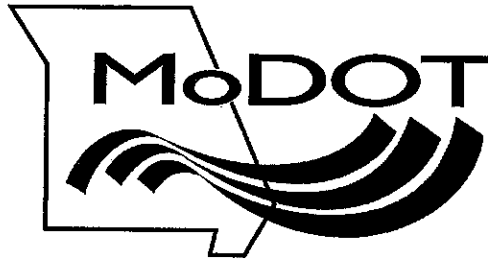


Missouri
Department
of Transportation



Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org



2007 Missouri Quality Award Winner

June 24, 2008

Mr. Peter Schwartz
Federal Railroad Administration
Office of Railroad Development (RDV-11)
Mail Stop 20
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Schwartz:

The Missouri Department of Transportation, with the cooperation of the Union Pacific Railroad and Amtrak, is submitting an application for capital improvements for track sections between Sedalia, MO and Kansas City, MO based on USA Gov Grant # 6048. These proposed improvements will improve passenger rail service and on-time performance while maintaining a critical freight rail delivery system.

The point of contact for this grant will be:

Rod Massman
Administrator of Railroads
MoDOT
2217 St. Mary's Blvd
Jefferson City, MO 65102
(573) 751-7476
Rodney.Massman@modot.mo.gov

MoDOT and its partners in passenger rail of Amtrak and Union Pacific feel that this proposed project strongly reflects the intention of the Capital grant program. Importantly, and as described in the following documents, this is a critical area of improvement we have been planning for some time. Thus the capital grant program is an excellent opportunity for Missouri to leverage resources to increase and improve our passenger rail service on a very crowded rail line that crosses the entire state. Additionally, this is the only state supported passenger rail service in Missouri and it experiences chronic service issues due to track congestion and track sharing. We

feel our documentation shows this capital grant would allow Missouri to drastically improve passenger rail service and at the same time allow for continued freight flows across the state.

Based on the application instructions, we are submitting this application and supporting documents in the order described in the Application instruction found at www.grants.gov.

The following documents are presented as appendices A through O:

Appendix A – Standard form 424

Appendix B – Background information – summary of the state of service currently, Amtrak ticket revenues, on-time performance, per-rider and federal and state subsidies, total passenger numbers over length of service, on-time performance of Missouri Amtrak trains vs. other Amtrak trains, copy of current operating contract for service with Amtrak,

Appendix C – Scope of work and supporting documentation (research report by UM attached)

Appendix D – Proposed budget from Consultant for Track Work projects

Appendix E – Description of Operating Schedules and Train times

Appendix F – Environmental Concerns and proposed Planning and NEPA work

Appendix G – Project Implementation and management – partner with UP and Amtrak letters of support

Appendix H – Description of Anticipated Improved performance

Appendix I – Ownership and management of facilities, timetables and physical description from UP

Appendix J - Passenger Rail integration into Statewide Transportation Planning (STIP copy of current year)

Appendix K- Integration into Federally-designated High Speed Rail Corridor

Appendix L- Survey of existing public passenger transportation on the same route

Appendix M- FRA Assurances and certifications

Appendix N- Current Amtrak Contract

Appendix-O-Bill of legislative support for appropriation of funds

We appreciate this opportunity and look forward to working with you on this grant opportunity. Please let us know if we can clarify or provide additional information in support of this important project.

Sincerely,



Pete K. Rahn

Director, Missouri Department of Transportation

CC: Brian Weiler, MO

Ernie Perry, OR

Debbie Rickard, CT

Rod Massman



MEMORANDUM

Missouri Department of Transportation

Multimodal Operations
2217 St Mary's Boulevard

TO: Peter Schwartz, FRA

CC: Brian Weiler, MO
Ernie Perry, OR
Debbie Rickard, CT

FROM: Rod Massman
Administrator of Railroads
MoDOT

DATE: May 19, 2008

SUBJECT: Re: Supplemental Information in support of Capital Assistance to States—
Intercity Passenger Rail Service Program, Grant No. 6048

Enclosed is a description of the various UP capacity improvements for the FRA capital grant application. It contains the status of current service and need for infrastructure as identified in the study and all information is current as of 4-30-08. I have included the number of each question asked on the FRA grant application that describes the minimum content for each grant application, and the question is either answered on this memorandum or refers to another attachment filed with the grant application.

1. The contact information is listed on the opening letter to Mr. Schwartz from Director Rahn..
2. The forms requested are attached.
3. The University of Missouri's Union Pacific (UP) capacity track study is attached to this application and forms the basis of this application. The study found that the current tracks on the UP Sedalia subdivision are filled to capacity on this route and that the major part of Amtrak's track-caused delays are caused by freight train interference and that 53% of the total delays are caused by the Amtrak train's interaction with the many freight trains on the route, which on nearly every trip holds back the Amtrak train by putting it in a siding multiple times and holding it for extreme amounts of time. The report noted that the double track currently exists on the Amtrak route from St Louis to Jefferson City but that the area from Jefferson City to Kansas City was only single track with a variety of sidings of various types along this part of the journey, and that most of the time delays on the total Amtrak trip from Kansas City to St Louis were spent on the single track portion of the line, and in particular on an area between Lee's Summit and Warrensburg. This area overall contained approximately 20% of all train delays. The second-highest problematic area was the Jefferson City to Sedalia area with almost 17% of all delays. Therefore, in the findings, the researchers focused in particular on what do with delays at these critical junctures, and suggested many different alternatives. The researchers used

various categories to show the delays and the alternatives suggested and then showed the percentages of UP delay savings and the Amtrak delay savings, along with an expected cost of each alternative selected, either singly or in tandem with other selections.

4. The best pay-off selected in terms of increased fluidity and in getting the most improvements for the most cost, was interestingly, in the two areas of the greatest delays, which are noted above. The options and combinations selected by the researchers and the options and combinations selected by MODOT were very nearly the same options. The extension of a short siding at California was first by the researchers and the extension of the Strasburg siding was second. MoDOT views the combination/extension of the Strasburg and the California sidings as the most cost effective in terms of the greatest possibilities of easier passage of trains and the most likely to return the amount invested in terms of benefits of on-time performance. However either option or combination of both would be acceptable. For purposes of this grant, the option of a combination of the Strasburg siding extension with an option of the extension of the California siding is the most preferable. Although the estimated cost is actually \$10.5 million, only \$10 million is being requested and will be used to complete the extension of the Strasburg siding and extend the California siding as far as possible up to the 8500 feet projected. The sidings will be extended therefore to a length somewhat shorter than 8500 feet but will be somewhere in the area of 7000 feet, more than enough to accommodate today's freight trains.
5. The attachments show that not only are these improvements important, but that they would also be part of an ongoing maintenance and upkeep program that will complement UP's already existing efforts to improve fluidity on this route. The nearly completed Gasconade River bridge double-track project by the UP and the clearance to complete a second bridge over the Osage River will resolve many problems that the University of Missouri study pointed out, and these additions will be constructed by UP, not by taxpayers, so the net effect of all of these improvements will be to improve the line even more than it currently exists and to increase fluidity as never before. The improvements requested on the single track portion of the UP as requested in this grant application are critical, though, in that UP at present has no plans to improve the single track portion of the railroad and the clear statistics show that unless there are substantial increases in investment in track on this single track side of the Amtrak route, there will not be any appreciable gains in terms of time or service when the route is looked at as a whole.
6. The reason there is such a great need for these improvements is easy to see. This route is one of the lowest performing Amtrak routes in the country, mostly for two reasons. One is that the on-time performance is dismal because the type of improvements that are requested in this grant are currently not being implemented. Missouri has never had a capital improvements budget for investment in private rail infrastructure, but has invested in operating funds for Amtrak since 1979 at a cost of over \$80 million. Unfortunately the service suffers from chronic poor on-time performance and a near total lack of advertising which results in low passenger numbers---consequently it is at a critical junction in its lifetime---the prevailing wisdom is to either improve the service or get rid of it, and the Missouri legislature has been at that point at many times during the history of this state-supported line. If there was ever a time that investment in this line would be

appropriate, then that time is exactly now because never before has there been the opportunity and the critical mass of federal funding, state funding, (which was just approved by the Missouri legislature for the first time ever of the sum of \$5 million dollars for the matching state funds for these federal dollars requested) and ongoing infrastructure improvements at the same time as UP, and an ongoing commitment by the state to continue to fund and improve the service once the investment is made.

7. Clearly, once the investment is made the prospects for the future look very bright. The UP at its own initiative will complete infrastructure improvements, and once the initial hurdle of obligating federal appropriations for the track infrastructure work occurs, then the ongoing work of future improvements in many years ahead will go on and will become easier as time goes by, and its hoped that the tradition of funding these improvements will become like any other transportation improvement and an expected part of yearly state and federal budgets from here on. The state is continuing its many efforts to improve passenger rail through its membership in the Midwest Regional Rail Initiative and the States for Passenger Rail Coalition and the Midwest High Speed Rail Compact, all groups in which many active people from Missouri participate and support their efforts on a regional and national basis. This also lays the groundwork for future improvements that will be in coordination with other states and Amtrak in order to build a system that will work both for the state and for the country. Lastly, the reason Missouri is at its crossroads in passenger rail is also historical. The route lies at the ends of the second and third, respectively, largest rail centers in the country, being Kansas City and St. Louis, and the potential for future ridership is huge based on the demographics and the connections between the two cities, in that they are largely underserved by their present air and bus connections. The downtown St Louis, Missouri new Amtrak/Multimodal station which is set to open in June, 2008, will be a showcase of future rail-bus-light rail connections and will be one of the centerpieces of how to combine several transportation options in the same building and to integrate it into an existing downtown network. The station will also be a key in further developing the key St. Louis to Chicago rail connection which at present serves 5 passenger rail round trips a day and has undergone huge gains in passenger numbers which is expected to continue to increase. Also all along the current route which will receive these improvements many stations are currently or in the process of being upgraded by having local communities invest many funds to increase their usefulness to the Amtrak line and to also make their own communities aware for the need for Amtrak and to secure the future of passenger rail for their communities. There are 10 stops on the route and significant funds are currently being expended in Sedalia and in Hermann, for example, to make those a reality and have been for many years in Kirkwood. In a nutshell, the future of passenger rail in Missouri looks very bright, and this grant could be the key to having a bright future. Hopefully this will signal the revitalization of the Amtrak state-supported route in Missouri. Funding for the state match was requested and approved during the 2008 legislative session of the Missouri legislature to fund the state's portion of the \$5 million cost, which is a phenomenal achievement for a state that never had previously invested state dollars in private rail infrastructure to benefit passenger rail. Clearly, there will never be an opportunity such as now exists to match the state's \$5 million with the FRA

Capital Grant program's \$5 million in order to develop a project of truly monumental significance in Missouri's passenger rail history.

8. All project implementation and oversight will be done according to all federal requirements.
9. The financial performance of the route is subject to annual appropriations from the Missouri legislature using general revenue funds. It is expected that as on-time performance improves as a result of improvements such as track and siding improvements, that passenger numbers will increase as well due to further reliability of the service.
10. The benefits to be realized from the project are an increase in reliability due to on-time performance and in safety due to fewer blocked crossings and fewer stopped trains due to more track capacity in which to store and pass trains. The track owned by the Union Pacific is also a "corridor" project in which MODOT grade crossing funds and federal 23 USC Section 130 funds are used to improve all crossing equipment at each crossing in an orderly manner that is progressing from Jefferson City to Kansas City and is coincidentally in the area of California, MO near where the sidings are proposed to be constructed. This corridor will eventually stretch the length of the subdivision all the way to Union Station in downtown Kansas City, MO whereby each crossing will have had a diagnostic team review and all but the very least-used crossings will have the latest and best active warning devices installed at them, including constant-warning time circuitry and LED lighting.
11. The benefits to the rail passengers will be increased on-time performance and a far greater reliability of arriving on time at their destinations, in addition to providing a meaningful modal choice of how to travel, which is one of the 18 tangible results that MODOT is seeking to achieve.
12. The source of funding is \$5 million in matching funds from the Missouri legislature using general revenue funds which has already been approved by the Missouri legislature. It is to this \$5 million to which Missouri will match from the FRA's Capital Grant program in order to achieve an overall project of \$10 million.
13. The improvements will be owned and maintained by Union Pacific Railroad.
14. There are no other known negotiations or agreements pending at this time in reference to these assets owned by Union Pacific Railroad.
15. Progress toward meeting NEPA requirements is attached in a separate document.
16. The Missouri DOT's STIP is attached as a separate document.

Any other information required is referenced in the attachments provided, for further information or if any questions or supplemental filings are required, please contact me at Rodney.Massman@modot.mo.gov or at 573-751-7476, or at 573-526-5570.

Opportunity Title:	Capital Assistance to States - Intercity Passenger Rail
Offering Agency:	DOT/Federal Railroad Administration
CFDA Number:	20.317
CFDA Description:	CAPITAL ASSISTANCE TO STATES INTERCITY PASSENGER RAIL S
Opportunity Number:	6048
Competition ID:	
Opportunity Open Date:	03/18/2008
Opportunity Close Date:	09/30/2009
Agency Contact:	Peter Schwartz Office of Railroad Development Federal Railroad Administration E-mail: peter.schwartz@dot.gov Phone: (202) 493-6360

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here.

If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

* Application Filing Name:

Mandatory Documents

	Move Form to Complete
	Move Form to Delete

Mandatory Documents for Submission

Application for Federal Assistance (SF-424)	Move Form to Complete
	Move Form to Delete

Optional Documents

Assurances for Non-Construction Programs (SF-42)	Move Form to Submission List
	Move Form to Delete

Optional Documents for Submission

	Move Form to Submission List
	Move Form to Delete

Instructions

- 1** Enter a name for the application in the Application Filing Name field.

 - This application can be completed in its entirety offline; however, you will need to login to the Grants.gov website during the submission process.
 - You can save your application at any time by clicking the "Save" button at the top of your screen.
 - The "Save & Submit" button will not be functional until all required data fields in the application are completed and you clicked on the "Check Package for Errors" button and confirmed all data required data fields are completed.
- 2** Open and complete all of the documents listed in the "Mandatory Documents" box. Complete the SF-424 form first.

 - It is recommended that the SF-424 form be the first form completed for the application package. Data entered on the SF-424 will populate data fields in other mandatory and optional forms and the user cannot enter data in these fields.
 - The forms listed in the "Mandatory Documents" box and "Optional Documents" may be predefined forms, such as SF-424, forms where a document needs to be attached, such as the Project Narrative or a combination of both. "Mandatory Documents" are required for this application. "Optional Documents" can be used to provide additional support for this application or may be required for specific types of grant activity. Reference the application package instructions for more information regarding "Optional Documents".
 - To open and complete a form, simply click on the form's name to select the item and then click on the => button. This will move the document to the appropriate "Documents for Submission" box and the form will be automatically added to your application package. To view the form, scroll down the screen or select the form name and click on the "Open Form" button to begin completing the required data fields. To remove a form/document from the "Documents for Submission" box, click the document name to select it, and then click the <= button. This will return the form/document to the "Mandatory Documents" or "Optional Documents" box.
 - All documents listed in the "Mandatory Documents" box must be moved to the "Mandatory Documents for Submission" box. When you open a required form, the fields which must be completed are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message.
- 3** Click the "Save & Submit" button to submit your application to Grants.gov.

 - Once you have properly completed all required documents and attached any required or optional documentation, save the completed application by clicking on the "Save" button.
 - Click on the "Check Package for Errors" button to ensure that you have completed all required data fields. Correct any errors or if none are found, save the application package.
 - The "Save & Submit" button will become active; click on the "Save & Submit" button to begin the application submission process.
 - You will be taken to the applicant login page to enter your Grants.gov username and password. Follow all onscreen instructions for submission.

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): _____ * Other (Specify) _____
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* 3. Date Received: Completed by Grants.gov upon submission.	4. Applicant Identifier: _____
--	--

5a. Federal Entity Identifier: _____	* 5b. Federal Award Identifier: _____
--	---

State Use Only:

6. Date Received by State: _____	7. State Application Identifier: _____
---	---

8. APPLICANT INFORMATION:

* a. Legal Name: Missouri Department of Transportation	
* b. Employer/Taxpayer Identification Number (EIN/TIN): 44-6000987	* c. Organizational DUNS: 025280335

d. Address:

* Street1:	2217 St Marys Blvd
Street2:	_____
* City:	Jefferson City
County:	_____
* State:	MO: Missouri
Province:	_____
* Country:	USA: UNITED STATES
* Zip / Postal Code:	65201

e. Organizational Unit:

Department Name: _____	Division Name: _____
----------------------------------	--------------------------------

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.	* First Name: Rodney
Middle Name: P	
* Last Name: Massman	
Suffix:	
Title: Administrator of Railroads	
Organizational Affiliation: _____	
* Telephone Number: 573-751-7476	Fax Number: 573-526-4709
* Email: Rodney.Massman@modot.mo.gov	

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

DOT/Federal Railroad Administration

11. Catalog of Federal Domestic Assistance Number:

20.317

CFDA Title:

CAPITAL ASSISTANCE TO STATES INTERCITY PASSENGER RAIL SERVICE

*** 12. Funding Opportunity Number:**

6048

* Title:

Capital Assistance to States - Intercity Passenger Rail Service

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

*** 15. Descriptive Title of Applicant's Project:**

Union Pacific track improvements on the Sedalia Subdivision of the Kansas City Division of the Union Pacific Railroad on the UP mainline between Sedalia and Kansas City MO, improving Amtrak/UP perf.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts If needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="5,000,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="5,000,000.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="10,000,000.00"/>

* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)

Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed: