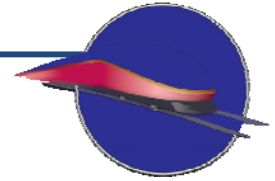


## High Speed Intercity Passenger Rail (HSIPR) Program

### Application Form



### Track 1b-PE/NEPA

Welcome to the Track 1b – Preliminary Engineering (PE)/National Environmental Protection Act (NEPA) Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1b-PE/NEPA are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application as well as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at [HSIPR@dot.fra.gov](mailto:HSIPR@dot.fra.gov).

**Instructions:**

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1b project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your PE/NEPA Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov)

### A. Point of Contact and Application Information

<b>(1) Application Point of Contact (POC) Name:</b> Rodney P. Massman		<b>POC Title:</b> Administrator of Railroads		
<b>Street Address:</b> P.O. Box 270	<b>City:</b> Jefferson City	<b>State:</b> Missouri	<b>Zip Code:</b> 65102	<b>Telephone Number:</b> 573-751-7476
<b>Fax:</b> 573-526-4709		<b>Email:</b> <a href="mailto:Rodney.massman@modot.mo.gov">Rodney.massman@modot.mo.gov</a>		
<b>(2) Name of lead State or organization applying:</b> Missouri Department of Transportation				
<b>(3) Name(s) of additional States and/or organizations applying in this group (if applicable):</b> N/A				
<b>(4) Is this PE/NEPA Project related to additional applications for HSIPR funding (under this track or other tracks)?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Maybe  If “Yes” or “Maybe” provide the following information:				

Other Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
MO-KC to STL Corridor-2 <sup>nd</sup> Rail Bridge over Osage River	Missouri	Track 1a - FD/Construction	\$28.3 M	Applied
MO-KC to STL Corridor-Missouri Rail Crossing Safety Improvements	Missouri	Track 1a - FD/Construction	\$3.2 M	Applied
MO-KC to STL Corridor-Webster Universal Crossover	Missouri	Track 1a - FD/Construction	\$4.4 M	Applied
MO-KC to STL Corridor-Bonnots Mill Universal Crossover	Missouri	Track 1b - PE/NEPA	\$5.6 M total, \$764,000 PE-NEPA	Applied
MO-KC to STL Corridor-Knob Noster Passing Siding Extension	Missouri	Track 1b - PE/NEPA	\$8.5 M total, \$836,800 PE-NEPA	Applied
MO-KC to STL Corridor-Hermann Universal Crossover	Missouri	Track 1b - PE/NEPA	\$5.2 M total, \$712,500 PE-NEPA	Applied
MO-KC to STL Corridor-3 <sup>rd</sup> Mainline Track in Jefferson City Yard	Missouri	Track 1b - PE/NEPA	\$9.7 M total, \$930,000 PE-NEPA	Applied
*MO-KC to STL Corridor-Kingsville Passing Siding	Missouri	Track 1b - PE/NEPA	\$11.5M total, \$958,800 PE-NEPA	Applied
MO-KC to STL Corridor-Double Track Lee's Summit to Pleasant Hill	Missouri	Track 1b - PE/NEPA	\$56.6 M total, \$1,418,800 PE-NEPA	Applied
MO-KC to STL Corridor-Real-Time Passenger Information Displays	Missouri	Track 1b - PE/NEPA	\$3 M total, \$750,000 PE-NEPA	Applied
MO-KC to STL Corridor-New Locomotive Equipment	Wisconsin -MO	Track 2	\$50 M total, undetermined PE-NEPA	Will Apply

\* This project would immediately follow the asterisk (\*) highlighted project in priority order.

## B. Project Overview

(1) **PE/NEPA Project Name:** *MO-KC to STL Corridor-Strasburg Grade Separation*

(2) **Indicate the activity(ies) for which you are applying:**

- Preliminary Engineering (PE)       NEPA site-specific

(3) **What are the anticipated start and end dates for this PE/NEPA Project? (mm/yyyy)**

**Start Date:** \*Depending on programming, but latest is 02/2010, some of the preliminary activities toward environmental compliance have already begun **End Date:** 02/2011

(4) **PE/NEPA Project Narrative.** *Please limit response to 4,000 characters.*

Describe the PE/NEPA activities that would be completed with HSIPR Track 1 funding through this application. Include the design studies and the resulting project documents for PE activities. For NEPA activities, address the technical and field studies that would be completed and documents that would be prepared, including:

- Project component studies
- PE/NEPA tasks / milestones
- Preparation of documents

Describe the agency and public involvement approach including key activities and objectives (including permitting actions). Address the coordination plan with affected railroads and right-of-way owners.

Provide an overview of the main features and characteristics of the FD/Construction Project, including:

- The location of the project including name of rail line(s), State(s), and relevant jurisdiction(s) (include map if available in supporting documentation).
- Identification of service(s) that would benefit from the project, the stations that would be served, and the State(s) where the service operates.
- How the project was identified through a planning process and how the project is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
- How the project will fulfill a specific purpose and need in a cost-effective manner.
- The project's independent utility.
- The specific improvements contemplated.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.

This project will likely require an environmental assessment. MoDOT is working on the project's construction cost estimate and all concurrent design/NEPA requirements, including design, utility, environmental, public involvement and survey. The plan is to ask FRA for a 50% cost-share for these costs, and then use MoDOT (95%) and UP (5%) funds for construction. MoDOT has completed NEPA and design requirements satisfactorily on many projects, including other similarly designed railroad grade separations, one of which is nearby and will carry Rt.13 over UP on this same route.

This proposed project is located on the Union Pacific Railroad in Missouri along the *Missouri River Runner* route, which is the Amtrak-state supported service. There are 10 Amtrak stations along the route that include St. Louis, Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit, Independence and Kansas City. There is no commuter rail service on this line. The only freight use is by UP freight trains. There will be no donated land from the railroad to construct the project.

This project was identified in a 2006 University of Missouri study that analyzed the need for a new or extended usable siding in the Strasburg area, which eases congestion between Lee's Summit and Warrensburg. This area was identified as having the highest rate of delay for Amtrak, nearly 19 percent. This project was also identified by MoDOT as a way of taking the current at-grade crossing out of the siding and converting it to a usable siding that could serve as a location where Amtrak could pass freight trains without blocking the current vehicle traffic.

Although the siding is used now, the use is sparing and inefficient because Amtrak trains block the crossing when it is being used. If Amtrak were to pass using the siding while the freight train moved on the mainline, both trains would block traffic. This creates the unsafe situation that occurs at two-track crossings when one train sits and waits near a crossing and activates the equipment while another moves on the other track unseen from vehicles with an obscured view. There is then the risk that vehicles will run the gates, thinking the parked train is the only one activating the gates.

The grade separation removes the double-track at-grade crossing. It also has an independent roadway utility in that it provides 24-hour access for emergency vehicles, removes a curve on Route E in Strasburg, provides a school access for students that must cross the tracks and provides for future development around a growing suburban Kansas City area. The plan also contains fencing of much of the railroad right of way and inclusion of a multi-use path suitable for bicycles across the grade separation.

MoDOT understands that normal FHWA-approved methods of achieving environmental compliance are not sufficient to document these FRA methods. MoDOT plans to achieve environmental compliance with FRA's permission through procedures similar to the following.

**Categorical Exclusions (CE)**

MoDOT steps:

- Project screening by Environmental Specialist to determine project's impact – includes literary research, contacting agencies and field reconnaissance
- Document findings, prepare cover letter and submit for federal review and approval

(If the project has minimal impacts, it could qualify for a Programmatic CE, which allows MoDOT to approve certain projects as CE's without FHWA concurrence and exempts 21 types of projects from formal NEPA documentation.)

**Environmental Assessment**

MoDOT steps:

- Identify project's purpose and need, and alternates being considered
- Early consultation, coordination with agencies with jurisdiction by law or with special expertise to specific resources
- Draft document development
- Hold public hearing
- Agency and internal review of draft document
- Identification of preferred alternate
- Final document development
- Public, agency and internal review of final document
- Letter to federal agency to accompany FONSI that states any changes to preferred alternate
- Develop Finding of No Significant Impact (FONSI)
- Federal approval with a signed FONSI

(5) **Status of Activities:** In the following table, please indicate the status of planning studies/documentation supporting your planned investment. Indicate the status and key dates for each applicable activity as noted in Appendix 2 of the HSIPR Guidance.

	Select <u>One</u> of the Following:				Provide Dates for all activities:	
	N/A	No study exists	Study Initiated	Study Completed	Actual or Anticipated Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
<b>Activities/Documents</b>						
<b>Environmental Studies</b>						
Final NEPA Document (Categorical Exclusion (CE) documentation, Environmental Assessment (EA), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/1/09	02/01/11



Environmental Impact Statement (EIS))						
Historic and Cultural Resource Studies	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/1/09	02/01/11
Biological Surveys and Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/10	02/01/11
Wetlands Delineation and Hydrology Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/10	02/01/11
Community Impact Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/10	02/01/11
Traffic Impact Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/10	02/01/11
Air Emission Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/10	02/01/11
Noise and Vibration Studies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/10	02/01/11
<b>Preliminary Engineering</b>						
Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/1/09	02/01/11
Travel Demand Forecasting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/1/09	02/01/11
Operations Analysis	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/1/09	02/01/11
Operations & Maintenance Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/10	02/01/11
System Safety Program Plan and Collision/derailment Hazard Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/10	02/01/11
Engineering Studies - specify in space below:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/1/09	02/01/11
Design Drawings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/1/09	02/01/11
Project Management Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	02/01/10	02/01/11
Other: Preliminary drawings/basic overview of project has already begun and will continue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

**(6) Planned Investment.** Please limit response to 4,000 characters.

Provide an overview of the main features of the planned investment that is the subject of the PE/NEPA Project including a brief description of:

- The location of the planned investment, including name of rail line(s), State(s), and relevant jurisdiction(s) (*upload map if applicable*).
- Identification of existing service(s) that would benefit from the project, the cities/stations that would be served, and

- the state(s) where the service operates.
- How the planned investment was identified through a planning process and how it is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
  - How the project will fulfill a specific purpose and need in a cost-effective manner.
  - The existing and planned intercity passenger rail service(s).
  - The project's independent utility.
  - The specific improvements contemplated.
  - Any use of railroad assets or rights-of-way, and potential use of public lands and property.
  - Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the planned investment.

This project will improve on-time performance along the entire Union Pacific corridor in Missouri between St. Louis and Kansas City and will enhance the future provision of 90- to 110-mph service. This project will remove an at-grade state Route E crossing from the existing siding and main track in Strasburg, Cass County, Missouri at milepost 243.05, and replace it with a grade separation approximately .1 mile to the west. This will also remove a 90-degree turn on Route E and connect it with Route 58 on the south side of the tracks. MoDOT will purchase the right of way needed for the grade separation and will use its existing right of way to tie Route E into Highway 58 on the south side of the tracks.

This will enhance Amtrak and Union Pacific's use of the siding by removing the current restrictions on blocking the crossing and interference with vehicular traffic. Amtrak and short intermodal UP trains currently use the siding, which is approximately 4,000 feet long. The area in which the siding is located will be approximately 10 miles from where the proposed 90-mph speed will end (see Lee's Summit to Pleasant Hill 90-mph application), and the siding will be in the next section of upgraded track to 90 mph that will occur in future years of funding opportunities. This will make the transition to 90 mph seamless in this area.

The ultimate goal is to remove an at-grade signalized crossing at MP 243.05, and build a new grade separation approximately .1 miles to the west.

**(7) Indicate the expected service objectives (check all that apply):**

- |   |  |
|---|--|
| <input type="checkbox"/> Additional Service Frequencies | <input checked="" type="checkbox"/> Improved On-Time performance on Existing Route |
| <input type="checkbox"/> Service Quality Improvements   | <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times    |
| <input type="checkbox"/> Other (Please Describe):       |  |

**(8) Indicate the type of expected capital investments to be included in the planned investment (check all that apply):**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Acquisition                           |
| <input type="checkbox"/> Track Rehabilitation                           | <input type="checkbox"/> Support Facilities (Yards, Shops, Admin. Buildings) |
| <input type="checkbox"/> Major Interlockings                            | <input type="checkbox"/> Grade Crossing Improvements                         |
| <input type="checkbox"/> Station(s)                                     | <input type="checkbox"/> Electric Traction                                   |
| <input type="checkbox"/> Communication, Signaling and Control           | <input type="checkbox"/> Other (Please Describe):                            |
| <input type="checkbox"/> Rolling Stock Refurbishments                   |  |

**(9) Total Cost of PE/NEPA Project:** (Year of Expenditure (YOE) Dollars\*) \$1,700,000.00

**Of this amount, how much would come from the FRA HSIPR Program:** (YOE Dollars)\*\* \$ 850,000.00\*

Indicate the percentage of total cost to be covered by matching funds: 50%

\* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

\*\* This is the amount for which the applicant is applying.

**(10) 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 track age rights or lease agreements. *If more than two railroads, please detail in "Additional Information" in Section F of this application.*

Railroad owner 1 (Name): Union Pacific Railroad

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Preliminary executed agreement/MOU
Railroad owner 2 (Name):	N/A
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place

**(11) Intercity Passenger Rail Operator:** If applicable, provide the status of agreement(s) with partner(s) that will operate the benefiting planned High-Speed Rail/Intercity Passenger Rail services after completion of the planned investment (e.g., Amtrak). Click on the appropriate option from the dropdown menu shaded in gray:

Name of Operating Partner: Amtrak

Status of Agreement: Final executed on project scope/outcomes

**(12) Benefits to Other Types of Rail Service:** If benefits to non-intercity passenger rail services are foreseen from the planned investment, please briefly describe those agreements and provide details on their status if applicable. Please limit response to 1,000 characters.

This project has many benefits both for freight rail and for Amtrak. As this is a congested corridor for freight trains (more than 50 per day were common in 2005-2008), freight trains will be able to use this improvement in total numbers more than the Amtrak trains. This specific improvement will allow freight trains to bypass Amtrak at this siding and not block a crossing. It will also remove the problem of an at-grade crossing with double tracks and double trains. The project will result in fewer delays in getting freight trains across the busy corridor.

The freight rail service improvements are highlighted in an attached university study showing a dramatic decrease in Amtrak delays as a result of this project; however, the documentation also shows that all improvements also result in freight rail benefits as well. There is no commuter rail service on the line.

## C. Eligibility Information

**(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 Compact  
 Public Agency established by one or more States  
 Amtrak in cooperation with one or more States

## D. Public Return on Investment

**(1) Transportation Project Benefits.** Please limit response to 2,000 characters.

Describe the transportation benefits that are anticipated to result from the planned investment for which you are conducting PE/NEPA, including the extent to which the planned investment may be expected to:

- Lead to benefits for Intercity Passenger Rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)

- Provide benefits to other modes of transportation, including benefits to Commuter Rail Services, Freight Rail Service, and Highway and Air Congestion Reduction and Delay or Avoidance of Planned Investments

This project has many different benefits. The passenger rail benefit is paramount because it will make the siding usable as a passing siding where Amtrak can freely use the siding while not blocking the crossing currently in the middle of the siding.

The safety benefits are from removing an at-grade double-track crossing thereby eliminating the problem of activations and vehicles attempting to run the gates when they are down because they do not realize there are two trains in the area.

The overall benefit for the passenger rail route is to provide yet another usable siding in this area, which was identified as a need in a 2006 University of Missouri study.

The project will also facilitate the eventual provision of 90-mph service in the area. The 90-mph project is proposed as part of a separate Track 1b application from MoDOT (refer to MO-Lees Summit to Pleasant Hill 90 mph) that will end only approximately 10 miles from this location. It can easily be expanded in further funding rounds to extend the 90-mph segment beneath this grade separation and on to the east, providing a seamless transition to 90-mph service.

There is no commuter service on the line, but if that is a possibility in the future for the Kansas City metro area, the benefits of the grade separation would be extremely important to removing what could be a potentially busy grade crossing.

**(2) Environmental Project Benefits Narrative.** *Please limit response to 1,000 characters.*

Describe the intended contribution of the planned investment for which you are conducting PE/NEPA towards improved environmental quality, energy efficiency and reduction in the dependence on oil.

Allowing MoDOT to pursue the PE/NEPA study for the Strasburg grade separation will confirm that freight and passenger rail travel improves the environment by constructing an overpass and removing an at-grade crossing for Amtrak to use a siding, and UP can better use the mainline. This positively affects passenger and freight rail travel by strengthening the Missouri corridor, increasing on-time performance and providing growth opportunities for additional freight and passenger trains, while offering many environmental benefits. The pedestrian walkway on the new grade separation will also be built wide enough to accommodate bicycles or a bike trail in the future.

- Each ton-mile of freight moved by rail reduces greenhouse gas emissions by 2/3, compared to truck transportation.
- Freight trains are almost 4 times more fuel-efficient than trucks and have less impact on greenhouse gas emissions.
- Rail travel generates less carbon dioxide and consumes less energy per passenger mile than cars or planes.
- Amtrak has committed to a 6% reduction in carbon dioxide emissions by volunteering to meet reduction targets.

**(3) Livable Communities Project Benefits Narrative.** *Please limit response to 3,000 characters.*

Describe the anticipated benefits of the planned investment for which you are conducting PE/NEPA for fostering and promoting Livable Communities, and include information on the following:

- Integration with existing high density, livable development (including relevant details on livable development (e.g., central business districts with walking and public transportation distribution networks with transit oriented development)).
- Development of intermodal stations with direct transfers to other transportation modes (both intercity passenger transport and local transit).

One of the project's goals is to improve dependability and speed of Amtrak service between St. Louis and Kansas City. This service connects 10 diverse communities including Missouri's two largest major metropolitan areas, the state capital and several popular historic towns. Improving the service will synergistically support the existing transportation systems providing intermodal access to an abundance of work- and tourist-related locations within these 10 communities. The Gateway Transportation Center in downtown St. Louis combines access from Amtrak to the local transit systems (light rail and bus), taxis and intercity buses.

In Hermann, Sedalia and Jefferson City, passengers can access the Katy Trail State Park, which is Missouri's most popular hiking/biking facility and the nation's longest rails-to-trails conversion. Amtrak and Missouri



partnered to provide specific accommodation for bicycles on board the trains in response to passengers' desiring to take bikes along for trail rides. Also in Sedalia, the OATS transit system shares the building with the Amtrak station.

In Warrensburg, home of the University of Central Missouri, the local bus system includes the Amtrak station along with 14 other regular stops. In Kansas City, the Amtrak station is located at Union Station, which is a local bus transfer facility offering access to the metropolitan area.

In addition to these locations with interconnectability to other transportation facilities, six of the Amtrak stations provide direct access to historic downtown business areas with stores, restaurants, wineries and lodging within walking distance. Clearly the expected improvements to Amtrak service will foster positive enhancement to livable communities.

**(4) Economic Recovery Benefits.** *Please limit response to 2,000 characters.*

Estimate the benefit that the PE/NEPA Project and the planned investment for which you are conducting PE/NEPA will make towards economic recovery and reinvestment, including information on the following:

- How both the PE/NEPA Project and the planned investment will result in the creation and preservation of jobs (including number of onsite and other direct jobs (on a 2080 work-hour per year, full-time equivalent basis). Include a timeline for the anticipated job creation; specifying which jobs would be created for the PE/NEPA studies and an estimate for the planned investment (consider the construction period and operating period).
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits) and describe, if applicable, how the project was identified as a solution to a wider economic challenge.
- If applicable, how the project will help to avoid reductions in State-provided essential services.

The *High-Speed Intercity Rail Plan's* goal is to reduce delay time for both passenger and freight trains by adding additional rail sidings and enhancing existing rail infrastructure. The project would span the distance between Kansas City and St. Louis. The first phase involves three corridor improvement projects with a combined investment of \$36 million. Additional projects along the corridor would complete phase two with a combined investment of \$115 million. The total investment for the Missouri plan is estimated at \$151 million.

The Strasburg grade separation project would construct an overpass and remove a current at-grade crossing at Route E in order to facilitate Amtrak's use of an existing siding and allow better use of the mainline by Union Pacific. Project construction is located in the economically distressed area of Greater Kansas City, Missouri. The total project investment is \$15 million.

The following information from the Missouri Department of Economic Development's Missouri Economic Research and Information Center address the economic recovery and reinvestment benefits.

***Statewide Impact of Strasburg Grade Separation Project***

During the next three years, every dollar of project investment returns (benefit-cost ratio):

**0.03 : 1.00 in new net general revenues totaling \$0.451 million,  
0.52 : 1.00 in new personal income totaling \$7.748 million,  
0.76 : 1.00 in new value-added (GSP) totaling \$11.378 million, and  
1.27 : 1.00 in new economic activity (output) totaling \$19.049 million.**

On average each year, the project creates:

**57 new jobs annually (38 direct/ 19 indirect) paying an average wage of \$38,364 per job,  
\$ 0.15 million in new net general revenues annually,  
\$ 2.58 million in new personal income annually,  
\$ 3.79 million in new value-added to the economy annually, and  
\$ 6.35 million annually in new economic activity.**

## E. Project Success Factors

**(1) Project Management Approach and Applicant Qualifications.** *Please limit response to 3,000 characters.*

Describe qualifications of the applicant and its key partners for undertaking the PE/NEPA Project, include the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential planning project cost overruns.
- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

The applicant previously secured a grant from the Federal Railroad Administration, Intercity Passenger Rail Program, Grant No. 6048 of \$3,292,684, to construct a new siding at Shell Spur on the same Union Pacific-Amtrak corridor of this project. The award was made Sept. 30, 2008, and construction began May 29, 2009. Work is on going and will be complete by Dec. 31, 2009. The award was matched to a \$5 million state appropriation. An MOU and a later multifaceted agreement were signed in 2009 with the Union Pacific Railroad to facilitate the project. A grant agreement was also signed with the FRA.

Both application and the current grant oversight are efforts on behalf of many areas of expertise in the Missouri Department of Transportation. These areas include environmental, design, transportation planning, governmental relations and multimodal operations. The project is in essence a bridge project, and MoDOT, as the state's highway agency, has years of experience in building and maintaining bridges and their approaches.

The bridge's design and implementation will have the same oversight, planning, budget and cost-overrun avoidance, audit and acceptance requirements as any other MoDOT bridge project. When completed, the grade separation will be maintained as part of the state highway system, and the railroad (or Amtrak) will have no responsibilities related to the bridge, other than to enjoy the fruits of its successes.

**(2) Funding Sources:** In the following table, please provide the requested information about your funding sources (*if applicable*)

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding <sup>1</sup>	Type of Funds	Dollar Amount (YOE \$)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
Missouri DOT	New	Committed	State Road funds/AR RA Highway funds	\$850,000	50%	MOU attached

**(3) Project Implementation Narrative.** Please limit response to 1,000 characters.

Provide a preliminary self-assessment of PE/NEPA Project uncertainties and mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk). Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

There is no known funding risk if approved per the cost-sharing terms with Union Pacific per the MOU. The project can be completed in a 2-year construction timeframe, so barring extreme unforeseen 'acts of God,' such as earthquakes, tornados, floods or fires, there are no schedule risks. Amtrak has shown no propensity to discontinue service as long as there is state financial support, which has been in place for more than 30 years. Many communities have invested substantial funds in their train stations and have a vested interest in ensuring the route's success, so there is no substantial risk of cities discontinuing support of their station stops.

If this application is approved, MoDOT will appreciate an expedited completion of the grant agreement, so the project can be quickly started. MoDOT will require minimal technical assistance similar to the FRA assistance requested during the successful implementation of the application for an intercity passenger rail grant in 2008.

**(4) Timeliness of Project Completion.** Please limit response to 1,000 characters.

Describe the extent to which the PE/NEPA Project will lead to future project and/or Service Development Program applications for Tracks 1 FD/Construction and Track 2 Programs.

All projects MoDOT is applying for under Track 1b for PE/NEPA are on schedule. When PE and NEPA are completed, the projects can be moved to Track 1A-FD/Construction at the next available funding cycle. Each of the projects has been estimated in terms of projected costs and are refinanced in one or both of the following: (1) the University of Missouri Engineering School's detailed capacity analysis of the line and its subsequent updates, and (2) the memorandum of understanding signed between MoDOT and Union Pacific – a result of MoDOT's efforts to pursue projects for funding along the present UP corridor for its state-supported trains and in conjunction therewith to secure minimum levels of performance.

Since Missouri is an on-going MWRRI member and is supportive of all corridors that are part of the initiative, the work that has been completed by MWRRI on SDP's will be an integral component of future service development plans in Missouri and throughout the Midwest.

<sup>1</sup> 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.



## F. 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 D, Question 3). *This section is optional.*

This grade separation will be both a safety improvement and an on-time performance improvement. It will forever remove the possibility of a grade-crossing accident at Route E. It will also facilitate the use of the current Strasburg siding, so Amtrak trains can freely use the siding and not block the adjacent crossing. Lastly, when the area becomes a double-track 90mph area for trains in the next rounds of funding, this project will have already removed an extremely troublesome grade crossing from those future rounds of improvements.

## G.Summary of Application Materials

Program Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documentation	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at <a href="http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf">http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf</a> . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.