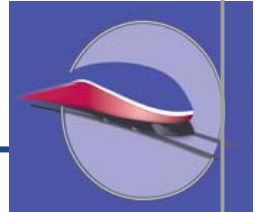


Preapplication for HSIPR Program

OMB No. 2130-0583



Preapplication instructions:

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

A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Tammy Nicholson

POC title:

Director, Office of Rail Transportation

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800 Lincoln Way

City:
Ames

State:
IA

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50010

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What is your project?

(5) Project/program name: Ottumwa Subdivision Crossovers, Tie Replacement, & Ballast Undercutting

(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 proposes to install four new remotely operated high speed crossovers at the approximate locations noted in Figure 1, replace approximately 85,000 ties at locations noted in Figure 2, and undercut ballast at locations noted in Figure 3. Project is being undertaken as part of the 2008/2009 Amtrak Performance Improvement Program (PIP) to address delays on the California Zephyr. When complete, this project is expected to reduce delays to Zephyr service by more than 30 minutes per train.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): See attachment for locations of crossovers, tie replacement, and ballast undercutting.

(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*): California Zephyr with endpoints of Chicago, IL and Emeryville, CA (San Francisco). Major locations served are Omaha, NE; Denver, CO; and Salt Lake City, UT. Other high speed rail passenger routes will benefit as well from this improvement through transfers in Chicago.

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

(D) State(s) in which the benefiting service(s) is/are located: Illinois, Iowa, Nebraska, Colorado, Utah, Nevada, California

(8) Project/program type:

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

- | | |
|--|--|
| <input type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Refurbishments |
| <input checked="" type="checkbox"/> Track-Rehabilitation | <input type="checkbox"/> Rolling Stock Acquisitions |
| <input 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 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 project proposes to install four new remotely operated high speed crossovers at the approximate locations noted in Figure 1, replace approximately 85,000 ties at locations noted in Figure 2, and undercut ballast at locations noted in Figure 3. At ISU Switch and Beckwith locations, new crossovers will replace existing manually operated low speed 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 |
| <input type="checkbox"/> New Service | <input type="checkbox"/> Increased Average Speeds/Shorter Trip Times |

Other (Please describe):

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

Construction start date:
04/2010

Construction completion date:
12/2010

Service improvements realized: 12/2010

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	1	1	<input type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	30.1%; 65.4% (See Item 24)	85%	<input type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)			<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):
Total project cost is estimated at \$29M.

(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*). BNSF would provide an in-kind match for continued and ongoing maintenance of the ties, crossovers and ballasts included in this project.

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*):

Not Sure If other is selected, please specify:

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

Not Sure If other is selected, please specify:

D. What preparation have you done?

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

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

Project Planning Studies/Documents

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

Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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"/>

General Planning Studies/Documents

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):	BNSF Railway
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place
Railroad owner 2 (Name):	
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*):

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. Additional information relative to Question 10, page 3 - The 30.1% figure represents all delays including Amtrak, host railroad and weather related incidences including the route from Chicago, IL to Emeryville, CA. The 65.4% figure represents the contractual amount negotiated between BNSF and Amtrak, representing only those delay circumstances in which BNSF has direct control over.

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