



Preapplication for HSIPR Program

OMB No. 2130-0583

Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes**.
- Applicants should complete and submit this form electronically to: HSIPR@dot.gov.

A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):

State

Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: Kansas Department of Transportation

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

(4) Application point of contact (POC):

John W. Maddox, CPM

POC title:

Program Manager, Freight and Rail Unit

Street address:

Eisenhower State Office Building
Freight and Rail Unit
700 S.W. Harrison Street
2nd Floor Tower

City:
Topeka

State:
Kansas

Zip code:
66603

Telephone number:
785-296-3228

Fax: 785-296-0963

Email: johnm@ksdot.org

What is your project?

(5) Project/program name: Topeka Subdivision Rail Relay between Barclay, KS and Emporia, KS

(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*):
 Replace jointed rail with continuous welded rail on BNSF Topeka Subdivision between MP 91(Barclay, KS) and MP 110 (Emporia, KS). Replace turnout (passing siding) at MP 57.35 (Pauline, KS) to accommodate heavier rail. Project will allow Amtrak service to operate at a top operating speed of 79 MPH, through the affected area, as opposed to current restriction of 60 MPH.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): Topeka Subdivision of the BNSF Railway between MP 91(Barclay, KS) and MP 110 (Emporia, KS). Turnout (passing siding) replacement is at MP 57.35 (Pauline, 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*): Southwest Chief, endpoints of Los Angeles and Chicago and serving major locations of Kansas City and Albuquerque. Future new service between Oklahoma City and Kansas City, if funded and approved, would also benefit from the higher speed.

(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: Illinois, Missouri, Kansas, Colorado, New Mexico, Arizona, California

(8) Project/program type:

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

- | | |
|--|--|
| <input type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Refurbishments |
| <input checked="" type="checkbox"/> Track-Rehabilitation | <input type="checkbox"/> Rolling Stock Acquisitions |
| <input type="checkbox"/> Track-New Construction | <input type="checkbox"/> Stations, Terminals |
| <input type="checkbox"/> New Rights-of-Way | <input type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings | <input type="checkbox"/> Grade Crossing Improvements |
| <input type="checkbox"/> Communications, Signaling, Control | <input type="checkbox"/> Electric Traction |
| <input type="checkbox"/> Other (<i>Please describe</i>): | |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Replacement of 19 miles of existing jointed rail with continuous welded rail and replacement of a turnout with heavier rail

(C) Service attributes (*Check all that apply*):

- | | |
|---|---|
| <input type="checkbox"/> Additional Frequencies on Existing Route | <input type="checkbox"/> Improved On-Time-Performance on Existing Route |
| <input type="checkbox"/> New Service | <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times |

Other (Please describe):

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

Construction start date:
06/2010

Construction completion date:
12/2010

Service improvements realized: 12/2010

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	60	79	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)			<input checked="" type="checkbox"/>	<input type="checkbox"/>

What will your project/program cost & how will it be funded?

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):
\$6,950,000

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

(A) Yes If yes, as what percentage of total costs?

No

(B) Proposed source(s) of capital matching funds *(Please check all that apply)*:

State

Local

Private

Other *(Please specify)*:

N/A

Not sure

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

Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes No Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Other 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)*:

Other 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.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Categorical Exclusion (CE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Categorical Exclusion (CE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Not sure					
(17) Is the project/program included in a Performance Improvement Plan for the host railroad? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Not sure					

(A) Who are your partners & what are their commitments?

- (18) **Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, “owner(s)” may also include operator(s) under trackage rights or lease agreements.) (If more than two railroads, please include additional information in question 24.)

Railroad owner 1 (Name):	BNSF Railway
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place
Railroad owner 2 (Name):	NA
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	No host railroad involved

- (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 consulted, awaiting support commitment

- (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): None

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? Yes No N/A Not sure

(B) Which track is the best fit for your project/program?

- (21) Anticipated HSIPR funding track (Click on the appropriate option from the dropdown menu shaded in gray):

Track 1 (Projects) FD/Construction

If unsure, please explain:

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

2009 – first round

Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

(C) What help do you need?

(23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*):

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. Completion of this project would allow for a 79 MPH top operating speed over the affected section of track versus the current 60 MPH top operating speed. An increased top operating speed will result in improved efficiencies for the Amtrak Southwest Chief passenger rail service and potential extension of the Heartland Flyer.

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 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**.