Tower
   City: Topeka
   State: KS
   Zip code: 66603
   Telephone number: 785-296-3228
   Fax: 785-296-0963
   Email: johnm@ksdot.org
What is your project?

(5) Project/program name: Grade Crossing Improvements - Newton, KS to the Kansas/Oklahoma border

(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):

This project would entail upgrading at-grade crossings on the potential expansion of the Heartland Flyer route. Improvements would include circuitry upgrades to accommodate 79 mph passenger service, signalization as needed, and upgrading crossing surfaces as needed.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (less than 250 characters): This project would cover the BNSF Railway line between Newton, KS and the Kansas/Oklahoma border (approximately 4 miles south of Arkansas City, KS).

(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): The potential expansion of the Heartland Flyer route (Fort Worth, TX and Oklahoma City, OK) to Newton, KS

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

(D) State(s) in which the benefiting service(s) is/are located: Kansas

(8) Project/program type:

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

- Structures (bridges, tunnels, etc.)
- Rolling Stock Refurbishments
- Track-Rehabilitation
- Rolling Stock Acquisitions
- Track-New Construction
- Stations, Terminals
- New Rights-of-Way
- Support Facilities (Yards, Shops, etc.)
- Major Interlockings
- Grade Crossing Improvements
- Communications, Signaling, Control
- Electric Traction
- Other (Please describe):

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (less than 500 characters): This project would entail upgrading at-grade crossings on the potential expansion of the Heartland Flyer route. Improvements would include circuitry upgrades to accommodate 79 mph passenger service, signalization as needed, and upgrading crossing surfaces as needed.

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

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<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Construction start</td>
<td>07/2010</td>
<td></td>
<td></td>
</tr>
<tr>
<td>completion date</td>
<td>07/2011</td>
<td></td>
<td></td>
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<tr>
<td>Service improvements</td>
<td>07/2011</td>
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</tbody>
</table>

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

<table>
<thead>
<tr>
<th>Project/Program Benefits</th>
<th>Before (FY 2008 levels)</th>
<th>After (Project completion)</th>
<th>Not Applicable</th>
<th>Not Sure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual passenger-miles</td>
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<td></td>
<td>□</td>
<td>☑️</td>
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<tr>
<td>Average daily round trips</td>
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<td>□</td>
<td>☑️</td>
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<tr>
<td>(weekday)</td>
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<td>□</td>
<td>☑️</td>
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<tr>
<td>On-time performance (OTP)</td>
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<td>□</td>
<td>☑️</td>
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<td>(at endpoint terminals)</td>
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<td></td>
<td>□</td>
<td>☑️</td>
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<tr>
<td>Top speed (mph)</td>
<td></td>
<td></td>
<td>□</td>
<td>☑️</td>
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<tr>
<td>Average operating speed</td>
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<td>□</td>
<td>☑️</td>
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<tr>
<td>(mph)</td>
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<td></td>
<td>□</td>
<td>☑️</td>
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<tr>
<td>(between endpoint terminals)</td>
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<td>☑️</td>
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</table>
## Capital Costs

11. Total anticipated project/program capital cost (in millions of dollars) (Note: preapplication estimates will not be binding): $10,000,000

12. Will your project/program proposal include matching funds?
   - Yes
   - No

   (A) If yes, as what percentage of total costs?
   - [ ] [ ] [ ]

   (B) Proposed source(s) of capital matching funds (Please check all that apply):
   - [ ] State
   - [ ] Local
   - [ ] Private
   - [ ] Other (Please specify):
   - [x] N/A
   - [ ] Not sure

13. If an in-kind match is expected, provide a brief description of the asset (less than 100 characters).
   - NA

## Operating Costs

14. Is the project/program expected to result in an additional annual cost of operations for the benefitting service?
   - [ ] Yes
   - [ ] No
   - [x] 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: NA

   (B) What is the status of providing that funding? (Select the appropriate option by clicking the gray box to activate the dropdown menu):
   - Not Sure
   - If other is selected, please specify: NA
### 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.)

<table>
<thead>
<tr>
<th>Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)</th>
<th>No study exists</th>
<th>If no study exists, are you applying for HSIPR funds to complete study?</th>
<th>Study underway</th>
<th>Study completed? (year)</th>
<th>Not applicable</th>
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<tbody>
<tr>
<td>Purpose &amp; Need/Rationale</td>
<td>✗</td>
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<tr>
<td>Service/Operating Plan</td>
<td>✗</td>
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<tr>
<td>Prioritized Capital Plan</td>
<td>✗</td>
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<tr>
<td>Ridership/Revenue Forecast</td>
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<td>✗</td>
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<tr>
<td>Operating Cost Forecast</td>
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<td></td>
<td>✗</td>
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<tr>
<td>Tier 1 Programmatic (or “service”) NEPA <em>(Identify document from dropdown menu)</em></td>
<td>✗</td>
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<tr>
<td>Environmental Impact Statement (EIS)</td>
<td></td>
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<td>✗</td>
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<tr>
<td>Assessment of Benefits</td>
<td>✗</td>
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<table>
<thead>
<tr>
<th>Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)</th>
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<tr>
<td>Preliminary Engineering (PE)</td>
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<tr>
<td>Tier 2 (project-level) NEPA <em>(Identify document from dropdown menu)</em></td>
<td>✗</td>
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<tr>
<td>Environmental Impact Statement (EIS)</td>
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<tr>
<td>Detailed Capital Cost Estimates</td>
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<tr>
<td>Assessment of Benefits</td>
<td>✗</td>
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</table>

<table>
<thead>
<tr>
<th>General Planning Studies/Documents</th>
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</thead>
<tbody>
<tr>
<td>Project Management Plan</td>
<td>✗</td>
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<tr>
<td>Financial Plan <em>(capital &amp; operating – sources/uses)</em></td>
<td>✗</td>
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</table>

(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.)

<table>
<thead>
<tr>
<th>Railroad owner 1 (Name):</th>
<th>BNSF Railway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):</td>
<td>Host railroad not yet consulted</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Railroad owner 2 (Name):</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):</td>
<td>No host railroad involved</td>
</tr>
</tbody>
</table>

(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):

Partner not yet consulted

(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): Some - less than 25%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)?

- [ ] Yes
- [x] 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:

(22) Anticipated application filing date (Check the appropriate box):

- [x] 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):

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. The Amtrak Expansion Feasibility Study currently underway is evaluating the potential costs of state-supported intercity passenger rail between Kansas City and Oklahoma City and Fort Worth. Amtrak is conducting the study and has indicated it will be completed sometime in 2009 – probably late in the year. The study will identify the basic infrastructure, capital and operating support needs and costs to start and support the service. The primary purpose of expanded passenger rail would be to carry travelers along a potentially 606-mile corridor in Kansas, Oklahoma, and Texas that connects to the national rail system. The goals of new service would be to offer an attractive alternative to driving; provide reliable and convenient service; improve the mobility of travelers who cannot drive, cannot afford or do not have other public transportation options. KDOT is in the process of updating its State Rail Plan that will include a passenger rail component.

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