

Narrative Application Form – Individual FD/Construction

Part I



High-Speed Intercity Passenger Rail (HSIPR) Program

Applicants interested in applying for funding under the March 2011 Notice of Funding Availability (NOFA) are required to submit the narrative application forms, parts I and II, and other required documents according to the checklist contained in Section 4.2 of the NOFA and the Application Package Instructions available on FRA’s website. All supporting documentation submitted for this FD/Construction project should be listed and described in Section G of this form. Questions about the HSIPR program or this application should be directed to the Federal Railroad Administration (FRA) at HSIPR@dot.gov.

Applicants must enter the required information in the gray narrative fields, check boxes, or drop-down menus of this form. Submit this completed form, along with all supporting documentation, electronically by uploading them to www.GrantSolutions.gov by 8:00 p.m. EDT on April 4, 2011.

A. Point of Contact and Applicant Information

Applicant should ensure that the information provided in this section matches the information provided on the SF-424 forms.

(1) Name the submitting agency: Missouri Department of Transportation		Provide the submitting agency Authorized Representative name and title: Rodney Massman, Administrator of Railroads		
Address 1: P.O. Box 270	City: Jefferson City	State: MO	Zip Code: 65102-	Authorized Representative telephone: (573)751-7476 ext.
Address 2:				Authorized Representative email: Rodney.massman@modot.mo.gov
Provide the submitting agency Point of Contact (POC) name and title (if different from Authorized Representative): Rodney Massman, Administrator of Railroads		Submitting agency POC telephone: (573)751-7476 ext. Submitting agency POC email: Rodney.massman@modot.mo.gov		
(2) List out the name(s) of additional State(s) applying (if applicable): N/A				

B. Eligibility Information

Complete the following section to demonstrate satisfaction of an application’s eligibility requirements.

(1) Select the appropriate box from the list below to identify applicant type. Eligible applicants are listed in Section 3.1 of the NOFA.

- State
- Group of States
- Amtrak
- Amtrak in cooperation with one or more States

If selecting one of the applicant types below, additional documentation is required to establish applicant eligibility. Please select the appropriate box and submit supporting documentation to demonstrate applicant eligibility, as described in Section 3.2 of the NOFA, to GrantSolutions.gov and list the supporting documentation under “Additional Information” in Section G.2 of this application.

- Interstate Compact
- Public Agency established by one or more States

(2) Indicate the planning processes used to identify the proposed FD/Construction project. As defined in Section 3.5.1 of the NOFA, the process should analyze the investment needs and service objectives of the service that the individual project is intended to benefit. Refer to the FD/Construction Application Package Instructions for more information. The appropriate planning document must be submitted with the application package and listed in Section G.2 of this application.

- State Rail Plan
- Service Development Plan (SDP)
- Service Improvement Plan (SIP)
- Statewide Transportation Improvement Plan (STIP)
- Other, please list this document in Section G.2 with “Other Appropriate Planning Document” as the title
- This project is not included in a relevant and documented planning process

(3) Verify the completion of Preliminary Engineering requirements. List the documents that establish completion of Preliminary Engineering for the project covered by this application. Refer to the NOFA and FD/Construction Application Package Instructions for more information. Any document not available online should be submitted with the application package and listed in Section G.2 of this application. If more rows are required, please provide the same information for additional PE requirements in a separate supporting document and list it in Section G.2 of this application.

Documentation	Date of Issue (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link (if available)
See attached	See attached	<input checked="" type="checkbox"/>	

(4) Verify the completion of NEPA documentation. Indicate the date the document was issued and how the document can be verified by FRA. A NEPA decision document (Record of Decision, Finding of No Significant Impact, or FRA Categorical Exclusion concurrence) is not required for an application but must have been issued by FRA prior to award of a construction grant. Applications that are accompanied by a final NEPA determination will be looked upon favorably during the application review and selection process. Verified documents can be submitted as a supporting document or referenced through an active public URL. Any document not available online should be submitted with the application package and listed in Section G.2 of this application. Refer to the NOFA and FD/Construction Application Package Instructions for more information.

Documentation	Date of Issue (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link (if available)
NEPA Documentation			
<input checked="" type="checkbox"/> Categorical Exclusion Documentation (worksheet)—it is expected that a CE will be sufficient for this project	See attached	<input type="checkbox"/>	
<input type="checkbox"/> Environmental Assessment	/	<input type="checkbox"/>	
<input type="checkbox"/> Final Environmental Impact Statement	/	<input type="checkbox"/>	
Project NEPA Determination			
<input type="checkbox"/> Categorical Exclusion	/	<input type="checkbox"/>	
<input type="checkbox"/> Finding of No Significant Impact	/	<input type="checkbox"/>	
<input type="checkbox"/> Record of Decision	/	<input type="checkbox"/>	

(5) Select and describe the operational independence of the proposed FD/Construction project.¹ Refer to Sections 3.4.4 and 3.5.2 of the NOFA for more information about operational independence and applications related to previously-selected projects.

- This project is operationally independent.
- This project is operationally independent when considered in conjunction with previously selected or awarded HSIPR project(s) (identify previously selected or awarded projects below).
- This project is not operationally independent.

Briefly clarify the response:

There is already an existing Jefferson city station, so this project would simply move the station to a new and better location with more and better access for passengers and staff for Amtrak.

¹ A project is considered to have operational independence if, upon implementation, it will have tangible and measurable benefits, either independently of other investments or cumulatively with projects selected to receive awards under previous HSIPR program solicitations.

C. FD/Construction Project Summary

Identify the title, location, and other information of the proposed project by completing this section.

(1) Provide a clear, concise, and descriptive project name. Use identifiers such as State abbreviations, major cities, infrastructure, and tasks of the individual project (e.g., “DC-Capital City to Dry Lake Track Improvements”). Please limit the response to 100 characters.

MO-KC to STL Corridor – New Jefferson City Station

(2) If the applicant submitted an application for this project, or a project within the scope, that was not selected, indicate the solicitation under which that application was submitted. Check all that apply.

- | | |
|--|---|
| <input type="checkbox"/> ARRA – Track 1 | <input type="checkbox"/> FY 2010 Service Development Program |
| <input type="checkbox"/> ARRA – Track 2 | <input type="checkbox"/> FY 2010 Individual Project – PE/NEPA |
| <input type="checkbox"/> FY 2009 – Track 4 | <input type="checkbox"/> FY 2010 Individual Project – FD/Construction |
| <input type="checkbox"/> FY 2009 Residual | <input checked="" type="checkbox"/> N/A |

(3) Indicate the activity(ies) proposed in this application. Check all that apply.

- Final Design Construction

(4) Indicate the anticipated duration, in months, for the proposed FD/Construction project. Consider that American Recovery and Reinvestment Act funding must be obligated by September 30, 2017.

Number of Months: *36 months*

(5) Specify the anticipated HSIPR funding level for the proposed FD/Construction project. This information must match the SF-424 documents, and dollar figures must be rounded to the nearest whole dollar. All applicants are encouraged to contribute non-Federal matching funds. FRA will consider matching funds in evaluating the merit of the application. See Section 3.3 of the NOFA for further information regarding cost sharing.

HSIPR Federal Funding Request	Non-Federal Match Amount	Total Project Cost	Non-Federal Match Percentage of Total
\$11,000,000.00	0%	\$11,000,000.00	0%

(6) Indicate the source, amount, and percentage of non-Federal matching funds for the proposed FD/Construction project. The sum of the figures below should equal the amount provided in Section C.5. Click on the gray boxes to select the appropriate response from the lists provided in type of source, status of funding, and type of funds. Dollar figures must be rounded to the nearest whole dollar. Also, list the percentage of the total project cost represented by each non-Federal funding source. Provide supporting documentation that will allow FRA to verify each funding source, any documentation not available online should be submitted with the application package and listed in Section G.2 of this application.

Non-Federal Match Funding Sources	Type of Source	Status of Funding ²	Type of Funds	Dollar Amount	% of Total Project Cost	Describe Any Supporting Documentation to Help FRA Verify Funding Source
n/a	n/a	n/a	n/a	\$ 0	0 %	
Sum of Non-Federal Funding Sources				\$ 0	0%	N/A

(7) Indicate whether the proposed activities in this application are also included as a component project or phase in a Service Development Program application submitted concurrently.

- Yes, all of the activities in this application have also been submitted as a component project or phase of a Service Development Program application.
- Yes, some of the activities within this application have also been submitted as a component project or phase of a Service Development Program application.
- No, this application and its proposed activities have not been submitted as a component project or phase of a Service Development Program application.

(8) Indicate the name of the corridor where the project is located and identify the start and end points as well as major integral cities along the route.

Kansas City to St. Louis Union Pacific Corridor (begin at Milepost 6.9 on KC Terminal, continues over UP for 283 miles and ends at Milepost 0.0 at St. Louis Terminal (major cities are Kansas City, Sedalia, Jefferson City, Kirkwood and St. Louis). This is a federally designated high-speed rail corridor.

(9) Describe the project location, using municipal names, mileposts, control points, or other identifiable features such as longitude and latitude coordinates. If available, please provide a project GIS shapefile (.shp) as supporting documentation. This document must be listed in Section G.2 of this application.

This project is in Jefferson City, Cole County, Missouri, at milepost 125.5 on the Union Pacific Jefferson City subdivision on publicly owned property adjacent to the UP right of way line.

(10) Provide an abstract outlining the proposed FD/Construction project. Briefly summarize the project narrative provided in the Statement of Work in 4-6 sentences. Capture the major milestones, outcomes, and anticipated benefits that will result from the completion of the individual project.

The new station will be a new front door for Missouri’s capital city. The new station will be fully accessible to the disabled and able to handle student groups, both of which are now difficult to host in the current small station. The volunteers who staff the

² 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., statutory authority) 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 or appropriation guidance. 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 capital investment program that has yet to be committed in the near future. Funds will be classified as budgeted when available funding cannot be committed until the grant is executed or due to the local practices outside of the project sponsors’ 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 capital investment program.

current station would be able to allocate further resources to the selling of refreshments to support their services, and also the welcoming and information-gathering by potential tourists. The project will greatly expand these capacities. The station itself will further advertise the passenger rail service, and the fact that it is being built and/or renovated will gather great interest from the community and the entire state.

(11) Indicate the type of expected capital investments included in the proposed FD/Construction project. Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Communication, signaling, and control | <input type="checkbox"/> Rolling stock refurbishments |
| <input type="checkbox"/> Electric traction | <input checked="" type="checkbox"/> Station(s) |
| <input type="checkbox"/> Grade crossing improvements | <input type="checkbox"/> Structures (bridges, tunnels, etc.) |
| <input type="checkbox"/> Major interlocking | <input type="checkbox"/> Support facilities (yards, shops, administrative buildings) |
| <input type="checkbox"/> Positive Train Control | <input type="checkbox"/> Track rehabilitation and construction |
| <input type="checkbox"/> Rolling stock acquisition | <input type="checkbox"/> Other (please describe) |

(12) Indicate the anticipated service outcomes of the proposed FD/Construction project. Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Additional service frequencies | <input type="checkbox"/> Improved operational reliability on existing route |
| <input type="checkbox"/> Service quality improvements | <input type="checkbox"/> Improved on-time performance on existing route |
| <input type="checkbox"/> Increased average speeds/shorter trip times | <input checked="" type="checkbox"/> Other (please describe) Better services to customers |

Briefly clarify the response(s) if needed:

New station will further enhance the service by creating a better environment for future patrons.

(13) Provide the following information about job creation through the life of the proposed FD/Construction project. Please consider construction, maintenance, and operations jobs.

Anticipated number of <u>annual</u> onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis).	FD/ Construction Period	First full Year of Operations	Fifth full Year of Operations
	50	1	1
Indicate the anticipated fiscal year.	N/A	2012	1

(14) Quantify the applicable service outcomes of the proposed FD/Construction project. Provide the current conditions and anticipated service outcomes. Future state information is required only for the service outcomes identified in Section C.11.

	Frequencies ³	Scheduled Trip Time (round-trips, in minutes)	Average Speed (mph)	Top Speed (mph)	Reliability – Provide Either On-Time Performance Percentage or Delay Minutes
Current	4	540	49	79	80%
Future	4	540	55	79	80%

³ Frequency is measured in daily round-trip train operations. One daily round-trip operation should be counted as one frequency.

(15) Indicate if any FD or Construction activities that are part of this proposed project are underway or completed. Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Final Design activities are complete. | <input type="checkbox"/> Construction activities are complete. |
| <input type="checkbox"/> Final Design activities are in progress. | <input type="checkbox"/> Construction activities are in progress. |
| <input checked="" type="checkbox"/> No Final Design activities are in progress or completed. | <input checked="" type="checkbox"/> No Construction activities are in progress or completed. |

Describe any activities that are underway or completed in the table below. If more space is necessary, please provide the same information for additional activities underway or completed in a supporting document and list in Section G.2 of this application.

Activity	Description	Completed? (If yes, check box)	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Initial studies of the area around the station and possible solutions	Initial proposals	<input checked="" type="checkbox"/>	5/2010	3/2011
Layout and needs of existing station documentation	Current layout	<input checked="" type="checkbox"/>	5/2010	3/2011

D. Infrastructure Owner(s) and Operator(s)

Address the section below with information regarding railroad infrastructure owners and operators of the proposed FD/Construction Project. Applicants that own and/or control the infrastructure to be improved by the project or have a service outcomes agreement in place with the infrastructure owning railroad for the proposed project, or an executed agreement that could be amended with the infrastructure owning railroad for a project(s) located on the same corridor as the proposed project, will be looked upon favorably during the application review and selection process.

(1) Provide information regarding Right-of-Way Owner(s). Where railroads currently share ownership, identify the primary owner. Click on the gray boxes to select the appropriate response from the lists of railroad type, right-of-way owner and status of agreement. If the Right-of-Way Owner is not included on the prepopulated list, select “Other” and type the name in the adjacent text box within that field. Should the application have more than five owners, please provide the same information for additional owners in a separate supporting document and list it in Section G.2 of this application.

Type of Railroad	Right-of-Way Owner	Route-Miles	Track-Miles	Status of Agreement to Implement
Freight	Union Pacific Railroad	283	424	Service outcomes agreement subject to amendment

(2) Name the Intercity Passenger Rail Operator and provide the status of agreement. If applicable, provide the status of the agreement with the partner that will operate the planned passenger rail service (e.g., Amtrak). Click on the gray box to select the appropriate response from the status of agreement list. Should the proposed service have more than three operators, please provide the same information for additional operators in a separate supporting document and list it in Section G.2 of this application.

Name of Rail Service Operator	Status of Agreement
Amtrak	Yearly service agreement signed each fiscal year.

(3) Provide information about the existing rail services within the project boundaries (e.g., freight, commuter, and intercity passenger). Click on the gray boxes to select the appropriate response from the list of types of service. If the Name of Operator is not included in the prepopulated list, select “Other” and type the name in the adjacent text box within that field.

Type of Service	Name of Operator	Top Existing Speeds Within Project Boundaries (mph)		Number of Route-Miles Within Project Boundaries (miles)	Average Number of Daily One-Way Train Operations ⁴ within Project Boundaries
		Passenger	Freight		
N/A					

⁴ One daily round-trip operation should be counted as two daily one-way train operations.

(4) Estimate the share of benefits that will be realized by non-intercity passenger rail services and select the approximate cost share to be paid by the beneficiary.⁵ Click on the gray boxes to select the appropriate response from the lists of type of beneficiary, expected share of benefits, and approximate cost share. If more than three types of non-intercity passenger rail are beneficiaries, please provide additional information in a separate supporting document, and list it in Section G.2 of this application.

Type of Non-Intercity Passenger Rail	Expected Share of Benefits	Approximate Cost Share
Union Pacific Railroad	0%	0

⁵ Benefits include service improvements such as increased speed or on-time performance, improved reliability, and other service quality improvements.

E. Additional Response to Evaluation Criteria

Respond to each of the following evaluation criteria in the gray text boxes provided to demonstrate how the proposed FD/Construction project will achieve these benefits.

(1) Project Readiness

Describe the feasibility of the proposed FD/Construction project to proceed promptly to award, including addressing:

- The applicant's progress, at the time of application, in reaching compliance with NEPA for the proposed project. Although a NEPA decision document (Record of Decision, Finding of No Significant Impact, Categorical Exclusion determination) is not required at the time of application, applications for Individual FD/Construction Projects that are accompanied by a final NEPA determination will be looked upon favorably during the application review and selection process;
- The applicant's progress, at the time of application, in reaching final service outcomes agreements (where necessary) with key project partners. Applicants that own and/or control the infrastructure to be improved by the project or have a service outcomes agreement in place with the infrastructure owning railroad for the proposed project, or an executed agreement that could be amended with the infrastructure owning railroad for a project(s) located on the same corridor as the proposed project, will be looked upon favorably during the application review and selection process; and
- The quality and completeness of the project's Statement of Work, including whether the Statement of Work provides a sufficient level of detail regarding scope, schedule, and budget to immediately advance the project to award.

There have been many different studies of similar buildings, and those are attached as examples of buildings that are open and provide similar transportation services to the public. There have been many different types of studies in the Millbottom area of Jefferson City and the Lohman's Landing area where the current station is located. There are many problems in today's scenario with parking for Amtrak patrons and with space for a sufficient waiting area. There are many options for the station's renovation and expansion including parking garage issues, further improvements to the waiting area and expansion, and expanding the brickwork and the fencing along the public outside areas. All work would have to be done in accordance with the historical nature of the area and the parameters set by the city's historical commission.

The project would allow for the renovation and expansion of the station along with extensive public input. The overall aim would be to build a station with a new front door for the capital city. The statement of work includes 1) the design, 2) environmental issues, 3) the community's desire for achieving a design that meets the requirements for the station, and 4) the overall design for establishing a front door to the community for the Amtrak arrivals at the Jefferson City station.

(2a) Transportation Benefits

Describe the transportation benefits that will result from the proposed FD/Construction project and how they will be achieved in a cost-effective manner, including addressing:

- Generating improvements to existing high-speed and intercity passenger rail service, as reflected by estimated increases in ridership, increases in operational reliability, reductions in trip times, additional service frequencies to meet anticipated or existing demand, and other related factors;
- Generating cross-modal benefits, including anticipated favorable impacts on air or highway traffic congestion, capacity, or safety, and cost avoidance or deferral of planned investments in aviation and highway systems;
- Creating an integrated high-speed and intercity passenger rail network;
- Encouragement of intermodal connectivity and integration, including a focus on convenient connection to local transit and street networks, as well as coordination with local land use and station area development;
- Ensuring a state of good repair of key intercity passenger rail assets;
- Promoting standardized rolling stock, signaling, communications, and power equipment;
- Improved freight or commuter rail operations, in relation to proportional cost-sharing (including donated property) by those other benefiting rail users;
- Equitable financial participation from benefiting entities in the project's financing;
- Encouragement of the implementation of positive train control (PTC) technologies (with the understanding that 49 U.S.C.

20147 requires all Class I railroads and entities that provide regularly scheduled intercity or commuter rail passenger services to fully institute interoperable PTC systems by December 31, 2015); and

- Incorporating private investment in the financing of capital projects or service operations.

One of the project's goals is to improve the open door for the Jefferson City community as passengers and visitors depart and arrive at the Amtrak station. Another is the 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. The new or renovated station in Missouri will complement the new access across the Missouri River bridge set to open in early April 2011 so that bicyclists will be able to cross the river to and from the statewide Katy Trail. 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 interconnect ability 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. The expected improvements to Amtrak service will foster positive enhancement to livable communities.

(2b) Other Public Benefits

Describe the other public benefits that will result from the proposed FD/Construction project and how they will be achieved in a cost-effective manner, including addressing:

- The extent to which the project is expected to create and preserve jobs and stimulate increases in economic activity;
- Promoting environmental quality, energy efficiency, and reduction in dependence on oil, including the use of renewable energy sources, energy savings from traffic diversions from other modes, employment of green building and manufacturing methods, reductions in key emissions types, and the purchase and use of environmentally sensitive, fuel-efficient, and cost-effective passenger rail equipment; and
- Promoting coordination between the planning and investment in transportation, housing, economic development, and other infrastructure decisions along the corridor, as identified in the six livability principles developed by DOT with the Department of Housing and Urban Development and the Environmental Protection Agency as part of the Partnership for Sustainable Communities, which are listed fully at <http://www.dot.gov/affairs/2009/dot8009.htm>.

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 new station in the capital city will complement the various corridor improvements. The proposed 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 much more investment

The project's recovery benefits could be tremendous because a large part will be construction, environmental and consulting work that refines the basics of what a 21st century station should be. Jobs would be created or continued at consulting firms in order to design, refine and implement the system. The final design could be popular with both Amtrak routes in other states

and with other types of passenger systems as well. The benefits could be enormous if the station and its renovations or construction could be replicated by other states and Amtrak itself in other places.

(3) Project Delivery Approach

Describe the risk associated with the delivery of the proposed FD/Construction project within budget, on time, and as designed, including addressing:

- The timeliness of project completion and the realization of the project's benefits;
- The applicant's financial, legal, and technical capacity to implement the project;
- The applicant's experience in administering similar grants and projects;
- The soundness and thoroughness of the cost methodologies, assumptions, and estimates;
- The thoroughness and quality of the project management documentation;
- The timing and amount of the project's future noncommitted investments;
- The adequacy of any completed engineering work to assess and manage/mitigate the proposed project's engineering and constructability risks; and
- The sufficiency of system safety and security planning.

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 was completed on time and under budget by November 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, but are not limited to, environmental, design, controller's office, transportation planning, governmental relations and multimodal operations. The key stakeholder/project driver in MoDOT is the railroad section. Each of these units also interfaces with Union Pacific and the actual contractor as well in order to solve problems and expedite solutions.

The project is not similar to any other grant MoDOT has had in the past, but MoDOT's extensive experience in working with stations and with other communities is a huge plus in moving this project along. The fact that the station will be used by visitors from all over the state will mean extensive input from not only regional but statewide stakeholders. The expectation is that this project would involve a similar procedure in which design is procured first followed by construction. MoDOT has been extensively involved in all areas of other similar projects including design, pre-bid process and daily updates with the contractor.

(4) Sustainability of Benefits

Identify the likelihood of realizing the proposed FD/Construction project's benefits, including addressing:

- The applicant's financial contribution to the project;
- The quality of a financial planning documentation that analyzes the financial viability of the HSIPR service that will benefit from the project;
- The availability of any required operating financial support, preferably from dedicated funding sources;
- The quality and adequacy of project identification and planning; and
- The reasonableness of estimates for user and non-user benefits for the project.

The overall impact of this application could be tremendous in that a new station, especially in the capital city of any state, is of paramount importance to any passenger or prospective passenger who will use the service. Implementation of this station's improvements could change dramatically how the average passenger is informed of station conditions everywhere and make

them look forward to visiting Jefferson City. This improvement will result in a higher quality of service and therefore an increased number of passengers who chose passenger rail services as an efficient mode of transportation.

F. Statement of Work

The Statement of Work (SOW) is a required document. This must be submitted using the Narrative Application Form Part II. Statement of Work available on FRA's website to provide the required information. The quality and completeness of this document will be measured as a Project Readiness evaluation criterion, as outlined in Section 5.2.1 of the NOFA.

Please provide the SOW as a separate document and list it in Section G.2 of this application.

The SOW is a description of the work that will be completed under the grant agreement and must address the background, scope, and schedule, and include a high-level budget of the proposed project.

- (1) The SOW is required for a complete application package.
- (2) The SOW should contain sufficient detail so that both FRA and the applicant can:
 - a. Understand the expected outcomes of the work to be performed by the applicant, and
 - b. Track applicant progress toward completing key project tasks and deliverables during the period of performance.
- (3) The SOW should clearly describe project objectives, but allow for a reasonable amount of flexibility regarding how the objectives will be accomplished. It is important to describe the overall approach to and expectations for project/activity completion.
- (4) If the SOW describes work for phases and/or groups of component projects, the larger program should be explained in the background section of the SOW. The remainder of the SOW should be limited to describing the activities that directly contribute to the combined FRA and applicant effort which is funded under the grant agreement.

G. Optional Supporting Information

Provide a response to the following questions, as necessary, for the proposed FD/Construction project.

(1) Please provide any additional information, comments, or clarifications, and indicate the section and question number that being addressed (e.g., Section E.2). Completing this question is optional.

n/a

(2) Please provide a document title, filename, and description for all optional supporting documents. Ensure that these documents are uploaded to GrantSolutions.gov with the narrative application form and use a logical naming convention.

Document Title	Filename	Description and Purpose
Introductory letter from MoDOT Director	1Intro LETTER signed by KKeith.pdf	Cover letter for the HSIPR projects signed by MoDOT Interim Director
Overview of 2011 Projects	2Project Overview.pdf	Overview of Projects
HSIPR Projects Division of Costs	3HSIPR RAIL PROJECTS DIVISION OF COSTS Mar29 2011.docx	HSIPR Projects Division of Costs
Project Map and Partner Signature Map	4 2J011_HSIPR_Project_Map.pdf	Detailed project map and same map with signatures of support
Project Map and Partner Signature Map	SProject Map and Partner Signature Map.pdf	Detailed project map and same map with signatures of support
MOU between 4 states for joint application	6 State Equipment MOU.pdf	Demonstrates support of project by all parties.
Support Letter from UP for 2011 Applications	7 2011_UP_Support_Ltr.pdf	Provides support of projects for application
MoDOT/UP/Amtrak SOA	8Preliminary Executed SOA with UP.pdf	Identifies Service Outcomes for completion of projects
Multi State Governors MOU	9Multi - StateGovernorsMOUSigned.pdf	Demonstrates commitment to High Speed Rail
Map of High Speed Rail	10US Federally Designated High Speed Rail Corridor Map.pdf	Identifies High Speed Rail Corridors
Letters of Reduced	11Complete Letters of Support-reduced.pdf	Letters of Support
Rail Capacity Analysis I & II	12Rail Capacity Analysis ReportsI and II.pdf	Rail Capacity Analysis Reports I and II

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Narrative Application Form Individual FD/Construction Part II Statement of Work



High-Speed Intercity Passenger Rail (HSIPR) Program

Statement of Work

The quality and completeness of this document will be measured as a Project Readiness evaluation criterion, as outlined in Section 5.2.1 of the NOFA. The applicant must provide a sufficient level of detail regarding scope, schedule, and budget that demonstrates the project is ready to immediately advance to award. Tables have been provided as illustrative examples for capturing data however, applicants can delete or adjust the tables as necessary. This form must be listed in Section G.2 of the Narrative Application Form Part I.

- (1) **Background.** Briefly describe the events that led to the development of this FD/Construction project and the issue the project will address. Also describe the transparent, inclusive planning process used to analyze the investment needs and service objectives of the full corridor on which the individual FD/Construction project is located.

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 Union Pacific freight trains and Amtrak trains. The current facility is a reconstructed historic site, and there are several options for renovation and/or rehabilitation, including renovation of the existing site along with parking improvements, changing the station to a new location nearby or renovating a no-longer used former passenger station used and owned by Union Pacific. The most preferred option is to keep the site in a historic and downtown setting.

Both Amtrak passengers and local community members will use the expanded, new or renovated station as it is currently staffed by volunteers. The new station will help welcome people into the busy Jefferson City downtown. It is proposed to complement the recent downtown improvements in the city and remain easily accessible to the state capitol. It will also help get passengers at the Jefferson City stop to use the station's accoutrements and to further ingrain the station into the community.

- (2) **Scope of Activities.** Clearly describe the scope of the proposed FD/Construction project and identify the general objective and key deliverables.

The project for a renovated and new impressive station at Jefferson City will be divided into two major tasks: final design and construction. These tasks will be further divided into subtasks described in detail below. The project will be designed and constructed in accordance with recommended practices and construction standards.

Task 1: Final Design

MoDOT will perform or cause to be performed Final Design (100 percent design) of the expanded or new or renovated station in accordance the city of Jefferson's wishes and with the preliminary engineering documentation approved by FRA. During Final Design, the construction sequencing of the major construction elements will be identified. Final Design documents are to be approved and signed by all stakeholders (MoDOT, UP, Amtrak and

FRA, and possibly the City of Jefferson and the Department of Natural Resources) prior to FRA's approval and reimbursement of final design work. The final design deliverables will consist of the following.

1. Scaled plans of the station, renovations and improvements
2. Parking and building design plans
3. Engineering specifications and notes
4. An updated itemized cost estimate of work
5. Updated project schedule

The final design deliverables listed above will be submitted to FRA for review and comment. When FRA's comments have been resolved, FRA will provide its written approval of the final design deliverables.

Task 2: Construction

MoDOT will complete or cause to be completed all tasks associated with construction of the station. Task 2 includes the bidding and awarding a competitive contract for the all tasks associated with construction. The majority of the tasks may be contracted to outside bidders while the city or DNR may perform tasks such as property adjustments. Construction will include grading, construction, utility work, drainage and fencing work as prescribed in the detailed scope and in accordance with approved final design deliverables submitted under Task 1. Task 2 also includes any inspection and testing of the project as required by MoDOT, Amtrak and / or FRA.

(2a) General Objective. Provide a general description of the work to be accomplished through this grant, including project work effort, project location, and other parties involved. Describe the end-state of the project, how it will address the need identified in Background (above), and the outcomes that will be achieved as a result of the project.

This project will construct an expanded, new or renovated station at Jefferson City and will allow trains to stop at the new or renovated station with a much better front door for the capital city. Because this is in an area immediately next to the downtown, it will allow better access to the downtown by rail passengers and provide better access for those seeking to stay in town and enjoy the amenities before departing on the train.

This project will most greatly impact the current tourists who come to Jefferson City; however, it will have an even greater impact on the route's future in that a new signature station in Jefferson City will be a cause of much attention and will most likely create greater demand for new and better stations. Sorting passengers through the station will allow the best foot forward for those who may have had their first impression of passenger rail by coming through the station to the state's capital. These passengers may continue to be riders again depending on their experience.

(2b) Description of Work. Provide a detailed description of the work to be accomplished through this grant by task (e.g., FD and Construction) including a description of the geographical and physical boundaries of the project. Address the work in a logical sequence that would lead to the anticipated outcomes and the end state of the activities.

Description of Work: Located just off the right of way of the Jefferson City Subdivision, of the Union Pacific Railroad MP 125 and vicinity in Jefferson City, Cole County, Missouri, near the terminus of Jefferson Street and between Capitol Avenue/West Main Street and the railroad's tracks in the capitol/downtown area, renovate and/ or construct a new rail passenger station for Amtrak customers.

MoDOT will perform all tasks required for the project through a coordinated process with the city and the department of natural resources, and will consult the railroad owner UP if track relocation or construction is necessary (Union Pacific Railroad), the operator (Amtrak) and the FRA. Natalie Roark is the MoDOT High-Speed Rail Project Manager responsible for facilitating the coordination of all activities between UP, MoDOT and the FRA for implementation of the high-speed rail projects through completion of construction. This also includes facilitating the completion of all stakeholder agreements and the final FRA grant agreement. Huy Pham is the Union Pacific contact responsible for facilitating the completion of the construction and grant agreements and all activities between Union Pacific Railroad, MoDOT and the FRA through completion of the project. The Amtrak point of contact is Michael Franke, Assistant Vice President of State and Commuter Partnerships.

This project will most likely require a categorical exclusion. MoDOT's process for completing a CE includes a literary research, contacting agencies and field reconnaissance. Since this project is on both UP and private right of way and most likely will require small property acquisition, the environmental issues should be relatively straightforward and minimal. The *Missouri River Runner* is the service currently on the line that will serve the station.

The contractor selected will perform final design (100 percent design) of the station improvements. Final Engineering Drawings will be furnished to the FRA after the final design check is complete. In addition, passenger parking charts depicting the proposed parking improvements for the project and improvements to adjacent blocks will also be provided.

Items of work include the following.

- Property, Utilities and Permitting
- Site Preparation, Construction and Renovation
- Drainage, Structural repairs
- Final Design Work
- Engineering/Geotechnical/Supervision
- Track relocation, design, construction (if necessary)

The project will take approximately three years to complete, beginning as soon as the grant agreement is executed. Upon award of the project, MoDOT will monitor and evaluate the project's progress through the administration of regular progress meetings scheduled throughout the project duration. Topics of discussion may include: review of construction activities, field observations, identification of problems incurred and decisions/fixes for those problems, identification of potential future problems that could impede progress and proposed corrective measures to regain projected schedule, review of project schedule and progress, and review of billing invoices. There will be continued communication by all parties involved.

(2c) Deliverables. Describe the work products of the project to be completed to FD, or constructed in accordance with the FD that were provided to FRA during the application process or will be completed as a part of this grant. In the table provided, list the deliverables, both interim and final, that are the outcomes of the project tasks.

	Deliverable	Task
1	Project drawings and estimate	Preliminary Engineering
2	Categorical Exclusion Worksheet	NEPA Evaluation
3	Plan Sheets	Final Design
4	Construction Agreement, Grant Agreement with FRA	Agreements for obligation of funds

(3) **Project Schedule.** In the table below, estimate the approximate duration for completing each task in months. For total project duration, reference Section C.4 in the Narrative Application Form Part I.

	Task	Duration		
		Start Month	to	End Month
1	FD/Engineering	June 2011	to	May 2013
2	Construction	June 2013	to	May 2014
	Total project duration	36 months		

(4) **Project Cost Estimate/Budget.** Provide a high-level cost summary of FD/Construction work in this section, using the FD/Construction Application Package Instructions, the HSIPR Individual Project Budget and Schedule form, and the Narrative Application Form Part I as references. The figures in this section of the Statement of Work should match exactly with the funding amounts requested in the SF-424 form, the HSIPR Individual Project Budget and Schedule form, and Section C of the Narrative Application Form Part I. If there is any discrepancy between the Federal funding amounts requested in this section, the SF-424 form, the HSIPR Individual Project Budget and Schedule form, or Section C of the Narrative Application Form Part I, the lesser amount will be considered as the Federal funding request. Round to the nearest whole dollar when estimating costs.

The total estimated cost of the proposed FD/Construction project is provided below, for which the FRA grant will contribute no more than the Federal funding request amount indicated. Any additional expense required beyond that provided in this grant to complete the proposed FD/Construction project shall be borne by the Grantee.

FD/Construction Project Overall Cost Summary		
#	Task	Cost in FY11 Dollars
1	Engineering	\$3,000,000
2	Construction	\$ 8,000,000
	Total FD/Construction project cost	\$ 11,000,000

Federal/Non-Federal Funding			
		Cost in FY11 Dollars	Percentage of Total Activities Cost
	Federal funding request	\$ 11,000,000	100 %
	Non-Federal match amount	0	0 %
	Total FD/Construction project cost	\$11,000,000	100 %