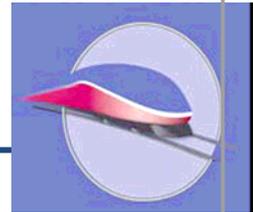


# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):  
Rodney P. Massman

POC title:  
Administrator of Railroads

Street address:  
P.O. Box 270

City:  
Jefferson City

State:  
MO

Zip code:  
65102

Telephone number:  
573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Knob Noster Siding Extension-Shovel Ready

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project will improve on-time performance along the entire Union Pacific corridor in Missouri between St. Louis and Kansas City and will also enhance the future provision of 90- 110-mph service. This project will extend an existing siding to a full 9,000 feet, which will allow freight and Amtrak trains to pass each other. The area in which the siding will be constructed was identified as a bottleneck in a 2006 study by the University of Missouri as a section of track that needed an additional siding. There are no sidings currently within 28 miles of this location.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*):

This siding extension will be in Johnson County, Missouri, in the city of Knob Noster on the Union Pacific railroad's Sedalia subdivision from milepost 209.24 to milepost 210, extending an existing siding that begins at milepost 208.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner. This will have a connection to the high speed line between Chicago and St. Louis at St. Louis, Missouri.

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

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

(8) Project/program type:

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

- |   |  |
|---|--|
| <input type="checkbox"/> Structures (bridges, tunnels, etc.)  | <input type="checkbox"/> Rolling Stock Refurbishments            |
| <input type="checkbox"/> Track-Rehabilitation   | <input type="checkbox"/> Rolling Stock Acquisitions              |
| <input checked="" type="checkbox"/> Track-New Construction  | <input type="checkbox"/> Stations, Terminals                     |
| <input type="checkbox"/> New Rights-of-Way  | <input type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings  | <input type="checkbox"/> Grade Crossing Improvements             |
| <input type="checkbox"/> Communications, Signaling, Control   | <input type="checkbox"/> Electric Traction                       |
| <input checked="" type="checkbox"/> Other ( <i>Please describe</i> ): Property acq. of 1-4 acres for drainage or clearance issues; not used for transportation purpose. |  |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Construction of new passing tracks that will connect to existing siding on one end and mainline tracks on the other at MP 208 on UP Sedalia subdivision.

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

 Additional Frequencies on Existing Route Improved On-Time-Performance on Existing Route New Service Increased Average Speeds/Shorter Trip Times Other (Please describe):

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

Construction start date:  
4-1-2010Construction completion date:  
10-1-2011Service improvements realized:  
10-1-2011

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$8,461,355.00

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

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

No

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

State  Local  Private  Other (*Please specify*):  N/A  Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). MoDOT's right of way of US 50 abuts the UP siding that is to be constructed and MODOT's environmental section is collaborating on env. permitting.

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify: N/A

### D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2006	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA <i>(Identify document from dropdown menu)</i> Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Tier 2 (project-level) NEPA <i>(Identify document from dropdown menu)</i> Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

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):	No host railroad involved

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner consulted, awaiting support commitment

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

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

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

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

Track 1 (Projects) FD/Construction

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

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

If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

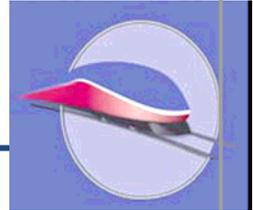
(24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability in the future to transition to 90-mph to 110-mph trains along this corridor in the next five to ten years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis through the new gateway Multimodal Station (that opened in November 2008) to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Rodney P. Massman

POC title:

Administrator of Railroads

Street address:

P.O. Box 270

City:

Jefferson City

State:

MO

Zip code:

65102

Telephone number:

573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Osage River Bridge-Shovel Ready

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project 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 110-mph service. This bridge is currently the only one track section of railroad between St. Louis and Jefferson City, a distance of approximately 130 miles. The project will construct a second railroad river bridge and provide double tracks on both sides of the bridge for a distance of approximately .5 miles. When completed, there will be all double track from Jefferson City to St. Louis. The crossing upgrade package included on another application provides an upgrade to a crossing immediately west of the bridge. This new project will also remove the idling of trains that currently sit in two communities for an extended period of time waiting to cross the bridge. In addition, this will enhance comfort for passengers traveling to Jefferson City who will no longer be trapped on the train, waiting to get into Jefferson City, which is only 8 miles away. This area was identified as a bottleneck in a 2006 study by the University of Missouri.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*):

This bridge will connect Cole and Osage counties on the UP Jefferson City subdivision where there is an existing single-track bridge at milepost 117 and will add .5 miles of track from mileposts 117.29 to 116.8

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner. This will have a connection to the high speed line between Chicago and St. Louis at St. Louis, Missouri.

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

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

(8) Project/program type:

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.)   | <input type="checkbox"/> Rolling Stock Refurbishments            |
| <input checked="" type="checkbox"/> Track-Rehabilitation  | <input type="checkbox"/> Rolling Stock Acquisitions              |
| <input checked="" type="checkbox"/> Track-New Construction  | <input type="checkbox"/> Stations, Terminals                     |
| <input type="checkbox"/> New Rights-of-Way  | <input type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings  | <input checked="" type="checkbox"/> Grade Crossing Improvements  |
| <input checked="" type="checkbox"/> Communications, Signaling, Control  | <input type="checkbox"/> Electric Traction                       |
| <input checked="" type="checkbox"/> Other ( <i>Please describe</i> ): Property acq. of app 9 acres for drainage or clearance issues; not used for transportation purpose. |  |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*):

Description of Work: Osage Jct. MO - 2<sup>nd</sup> ML and bridge - New Spans on New Substructure - Signal Estimate does not include any costs for phasing the project. Project will need to be reestimated once construction phasing is determined. Bonnots Mill Universal XO is in separate estimate.

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

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*):

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

Construction start date: 4-1-2010	Construction completion date: 10-1-2011	Service improvements realized: 10-1-2011
--------------------------------------	--	---

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$33,823,271.00

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

(A)  Yes If yes, as what percentage of total costs? 20%

No

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

State

Local

Private

Other (*Please specify*):

N/A

Not sure

Union Pacific Railroad

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). In a separate pre-app, the crossing nearest this bridge is also being upgraded.

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify: N/A

### D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2006	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA <i>(Identify document from dropdown menu)</i> Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Tier 2 (project-level) NEPA <i>(Identify document from dropdown menu)</i> Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner consulted, awaiting support commitment

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

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

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

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

Track 1 (Projects) FD/Construction

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

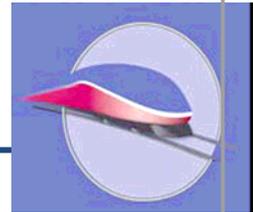
- (24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability in the future to transition to 90-mph to 110-mph trains along this corridor in the next five to ten years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis through the new gateway Multimodal Station (that opened in November 2008) to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):  
Rodney P. Massman

POC title:  
Administrator of Railroads

Street address:  
P.O. Box 270

City:  
Jefferson City

State:  
MO

Zip code:  
65102

Telephone number:  
573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Kirkwood Universal Crossover-Shovel Ready

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project 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 110-mph service. This project will construct a universal crossover, which will allow trains to transfer from one track to another in either direction. The area in which these crossovers will be constructed is in the highly congested St. Louis metropolitan area. This area is a chokepoint for getting trains in and out of St. Louis and was identified in a 2006 University of Missouri study as a significant bottleneck. This crossover will also be close to the Kirkwood passenger station, which will enhance both the ability of the Amtrak trains to be on the correct unloading track near the station and will enhance the passengers' comfort by not stopping the train in the area immediately before arriving at the station. This will also improve fluidity and ease of problem incidents because the existing infrastructure does not allow transfers from track to track in this area for a 14-mile distance for either amtrak or UP freight trains.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): In St. Louis County, Missouri, on the UP Jefferson City subdivision at MP 12.5

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner. This will have a connection to the high-speed line between Chicago and St. Louis at St. Louis, Missouri.

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

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

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*):

Description of Work: Kirkwood, MO - MP 12.1 to 12.3 UP Jeff City Subdivision - Construct Universal crossover currently split by Sappington Rd (MP 12.2) by constructing a universal crossover at Kirkwood Junction.

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

Additional Frequencies on Existing Route

Improved On-Time-Performance on Existing Route

New Service

Increased Average Speeds/Shorter Trip Times

Other (*Please describe*):

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

Construction start date:  
4-1-2010

Construction completion date:  
10-1-2011

Service improvements realized:  
10-1-2011

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$4,443,504.00

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

(A)  Yes If yes, as what percentage of total costs? 20%

No

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

State

Local

Private

Other *(Please specify)*:

N/A

Not sure

Union Pacific Railroad

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

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Legislation enacted If other is selected, please specify: N/A

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2006	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner consulted, awaiting support commitment

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

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

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

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

Track 1 (Projects) FD/Construction

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

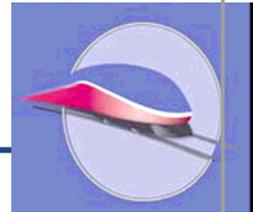
- (24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability to transition to 90-mph to 110-mph trains along this corridor in the next five to 10 years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis, through the new gateway Multimodal Station (opened in November 2008), to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):  
Rodney P. Massman

POC title:  
Administrator of Railroads

Street address:  
P.O. Box 270

City:  
Jefferson City

State:  
MO

Zip code:  
65102

Telephone number:  
573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Crossing Safety Improvements-Shovel Ready

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project 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. Many of these crossings have a history of train- vehicle accidents, most of them involving the higher speed Amtrak trains. This project will improve 15 highway rail at-grade crossings between Sedalia and Kansas City. There are 13 crossings that will receive lights and gates, and two crossings that will be closed. The area in question is the only major area left on the 283 mile corridor that does not have many crossings with a full set of lights and gates. When this project is completed, the crossings left without a full set of lights and gates will either be closed or are of such a low vehicle traffic count that they will not need to be upgraded. This project is part of an already existing agreement between MoDOT and the Union Pacific Railroad in which the costs are split 80-20 between the two parties, and UP's share remains the same-20%. MODOT intends to use both state funds and federal 23 USC Section 130 funds for its share of 20%, and is proposing ARRA funds for the other 60%.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): All the crossings are identified in an attached sheet and are in Pettis, Johnson and Cass counties on the UP Sedalia subdivision.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner. This will have a connection to the high-speed line between Chicago and St. Louis at St. Louis, Missouri.

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

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

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Crossing improvements will all be full lights and gates installations with constant warning time circuitry and LED lighting. Closed crossings will be closed with type IV object markers and surfaces obliterated.

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

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*): Safety of passengers in vehicles at railroad crossings, safety of crew and passengers on train, fewer delays from train-vehicle accidents.

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

Construction start date: 4-1-2010      Construction completion date: 10-1-2011      Service improvements realized: 10-1-2011

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
3,650,000.00

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

(A)  Yes If yes, as what percentage of total costs? 40%

No

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

State  Local  Private  Other (*Please specify*): 20% from MoDOT (using 10% 23 USC Section 130 funds & 10% state grade crossing safety account funds), & 20% from Union Pacific Railroad  N/A  Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). MoDOT RR staff will oversee construction, handle problems, obligate funding for each crossing in the same manner as any other crossing improvement.

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify: N/A

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Categorical Exclusion (CE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Categorical Exclusion (CE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): 25% to 50%

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

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

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

Track 1 (Projects) FD/Construction

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

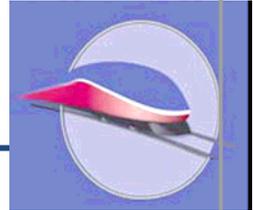
- (24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability to transition to 90-mph to 110-mph trains along this corridor in the next five to 10 years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis, through the new gateway Multimodal Station (opened in November 2008), to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Rodney P. Massman

POC title:

Administrator of Railroads

Street address:

P.O. Box 270

City:

Jefferson City

State:

MO

Zip code:

65102

Telephone number:

573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Hermann Universal Crossover-Corridor

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project 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 90-110-mph service. This project will construct a universal crossover near Hermann and will allow trains to cross from track to track in either direction. Because this is in an area where there is no crossover for 18 miles, the project will allow better access to the Hermann station and enhance passenger comfort because the train will not have to stop outside of the city prior to arrival. The project will also facilitate maintenance access, which currently does not exist, in an area between the two existing crossovers.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*):

This project is in Gasconade County, Missouri, at MP 81.8 on the Union Pacific Jefferson City subdivision.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner. This will have a connection to the high-speed line between Chicago and St. Louis at St. Louis, Missouri.

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

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

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*):

Description of Work: On Jefferson City Subdivision, MP 81.8 near Hermann, Missouri, install No. 20 universal PO crossover at 15' track centers due to rock cuts to eliminate an existing 18.2-mile gap between current crossovers.

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

- |   |  |
|---|--|
| <input type="checkbox"/> Additional Frequencies on Existing Route | <input checked="" type="checkbox"/> Improved On-Time-Performance on Existing Route |
|---|--|

New Service Increased Average Speeds/Shorter Trip Times Other (Please describe):

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

Construction start date:  
1-1-2011Construction completion date:  
12-31-2012Service improvements realized:  
12-31-2012

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$5,213,359.00

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

(A)  Yes If yes, as what percentage of total costs? 20%

No

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

State

Local

Private

Other *(Please specify)*:

Union Pacific Railroad

N/A

Not sure

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

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Legislation enacted If other is selected, please specify: N/A

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2006	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Categorical Exclusion (CE)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Categorical Exclusion (CE)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner consulted, awaiting support commitment

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

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

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

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

Track 2 (Programs)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

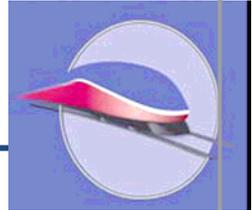
- (24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability to transition to 90-mph to 110-mph trains along this corridor in the next five to 10 years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis, through the new gateway Multimodal Station (opened in November 2008), to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

## Preapplication for HSIPR Program

OMB No. 2130-0583



## Preapplication instructions:

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

## A. Who are you?

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

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

 Group of States Interstate Compacts Public Agency established by one or more States Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Rodney P. Massman

POC title:

Administrator of Railroads

Street address:

P.O. Box 270

City:

Jefferson City

State:

MO

Zip code:

65102

Telephone number:

573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Mainline Track in Jefferson City Yard - Corridor

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project 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 90-110-mph service. This project will increase fluidity through Jefferson City by maintaining two main lines for bi-directional freight trains when Amtrak is stopped at the Jefferson City station. This will extend track number one by 1,400 feet and will essentially create a third main line, allowing Amtrak to easily access the Jefferson City station. This will also increase passenger comfort by not stopping the train before it arrives at the Jefferson City station in order to get the train on the correct unloading track. This will also allow Union Pacific more options to interchange trains when more than two freight trains are in the area.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*):

This project is in Cole County, Missouri, on the Union Pacific Jefferson City subdivision between mileposts 124.4 and 126.4.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner. This will have a connection to the high-speed line between Chicago and St. Louis at St. Louis, Missouri.

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

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

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*):

Description of Work: At Jefferson City, Missouri, Jefferson City Sub MP 125 construct and power a crossover at West Drill at MP 126.4 and Extend Track 002 eastward approximately 1700 feet, install a power switch and relocate signal bridge at same location. Install a power west switch of track 001, and rehab track 001, which will in effect create a third mainline.

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

 Additional Frequencies on Existing Route Improved On-Time-Performance on Existing Route New Service Increased Average Speeds/Shorter Trip Times Other (Please describe):

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

Construction start date:  
1-1-2011Construction completion date:  
12-31-2012Service improvements realized:  
12-31-2012

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$9,653,614.00

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

(A)  Yes If yes, as what percentage of total costs? 20%

No

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

State

Local

Private

Other *(Please specify)*:

N/A

Not sure

Union Pacific Railroad

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

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Legislation enacted If other is selected, please specify: N/A

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2006	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): 25% to 50%

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

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

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

Track 2 (Programs)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

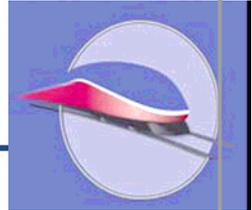
- (24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability to transition to 90-mph to 110-mph trains along this corridor in the next five to 10 years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis, through the new gateway Multimodal Station (opened in November 2008), to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

## Preapplication for HSIPR Program

OMB No. 2130-0583



## Preapplication instructions:

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

## A. Who are you?

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

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

 Group of States Interstate Compacts Public Agency established by one or more States Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Rodney P. Massman

POC title:

Administrator of Railroads

Street address:

P.O. Box 270

City:

Jefferson City

State:

MO

Zip code:

65102

Telephone number:

573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Lee's Summit to Pleasant Hill double track project to enable 90 mph speeds - Corridor

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project 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 connect two existing sidings between Lee's Summit and Pleasant Hill, and lay a second track next to the main line track that will accommodate Amtrak trains at 90-mph and would also include the length of both the Lee's Summit and Pleasant Hill sidings. 90mph speeds will generate great publicity. Currently, this area will only accommodate a 50-mph speed limit for Amtrak trains, and the improvement would expedite passengers in leaving the Kansas City area and increasing the speed at which they get to other locations, including the entire route across the state. This will also decrease the amount of time it takes to get the train from St. Louis to Kansas City. The project will complement the recently constructed or to be constructed sidings on the western side of the state in that the higher speed will allow Union Pacific to more easily anticipate when the Amtrak trains will be in the area of the new sidings and adjust dispatching accordingly.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): Project is in Jackson and Cass counties and would double-track the Union Pacific Sedalia subdivision for a distance of 8.2 miles from MP 260 to MP 252. The location takes advantage of existing grade separations along route to separate vehicles from trains as well.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner. This will have a connection to the high-speed line between Chicago and St. Louis at St. Louis, Missouri.

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

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

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*):

Description of Work: Lee's Summit to Pleasant Hill, Missouri, Sedalia Subdivision MP 249.85 to MP 258.03 - Construct Second Main Line to allow for 90 mph speed of amtrak trains.

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

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*):

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

Construction start date:  
1-1-2011

Construction completion date:  
12-31-2014

Service improvements realized:  
12-31-2014

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	40,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	90	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	60	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$56,561,160.00

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

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

No

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

State  Local  Private  Other (*Please specify*):  N/A  Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). MoDOT will oversee and fund needed crossing improvements in this area under normal procedures.

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify: N/A

### D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or “service”) NEPA <i>(Identify document from dropdown menu)</i> Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA <i>(Identify document from dropdown menu)</i> Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner consulted, awaiting support commitment

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

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

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

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

Track 2 (Programs)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

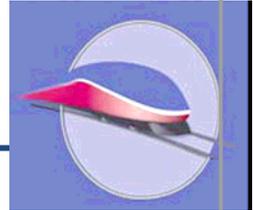
- (24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability to transition to 90-mph to 110-mph trains along this corridor in the next five to 10 years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis, through the new gateway Multimodal Station (opened in November 2008), to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Rodney P. Massman

POC title:

Administrator of Railroads

Street address:

P.O. Box 270

City:

Jefferson City

State:

MO

Zip code:

65102

Telephone number:

573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Kingsville-east Siding-Corridor

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project 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. It involves construction of a third siding in the Kingsville area. This siding will complement the two other sidings scheduled to be built on this same subdivision near California and at Knob Noster. The area in which this siding would be built was identified in prior studies as a bottleneck for Amtrak trains by the University of Missouri study. The project should increase the flexibility of Amtrak trains being able to pass through this area without being detained by numerous freight trains. The closure of the crossing will remove the issues of blocking vehicular traffic. The closure of the crossing will result in one crossing being eliminated from the list of crossings to improve with lights and gates and will involve the construction of a connecting road. (See crossing application which references Co. Rd 1451, #442 012P.)

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*):

Siding to be constructed in Johnson County, Missouri, on the UP Sedalia subdivision at MP 235.5 to MP 237.5, requires closure of public road and building of connecting road.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner. This will have a connection to the high-speed line between Chicago and St. Louis at St. Louis, Missouri.

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

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

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*):

Description of Work: Kingsville, Missouri, construct siding at MP 235.5 to MP 237.5 , to result in a 9000' clear siding. Requires closing public road and building 4500' connector road.

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

Additional Frequencies on Existing Route

Improved On-Time-Performance on Existing Route

New Service

Increased Average Speeds/Shorter Trip Times

Other (*Please describe*):

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

Construction start date:  
1-1-2011

Construction completion date:  
12-31-2012

Service improvements realized:  
12-31-2012

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$11,532,728.00

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

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

No

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

State  Local  Private  Other (*Please specify*):  N/A  Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). MoDOT will handle and oversee closure of existing crossing and building of connecting road using normal procedures.

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify: N/A

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

### Project Planning Studies/Documents

(if application is for program (multiple projects), multiple boxes may be checked)

Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

### General Planning Studies/Documents

Project Management Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner consulted, awaiting support commitment

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

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

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

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

Track 2 (Programs)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

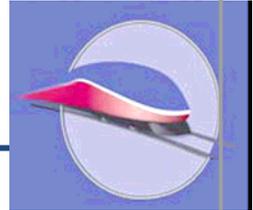
- (24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability to transition to 90-mph to 110-mph trains along this corridor in the next five to 10 years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis, through the new gateway Multimodal Station (opened in November 2008), to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

# Preapplication for HSIPR Program

OMB No. 2130-0583



**Preapplication instructions:**

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Rodney P. Massman

POC title:

Administrator of Railroads

Street address:

P.O. Box 270

City:

Jefferson City

State:

MO

Zip code:

65102

Telephone number:

573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Passenger Communication System-Corridor

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project 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 110-mph service. This project will construct, at each of the eight intermediate stops along the route where there is no ticket office or other personnel, a passenger information system on a LED read out sign board that will inform the public of general information about the trains and will include specific information on when the next train is arriving and where it currently is on the route. This system will automatically update itself using GPS coordinates of where the train is and will require no human intervention to update. This system will require cooperation from Union Pacific and Amtrak to implement. There are several prototypes and other similar systems on other rail and rail transit operations nationwide. This system will solve the problem of future passengers being unable to predict when the train will arrive, especially if they are not familiar with Amtrak's 800 number system, which also has some limitations in predicting the train's location after leaving a previous station.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The system will have a digital readout sign and will serve each of the unmanned stations at Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner. This will have a connection to the high speed line between Chicago and St. Louis at St. Louis, Missouri.

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

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

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): This system will be a GPS-based non-human intervention system that will consist of communications equipment and LED readout signs that will inform potential passengers of when the next train is arriving and also display general Amtrak information.

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

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*): Increase passenger comfort and awareness through better and more complete information being supplied to customers.

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

Construction start date: 1-1-2011      Construction completion date: 12-31-2012      Service improvements realized: 12-31-2012

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	90	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
3,000,000.00

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

(A)  Yes If yes, as what percentage of total costs? Approx. 1-2%

No

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

State

Local

Private

Other (*Please specify*):

N/A

Not sure

Union Pacific Railroad has

pledged \$50,000 for this project.

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). MoDOT will advertise the new communication system through its normal channels and reference it on website and train schedules it distributes.

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify: N/A

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

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

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

Railroad owner 1 (Name):	Union Pacific Railroad
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Host railroad consulted, but support is not final
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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner consulted, awaiting support commitment

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): None

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

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

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

Track 2 (Programs)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

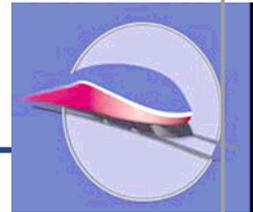
- (24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability in the future to transition to 90-mph to 110-mph trains along this corridor in the next five to ten years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis through the new gateway Multimodal Station (that opened in November 2008) to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

# Preapplication for HSIPR Program

OMB No. 2130-0583



Preapplication instructions:

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Rodney P. Massman

POC title:

Administrator of Railroads

Street address:

P.O. Box 270

City:

Jefferson City

State:

MO

Zip code:

65102

Telephone number:

573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: Strasburg Grade Separation

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):  
 This project 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 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. This will enhance Amtrak's and Union Pacific's use of the siding by removing the current restrictions on blocking the crossing and interference with vehicular traffic. The siding, which is approximately 4,000 feet long, is currently used by Amtrak and short intermodal UP trains. 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.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*):  
 Cass County, Missouri at the intersection of Route E and the Union Pacific's Sedalia subdivision at MP 243.05.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, Missouri, and Kansas City, Missouri, known as Missouri River Runner.

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

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

(8) Project/program type:

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

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.)  | <input type="checkbox"/> Rolling Stock Refurbishments            |
| <input type="checkbox"/> Track-Rehabilitation  | <input type="checkbox"/> Rolling Stock Acquisitions              |
| <input type="checkbox"/> Track-New Construction  | <input type="checkbox"/> Stations, Terminals                     |
| <input checked="" type="checkbox"/> New Rights-of-Way  | <input type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings   | <input checked="" type="checkbox"/> Grade Crossing Improvements  |
| <input type="checkbox"/> Communications, Signaling, Control  | <input type="checkbox"/> Electric Traction                       |
| <input checked="" type="checkbox"/> Other ( <i>Please describe</i> ): Some right of way will be acquired (2-3 acres) done under normal MODOT procedures. |  |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Remove at-grade signalized crossing at MP 243.05 and build grade separation approximately .1 miles to the west.

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

Additional Frequencies on Existing Route

Improved On-Time-Performance on Existing Route

New Service

Increased Average Speeds/Shorter Trip Times

Other (Please describe):

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

Construction start date:  
1-1-2011

Construction completion date:  
12-31-2012

Service improvements realized:  
12-31-2012

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$15,000,000.00

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

(A)  Yes If yes, as what percentage of total costs? 100%

No

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

State

Local

Private

Other (*Please specify*):

N/A

Not sure

MoDOT will provide 95% of the cost of the grade separation through state road funds. UP will provide 5% of the cost of the grade separation and remove the current crossing at their costs.

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). MoDOT will provide design and right-of-way for the grade separation using its current holdings and will remove the approaches to the old crossing.

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Legislation enacted If other is selected, please specify: N/A

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or “service”) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner consulted, awaiting support commitment

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): Some - less than 25%

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

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

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

Track 2 (Programs)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): If MoDOT were successful in any of its applications, we would appreciate an expedited completion of a grant agreement so that the projects could be quickly undertaken. MoDOT would also appreciate minor technical assistance in terms of some of the minor issues such as rail turnout design in the same way that we received technical assistance from FRA during our successful application for an intercity passenger rail grant during 2008.

## (D) Additional information (optional)

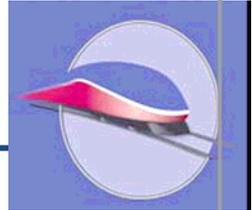
- (24) Please provide any additional information, comments, or clarifications. This section is optional.

The overall vision for this project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability in the future to transition to 90-mph to 110-mph trains along this corridor in the next five to ten years. The long-term plan and the long-term benefits will be to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section that is in conformity with the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis through the new gateway Multimodal Station (that opened in November 2008) to the proposed high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

## Preapplication for HSIPR Program

OMB No. 2130-0583



## Preapplication instructions:

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Rodney P. Massman

POC title:

Administrator of Railroads

Street address:

P.O. Box 270

City:

Jefferson City

State:

MO

Zip code:

65102

Telephone number:

573-751-7476

Fax: 573-526-4709

Email: [rodney.massman@modot.mo.gov](mailto:rodney.massman@modot.mo.gov)

## What is your project?

(5) Project/program name: 2 sets of train equipment--a locomotive, 2 passenger cars and a café car--Wisconsin is the lead state on this application, please see Wisconsin's preapplication for further details.

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

This project will improve on-time performance along the entire Union Pacific corridor between St. Louis and Kansas City and will enhance future provision of 110-mph service. New equipment will add to passenger comfort and enhance the service, in addition to further reliability of the equipment.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): Missouri

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*):

High-speed rail corridor between St. Louis, MO, and Kansas City, MO, known as Missouri River Runner

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

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

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): Equipment acquisitions--please refer to Wisconsin's application.

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

- |   |   |
|---|---|
| <input type="checkbox"/> Additional Frequencies on Existing Route   | <input type="checkbox"/> Improved On-Time-Performance on Existing Route |
| <input type="checkbox"/> New Service  | <input type="checkbox"/> Increased Average Speeds/Shorter Trip Times    |
| <input checked="" type="checkbox"/> Other ( <i>Please describe</i> ): Enhanced passenger comfort and reliability. |   |

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

Construction start date: 1-1-2012

Construction completion date: 1-1-2012

Service improvements realized: 1-1-2012

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	28,327,133	35,000,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	2	2	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	18.6	80	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	79	90	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	50	55	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
See Wisconsin's application.

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

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

No

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

State  Local  Private  Other *(Please specify)*:  N/A  Not sure

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

### Operating Costs

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

Yes  No  Not sure

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

Dedicated State funding source If other is selected, please specify: N/A

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Legislation enacted If other is selected, please specify: N/A

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 1 Programmatic (or “service”) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Project Planning Studies/Documents

(if application is for program (multiple projects), multiple boxes may be checked)

Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### General Planning Studies/Documents

Project Management Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)?  Yes  No  Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad?  Yes  No  Not sure

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

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

Railroad owner 1 (Name):	Union Pacific Railroad
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Host railroad consulted, but support is not final
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

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Partner consulted, awaiting support commitment

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): None

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

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

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

Track 2 (Programs)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): Missouri would ask for assistance from FRA, Amtrak and other states in designing a uniform set of standards for equipment so that the equipment would be standardized in accordance with the directives of the Midwest Regional Rail Initiative. (MWRRI)

## (D) Additional information (optional)

- (24) Please provide any additional information, comments, or clarifications. This section is optional.

This project and all projects proposed for this corridor will have a profound impact on on-time performance and the ability in the future to transition to 90-mph to 110-mph trains along this corridor. The long-term plan is to add additional frequencies and purchase new equipment for the train service when a reliable on-time performance is achieved. Although each project has an independent utility, it has an overall contribution to the corridor. These contributions include enhancing Missouri's role in passenger rail, providing a section of the entire Midwest Regional Rail Initiative and establishing a key transfer point in St. Louis through the new gateway Multimodal Station to the high-speed Chicago-to-St. Louis rail line.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.