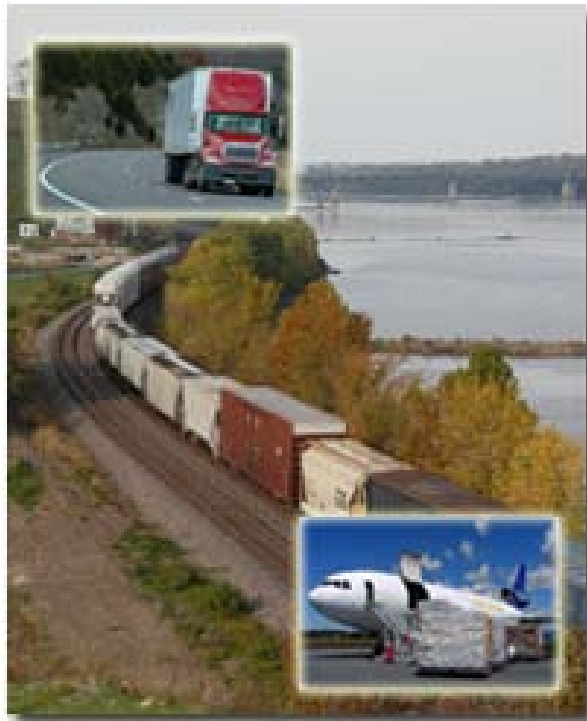


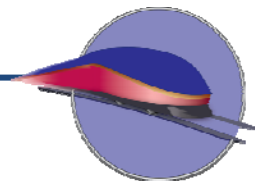
**Missouri State Rail Plan**  
**2010 Planning Funds Application**  
State of Missouri

**Missouri Department of Transportation**  
**P.O. Box 270**  
**Jefferson City, MO 65102**





# High Speed Intercity Passenger Rail (HSIPR) Program



## Application Form

### Planning

Applicants for Planning funds are required to submit this Application Form and other documents as outlined in Section E of this application. Please complete this document and provide any supporting documentation electronically. Supporting documentation should be logically and descriptively labeled. For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your project, please indicate “N/A.” If you have questions about the HSIPR program or this application, please contact FRA at [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

### A. Point of Contact and Project Information

(Must be consistent with information provided on applicant’s SF 424)

<b>(1) Submitting Agency:</b> Missouri Department of Transportation		<b>Submitting Agency Authorized Representative Name and Title:</b> Rodney Massman, Administrator of Railroads		
<b>Street Address / City:</b> P.O. Box 270	<b>City:</b> Jefferson City	<b>State:</b> MO	<b>Zip Code:</b> 65102	<b>Telephone Number:</b> 573-751-7476 <b>Email:</b> Rodney.Massman@modot.mo.gov
<b>Application Point of Contact (POC) Name and Title</b> (If different): Rodney Massman, Administrator of Railroads		<b>Application POC Telephone:</b> 573-751-7476 <b>Application POC Email:</b> Rodney.Massman@modot.mo.gov		
<b>(2) Name(s) of additional States applying (if applicable):</b>  N/A				
<b>(3) Planning Project Name</b> (Please provide a clear, concise, and descriptive name, example “Capital City to Hill Valley Corridor Service Development Plan”):  Missouri State Rail Plan				

**(4) Describe the corridor service(s) that is (are) the subject of the Planning Project, including corridor name, endpoints, major intermediate cities, and other characteristics (upload a map if applicable):**

This is a total look at all railroad issues in Missouri, including a comprehensive view of all existing rail inventory of all types and all rail-related inventory and equipment. Freight railroads have a long history in Missouri and are a large part of the state's economy. Missouri currently has 19 separate railroads on more than 4,000 miles of mainline track and more than 7,000 miles of total track. Missouri has about 3,800 crossings and nearly 3,000 private crossings. Kansas City and St. Louis, respectively, are the nation's second and third largest rail centers. Missouri is one of only a few other states to have at least four Class I railroads run through it.

Missouri has numerous rail resources that many other states do not. Passenger railroad service includes two national routes run by Amtrak on a state-supported route, and there are several tourist railroads. Missouri is an active participant in the FRA's state participation program for rail safety inspectors and has shown itself to be a national leader in crossing improvements and cost-share projects for improving safety. The goal, however, is to go beyond being only a safety or passenger rail-related agency to a total rail-centered agency taking into account all factors that affect rail and rail service and working to improve them.

The objective for the planning project of a state rail plan would be to compile, synthesize, plan, reorganize and map out a course for the future of all railroads in Missouri. The objective would also include maintaining active and intense relationships with the railroads to make the state a premier place for railroads to both operate and locate in for a long time to come. As the sponsoring agency, the Missouri Department of Transportation is a total-transportation agency and is working to make railroads, all other modes of travel and freight transportation an integral part of the state's total transportation package.

**(5) Planning Project Abstract (In 3 - 5 sentences, please describe your proposed planning project):**

The Missouri State Rail Plan is a multifaceted dynamic document that will consist of 1) an inventory of current status of all rail-related issues in Missouri, 2) a comprehensive long-range plan to improve rail policy, 3) a method to increase funding, 4) a guidebook for future investment and economic development that is rail-related, and 5) a method to allocate funding on proposed projects that extend and enhance rail service in Missouri and connect to other states rail networks in the most efficient and effective way possible. It will also form the basis for state, federal and private investment in Missouri's rail network.

The work will build on all existing documents and activities currently in the Missouri rail arena, including the Rail Policy Study of 2008, the 2002 Missouri State Rail Plan and the many groups involved in rail on a day-to-day basis, including the Missouri Railroad Association and the Missouri Rail Passenger Advisory Committee. Some of the other rail-related groups that include Missouri DOT are AREMA, Midwest Regional Rail Initiative and States for Passenger Rail. The planning process for the development of the Missouri State Rail Plan consists of public outreach, involving the state's many railroads, metropolitan planning partners, regional planning commissions and other stakeholders in the proposed program. This also will help guide Missouri to achieve a streamlined, efficient railroad system.

**(6) 6a. Total Cost of Planning Project (2010 dollars): \$ 677,702.00**  
 - Amount Requested from HSIPR Program: \$ 500,000.00  
 - Non-Federal Match Amount: \$ 177,702.00 in in-kind services provided by Missouri DOT

**6b. Indicate the source, amount, and percentage of matching funds:**

Non-FRA Funding Sources	New or Existing	Status of Funding <sup>1</sup>	Type of Funds	Dollar Amount	% of Total Project	Describe any uploaded supporting documentation to
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<sup>1</sup> Reference Notes: The following categories and definitions are applied to funding sources:



	Funding Source?			*Should total Non-Federal Amount in above 6a.	Cost	help FRA verify funding source
Missouri Department of Transportation	New	Planned	In-kind services	177,702	35.54%	See attached Missouri State Rail Plan Budget
	New	Committed				
	New	Committed				
	New	Committed				

**(7) Which of the following planning activities are proposed to be funded under the HSIPR Program?** NOTE: Eligible planning projects for these funds include either 1) State Rail Plans or 2) Passenger Rail Corridor Investment Plans. Applicants seeking to develop a passenger rail corridor investment plan must apply for any necessary work to develop *both* a service development plan and corridor-wide environmental documentation. If the applicant has already completed one of these documents or a component thereof, FRA must have accepted that document as meeting the minimum requirements outlined in Section 2.4.1 of the FY2010 Planning NOFA.

- State Rail Plans
- Service Development Planning and “Service” or “Tier 1” NEPA
- Service Development Planning only (“Service” or “Tier 1” NEPA already complete)
- “Service” or “Tier 1” NEPA only (Service Development Planning already complete)

**(8) 8a. Describe the service attributes of the Program/Project for which you are planning (check all that apply):**

- Additional Service Frequencies
- New Service
- Service Quality Improvements
- Improved On-Time performance on Existing Route
- Increased Average Speeds/Shorter Trip Times
- Other (*Please Describe*): All freight rail aspects of planning and improving access for freight rail traffic in Missouri.

**Committed:** Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

**Budgeted:** This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, (i.e., the funds have not yet received statutory approval). Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

**Planned:** This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.



**8b. Please provide an overview of the characteristics of the Program/Project for which you are planning, including a description of the types of improvements under consideration, and if applicable, the intercity passenger rail proposal:**

The state rail plan's intent is to review all current rail assets, inventory and evaluate business and legal environments of the current state of railroads in Missouri. The intent is also to include all stakeholders and the public in a long-range plan that outlines upgrades, maintains Missouri's rail assets and plans for the future of freight rail development, passenger rail implications and development, and economic development for future rail and rail-related activities and efforts.

The plan would be a dynamic document. It would be adapted as necessary in reaction to industry changes and to encourage rail development in all areas of the state. It would also be adapted to upgrade and provide for funding possibilities for all future rail endeavors and activities. The plan would be one component of an overall transportation plan for the state of Missouri. The plan would recognize rail as one of the state's many assets in a comprehensive and total system integrated with all modes. It would also recognize rail as contributing to an equal and synthesized transportation system in order to achieve multiple goals, objectives and needs of business, travelers and communities involved both separately as entities and when considering the state as a whole.

**(9) What are the anticipated start and end dates for this Planning Project? (mm/yyyy)**

**Start Date:** 06/2010 - Please note, MoDOT intends to begin outreach efforts in June 2010, prior to any award date.

**End Date:** 6/2011

## B. Statement of Work

### BACKGROUND

*Briefly describe the events that lead to the need for the planning project and the underlying issue that the project will address (less than 1/2 page).*

The need for a state rail plan is for several reasons, however, the most important is to provide a comprehensive inventory and planning document for the state's rail needs and objectives during the coming years. The need for rail planning and statewide review has never been greater in that funding opportunities exist that have not existed for many years. As the state looks toward a total transportation plan, the rail component must be recognized as important and an integral part of any planning document.

The ARRA rail funding and the intercity passenger rail funding the state has received has been an interesting sideline to what the future may hold, and it is important that any future funds received are disbursed according to an already existing framework and plan for the future. This is the intent of the State Rail Plan. The overall goals are to involve railroads, shippers, receivers, trucking companies, grain dealers, ports, miscellaneous businesses, regional planning commissions, metropolitan planning organizations, counties, cities and other businesses that either may already have rail service or may be in a position to someday receive it. By involving a complete group of potentially affected interests in the planning, the comprehensive document will consider all views and voices in formulating a future plan that is supported. All interested parties will be given an opportunity and platform in which to be involved in the development of the rail plan.

The rail plan and its supporting documents will address freight and passenger rail and the need for cooperation and planning in these areas across governmental- and business-related barriers. All parts of the rail plan and its documents will be compliant with the requirements of the PRIIA Act of 2008. The overall plan is to look at all areas and points of view, and for the first time, create an actual synthesis of the points and plan for the future.

Missouri's last state rail plan was accomplished in 2002 and focuses primarily on an inventory of rail assets. There was no public involvement in its creation, and it lacks a general purpose. There are many recent achievements in Missouri rail. These include 1) successful transformation of the railroads in Missouri to economic engines after the passage of the Staggers Act, 2) evolution of the passenger rail system on the state-supported line from a poor representative of the service to a national leader, 3) a short-line study that demonstrated in the Columbia, Missouri, area what the freight possibilities are for the future for an almost nearly abandoned line that is now a growing community's sole connection to the rail system, 4) huge infrastructure projects that improved rail service in Missouri and beyond such as the Sheffield Flyover and the Argentine Connection in the Kansas City area, and 5) economic analyses conducted of various proposed passenger rail projects. However, there has never been a comprehensive synthesis of these projects all pulled together to make a complete and total plan for how to achieve benefits and make them a part of a total Missouri plan.

The new state rail plan will fix these issues and will also be the state's lead in relation to the National Rail Plan, which is currently being assembled and is in the outreach stages. The national plan will bear an important relationship to all states as to what the country's rail future will entail. The goal is to create a document that creates funding opportunities, and re-energizes and realigns all rail service and goals in Missouri for a more efficient and effective system that meets Missourians' needs, becomes part of a total freight and passenger network, and delights its customers and stakeholders.

**GENERAL OBJECTIVE**

*Provide a general description of the planning work to be accomplished through this grant, including project work effort, project study area, and other parties involved. Describe the end-state of the project, and the outcomes that will be achieved as a result of this project.*

The overall planning work is to involve all major Missouri and midwest stakeholders both in and outside of rail expertise areas in order to obtain an overall plan to achieve the best results for the future. The planning work consists of a detailed document that will document the current inventory and demonstrate what the future will hold as a result of comprehensive rail planning.

The project work effort will include a review of all information on the current state of the rail system in Missouri — the railroads, the equipment, the yards, and the interchange points and current infrastructure of all rail, including track, bridges and crossings. This will be supplemented by a listing of all railroads and their history, current status and customers. When complete, it will move to the primary objective of the plan, which is to plan for the future and propose plans and methods in which to improve the overall environment of rail.

There will be a series of public outreach meetings across the state including both rural and metropolitan areas to collect information and gain the input of all stakeholders. When the information is analyzed, it will be possible to gain general trends and wants/needs in order to form a more comprehensive document that prioritizes and reorganizes thoughts into an actual plan. The many groups involved include all the Class I railroads, the regional railroads, the shortlines, the passenger railroads and the terminal railroads. The other groups include the Missouri Railroad Association, the Missouri Rail Passenger Advisory Committee and the Missouri Rail Passenger Coalition.

There will also be input from the Missouri membership on the Midwest Interstate Compact Agreement for passenger rail. There are also many other groups too numerous to mention, involving all aspects of rail, including Missouri Operation Lifesaver, Federal Highway Administration and the Section 130 program, Federal Railroad Administration national and regional offices, National Association of Railroad Passengers and the Association of Retired and Veteran Railway Employees. However, these groups form only a part of the overall input needed — the shippers of rail, the receivers, those who either do not have or would like to have freight or passenger rail service, those who are affected daily by trains in their communities, those who are interested in any kind of freight transportation and basically anyone involved in fostering economic development will have a voice in developing Missouri's rail plan.

The end-product and state of the project will be a state rail plan that will be a benchmark for other states as well as a map and voice for the National Rail Plan. The state plan will contain an outline of all major sections involved in rail; an executive summary; list of railroad structure; freight and passenger rail elements; economic trends and forecasts; environmental issues; future initiatives; safety programs; inspections, procedures and outreach; planning trends that are integrated with highway and other modes; rail responses to studies done through the years; and an overall summary of the past and future of rail and the rail system in Missouri.



**DESCRIPTION OF WORK**

*Describe the tasks of the planning project from start to finish. A task 1 – Detailed Planning Project Workplan – shall be included. Under the cooperative agreement, FRA will participate in the project, as described in this Statement of Work, through review draft work products and acceptance of task deliverables. Group the tasks into major and minor components and relate the major components to milestones and deliverables. Address inter-relationships between tasks. Identify the milestones for which FRA review of draft work products is anticipated. (For more detailed studies it may be appropriate for FRA to participate in the development of methodologies.) Address necessary coordination and processes to involve affected parties and the public as appropriate.*

The tasks of the planning project from start to finish are further described in the attached Detailed Planning Project Workplan document. The approach discussed in this document will be followed whether or not a grant is awarded and whether or not a particular consultant is selected. The Detailed Planning Project Workplan tasks will be overseen by the Multimodal Division of the Missouri Department of Transportation with the assistance of the department’s pertinent divisions, including the district offices, the right of way division, environmental division and the transportation planning division. Further consultation on plan oversight will be assisted by the Federal Railroad Administration regional and national offices, the FHWA and the state Departments of Natural Resources and Economic Development.

A consultant will be selected using an open and available bidding process that follows routine department procedures. The consultant will be selected on many different factors, including cost, availability, prior work in the area, presentation of bid, thoroughness of prior research, and expertise of staff and available resources for the project. The consultant selected will be given the schedule mentioned above and will be held to an extremely high standard of readiness and compatibility with the various rail organizations in the state and their interactions with them. Updates will be required on a regular basis to ensure the consultant is providing the quality of research and the information as requested and demanded in the overall outline. Service quality is of utmost importance and the need for open and honest communication between the consultant and the MODOT Multimodal Division will be paramount.

The MODOT staff involved will be providing more than 20 percent of the grant monies, which will be the time commitment to this project and the various tasks assigned to each MODOT team member. This will include various contributions to the project involving compilation and resourcing of data, analysis of data and current trends, interaction with peers both in and outside of the department, and review of local, state and national issues as they relate to the overall formulation of a state rail plan. The other contributions will be intangible from a state’s perspective in that there will be many people involved from the state government that will support and provide critique and reasoning skills to develop the state rail plan to a level of coordination among all statewide stakeholders.

The coordination and processes necessary will be that of collecting all relevant data and beginning the public outreach portion of the project. The public outreach will be a large undertaking in collecting data and having meetings at locations across the state. The public at large will be invited, in addition to the stakeholders previously mentioned. There will also be meetings with targeted groups such as freight rail management and staff, passenger rail groups, and shippers and receivers of rail products. The consultant under the direction of MODOT will then combine all data into one digest under the general format of the Missouri State Rail Plan Outline and Action Items.

This outline is expected to grow and expand as further information is collected. The document that will eventually become the Missouri State Rail Plan and will be widely disseminated to the public at large using all available technologies and services, including those that MODOT normally provides for all transportation-related issues and documents. The state rail plan will be a document and issue widely referred to in the future and cited as a resource by all rail-related groups and will serve as a guidebook to the future of rail in Missouri and its promise for the future. The consultant will be measured against the original goals set in the beginning and outlined in this application for a state rail plan. The consultant will be expected to serve as the end-product maker and express a willingness to help serve as a voice for the future of rail in Missouri and a pathway for other states to follow in making comprehensive and productive state rail plans.

**PROJECT SCHEDULE**

The period of performance for the above work shall be 12 months, beginning June 1, 2010, and ending June 30, 2011. Please note that MODOT is beginning outreach activity in June regardless of award date.

**Form FRA F 6180.135 (03-10)**



## PERFORMANCE OBJECTIVES AND DELIVERABLES

**The Grantee shall provide FRA with a projected schedule to achieve the deliverables and performance objectives listed below. The Grantee shall achieve these performance objectives in order for the project to be considered complete.**

MODOT staff shall oversee the grant and select the contractor only after careful evaluation. The projected schedule will be adhered to by the consultant, and the consultant will only be allowed to vary from the schedule for good cause shown and upon MODOT approval. See the Detailed Planning Project Workplan for further details. Payment to consultant will be conditioned on achievement of the performance objectives (deliverables and deadlines) and in accordance with the grant agreement signed between MODOT and the FRA. The contractor will be informed that the state rail plan must be coordinated with other state transportation planning goals and programs, including the plan required under Section 135 of Title 23 U.S.C., and set forth rail transportation's role within Missouri's transportation system. The state rail plan must also be coordinated with the *Preliminary National Rail Plan*, which was prepared by the Federal Railroad Administration and released in October 2009 and with the *State Rail Planning Best Practices* guidance prepared by the American Association of State Highway and Transportation Officials and published in November 2009.

*List tasks, including task 1 – Detailed Planning Project Workplan and Schedule, that are required in order to complete the project, as applicable.*

### **Task Number:**

The Detailed Planning Project Workplan, Schedule and Outline, see attached, lists the following tasks and steps to be completed:

1. **The Role of Rail in Missouri's Multimodal System**
  - a. **Step(s):** *Create the Vision, Award Contract for Selected Contractor, and conduct Key Public Outreach Activities.*
  - b. **Task 1.1** - Describe the current supply of freight and passenger rail services.
  - c. **Task 1.2** - Describe the current demand for rail services; the role of rail in the state, regional and national economy; and rail's impact on Missouri communities.
2. **The Future of Freight Transportation**
  - a. **Step(s):** *Inventory Freight and Passenger Rail Networks*
  - b. **Task 2.1** - Describe growth trends and structural changes in the state, regional and national economy, and forecasts of the demand for freight transportation over the next 10 and 20 years.
  - c. **Task 2.2** - Illustrate how specific rail bottlenecks and operational issues affect logistics decisions and costs, and the efficiency of specific industry sectors.
3. **Evaluation of Missouri's Rail Capacity**
  - a. **Step(s):** *Integrate Freight and Passenger Planning*
  - b. **Task 3.1-3** - Summarize the institutional, operational and infrastructure constraints to the efficient movement of current and future freight-rail, short-line and passenger rail traffic.
  - c. **Task 3.4** - Provide recommendations to invest private and public funds for pertinent state rail projects.
  - d. **Task 3.5** - Develop a preliminary list of capacity-enhancing project alternatives.
4. **Improving Rail Capacity in Missouri**
  - a. **Step(s):** *Continue to inventory and enhance Freight and Passenger Networks.*
  - b. **Task 4** - Describe operating strategies and issues of the railroads, ports, metropolitan planning organizations and regional planning commissions, and a preliminary list of operational improvements.
5. **Public Input**
  - a. **Step(s):** *Continue Outreach efforts initiated in Task 1*
  - b. **Task 5** - Gather public input from interviews, workshops, listening sessions and social media forums.

6. **Safe and Environmentally Responsible Initiatives and Funding Opportunities for Missouri’s Rail Program**
  - a. **Step(s):** *Safety, Security and Environmental Impacts, Integrate Freight and Passenger Planning*
  - b. **Task 6** – Identify state and national initiatives and funding opportunities for rail improvement projects.
7. **Economic Modeling for Investing in Missouri’s Rail System**
  - a. **Step(s):** *Complete Economic Element and Establish Investment Needs and Identify Respective Roles of Private vs. Public Sectors.*
  - b. **Task 7.1** - Develop a summary of the rationale for Missouri investment in freight and passenger rail.
  - c. **Task 7.2** - Develop a methodology and tools to evaluate alternative policies and projects under restricted budgets.
8. **Institutional Guidance and Policy Selection**
  - a. **Step(s):** *Institutional Guidance*
  - b. **Task 8** - Describe policy and project investments to support proposed projects.
9. **Comprehensive Review of Missouri’s Rail Assets**
  - a. **Step(s):** *Funding and Programming*
  - b. **Task 9** - Develop a state rail asset management plan with descriptions of a business-based asset management approach for an inventory (and future vision) of Missouri rail infrastructure, operation and investment to include goals and strategies.
10. **Summary and Proposed Deployment**
  - a. **Step(s):** Report compilation and completion
  - b. **Task 10.1-3** - Produce recommendations to maintain, develop and support a comprehensive state rail plan that includes a methodology of proposed improvement strategies, possible private and public investments, and a detailed program with projects.

**PROJECT ESTIMATE/BUDGET**

*Provide an overall cost summary in this section with a detailed description of project costs by element attached as an appendix if needed.*

The total estimated cost of the project is **\$677,702**, for which the FRA grant will contribute an estimated 80 percent of the total cost, but no more than **\$500,000**. Any additional expense required beyond that provided in this grant to complete the project shall be borne by the Grantee. (See attached budget for additional financial details of the project.)

**Missouri State Rail Plan (FRA Grant)**

Task 1 – Contract for State Rail Plan compilation	\$	500,000
Task 2 – MoDOT Direct Labor for support of compilation	\$	90,698
Task 3 – MoDOT Overhead on Direct Labor at 91.56%	\$	83,044
Task 4 – MoDOT’s Direct expenses for conducting outreach meetings	\$	3,960

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Subtotal	\$	677,702
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Total

<u>FRA (80% of project cost):</u>	<u>\$ 500,000</u>
<u>Grantee Contribution (35.54% of project cost):</u>	<u>\$ 177,702</u>
<b>Total Project Cost:</b>	<b>\$ <u>677,702</u></b>

**PROJECT COORDINATION**

*List major partners, sub-awardees or sub-grantees that will be implementing this program. In addition, please attach a basic organizational chart as an appendix showing the titles/company name of those with authority to make management decisions and those with direct project management responsibility.*

**The Grantee shall perform all tasks required for the project through a coordinated process; including as appropriate all railroad owners, operators, and funding partners within the project area. Under the cooperative agreement, FRA will participate in the Project, as described in this statement of work.**

- The selected contractor to complete the consulting portion of the Detailed Planning Project Workplan.
- All railroads in Missouri will participate — there are 19 — see attached Missouri Rail and Acronym List.
- Amtrak, the state’s passenger rail operator, will participate.
- The Missouri Department of Transportation, the Missouri Department of Economic Development, the Missouri Department of Natural Resources, all Missouri metropolitan planning organizations, and all Missouri regional planning commissions will participate, as well as all of Missouri’s freight and passenger stakeholder groups.
- FRA regional (Region 6-Kansas City) and FRA national offices will participate.
- Missouri DOT will be the only grantee and will select a contractor on an open competitive bid basis.
- An organizational chart is attached.

**PROJECT MANAGEMENT**

*Describe any critical assumptions, special requirements and contingency plans. Provide updated project management plan as an attachment if needed. Describe how the project will be monitored and evaluated for progress.*

See attached Detailed Planning Project Workplan. See also the Description of Work section of this application for detail on how the project will be monitored and evaluated.

## C. Response to Evaluation Criteria

**(1) Potential Transportation and Public Benefits.**

Please identify:

For Passenger Rail Corridor Investment Plans:

- The clarity and detail with which the applicant has identified the problem to be addressed by the proposed service;
- The market potential of the corridor being studied, taking into consideration such factors as population, density, economic activity, and travel patterns;
- The potential for the corridor to deliver high-speed and intercity passenger rail service benefits, including ridership, on-time performance, travel time, service frequencies, safety and other factors;
- The potential of the corridor program to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base;
- The potential of the corridor program to enhance energy efficiency and environmental quality;
- The potential of the corridor program to promote interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations); and
- The consideration of other transportation modes in the planning process.

For State Rail Plans:

- The clarity and detail with which the applicant has identified the problems to be addressed by the State’s vision for rail transportation and rail investment program;
- The potential for the State rail plan to lead to passenger and freight rail service benefits, including ridership, on-time performance, travel time, service frequencies, goods movement, safety and other factors;
- The potential of the State rail plan to promote economic development, including contributions to a sustainable U.S. manufacturing and supply base;
- The potential of the State rail plan to enhance energy efficiency and environmental quality;
- The potential of the State rail plan to promote interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations); and
- The integration of the State rail plan with the planning processes of other transportation modes.

The Missouri State Rail Plan will be designed to be a comprehensive, thought-provoking and planning document that will be used by the state for many years and will serve as a guidebook for all rail issues in the near future. It will address the current resources and the urgent needs for the system to survive. It will be specific as to freight railroad needs for bottleneck removal, for instance, as well as potential planning projects and potential needs for the future. Because the state rail plan will have intensive public and stakeholder input and will be widely disseminated, the document will lead to demands for industry changes and a potential reference for future funding sources to explain the need for more and better rail service. The explanation of capacity may lead communities to further consider as legitimate the need for more tracks when their crossings are blocked due to too many trains and too little capacity. The potential for more and better passenger service and better on-time performance may be increased when public knowledge points out that there is not enough capacity to keep up with both the demand for passenger traffic and freight traffic on the same lines. The state rail plan will also have an economic component that shows the businesses served, what capacity there is, and the breadth and wisdom of using rail service where possible. Future businesses that are aware of the plan may likely consult it when planning the logistics of getting products to and from their areas of operations.

Rail has always been a favorite of environmental and green groups because it is extremely environmentally

friendly. A ton of freight can move 422 miles on a single gallon of fuel. The state rail plan can be cited as a potential resource for all sorts of green initiatives and for furthering the system to transfer both freight and people from trucks and cars to rail transportation. As for livability and sustainability, one of the state rail plan's goals is to improve dependability and speed of Amtrak service between St. Louis and Kansas City. This service connects 10 diverse communities including Missouri's two largest major metropolitan areas, the state capital and several popular historic towns. Improving the service will synergistically support the existing transportation systems providing intermodal access to an abundance of work- and tourist-related locations within these 10 communities.

There is no intercity bus service provided on the same routes as the Amtrak route, (see attached map) so there is an obvious need for the service. The Gateway Transportation Center in downtown St. Louis combines access from Amtrak to the local transit systems (light rail and bus), taxis and intercity buses. In Hermann, Sedalia and Jefferson City, passengers can access the Katy Trail State Park, which is Missouri's most popular hiking/biking facility and the nation's longest rails-to-trails conversion. Amtrak and Missouri partnered to provide specific accommodation for bicycles on trains in response to passengers' desiring to take bikes along for trail rides. Also in Sedalia, the OATS transit system shares the building with the Amtrak station. In Warrensburg, home of the University of Central Missouri, the local bus system includes the Amtrak station along with 14 other regular stops. In Kansas City, the Amtrak station is located at Union Station, which is a local bus transfer facility offering access to the metropolitan area. In addition to these locations with interconnectability to other transportation facilities, six of the Amtrak stations provide direct access to historic downtown business areas with stores, restaurants, wineries and lodging within walking distance. The overall focus of a state rail plan on freight movement and on passenger rail service will foster positive enhancement to livable communities. Finally, the overall goal of the state rail plan is to take all ideas and organize them in one sustainable long-range transportation plan along with all other modes of passenger and freight traffic and to then demonstrate how rail is an integral part of the network. A true transportation network values all modes of transportation and presents alternatives and solutions that complement other modes and the availability of options.

**(2) Future Program Viability and Sustainability.**

Please identify:

- The likelihood that the final deliverables (Service Development Plan, Environmental Document, or State Rail Plan) will be ready and capable of being implemented;
- The demonstrated commitment of the State and other stakeholders to quickly execute the program once planning is complete;
- The degree to which the planning process meaningfully incorporates input from affected communities, local governments, regional councils and planning organizations, neighboring States, railroads, transportation modal partners, environmental interests, the public and other stakeholders – early and throughout the process;
- The likelihood that the corridor programs being studied can yield measurable service and public benefits in a reasonable period of time;
- The demonstrated ability of the applicant to support the future capital and operating needs of the corridor(s) being studied;

- The thoroughness of the proposed deliverables;
- The quality of proposed methodology and assumptions; and
- The applicant’s contribution of a cost share greater than the required minimum of 20 percent.

The applicant previously secured a grant from the Federal Railroad Administration, Intercity Passenger Rail Program, Grant No. 6048 of \$3,292,684, to construct a new siding at Shell Spur on the Union Pacific-Amtrak corridor. The award was made September 30, 2008, and construction began May 29, 2009. Work was successfully completed at \$2 million under budget by November 21, 2009. The award was matched to a \$5 million state appropriation. An MOU and a later multifaceted-agreement were signed in 2009 with the Union Pacific Railroad to facilitate the project. A grant agreement was also signed with the FRA. The state was also awarded \$31 million in ARRA high-speed rail grants January 27, 2010, and the construction and PE/NEPA plans for these awards is ongoing and expected to begin construction sometime during the summer of 2010.

Both the application and the current grant oversight are efforts on behalf of many areas of expertise in the Missouri Department of Transportation. These areas include, but are not limited to, environmental, design, controller's office, transportation planning, governmental relations and multimodal operations. The key stakeholder/project driver in MoDOT is the railroad section. The project to finalize a state rail plan is an extreme priority for MODOT. It will drive future improvements and the general direction for rail in Missouri. It will also provide the future basis as a program for which high-speed rail applications will be based. The state and MODOT are committed to finishing and completing the state rail plan during 2011 for these reasons, and it will be a priority. The priority will further be shown by the intensive public outreach planned and the representation of planning organizations that will provide input and involvement. Massive public input such as this guarantees public acceptance of and promotion of the plan's ideals. MODOT has been extensively involved in all areas of prior applications including the shell siding, Osage River bridge, Webster crossover, and crossing projects' design, implementation and quality control. The state rail plan project will be the same. The time has never been better for a state rail plan in Missouri and for its potential public acceptance in that Amtrak ridership is up, railroads in Missouri are major employers and infrastructure projects are beginning to provide needed jobs to Missourians. MODOT has maintained an extensive public presence by putting all ARRA applications on its website and will post this application as well, in addition to the posting of the eventual state rail plan in a prominent place on the website. The state rail plan will both drive and be influenced by these types of projects and issues.

**(3) Project Delivery Approach.**

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- The applicant’s financial, legal, and technical capacity to implement the project;
- The applicant’s experience in administering similar grants and planning efforts;
- The soundness and thoroughness of the cost methodologies and assumptions, and estimates for the proposed planning activities;
- The reasonableness and timeliness of the milestone and completion schedule;
- The thoroughness and quality of the Statement of Work;
- The timing and amount of the project's future noncommitted investments;
- The comprehensiveness and sufficiency, at the time of application, of agreements with key partners that will be involved in conducting the planning effort; and
- The overall completeness and quality of the application, including the comprehensiveness of its supporting documentation.

See next page for MoDOT's responses.



As previously stated, MODOT has been a successful applicant on 10 other applications. The previous actions show the department's commitment and understanding. MODOT has the financial, legal and technical capacity to implement a state rail plan because of the authority vested in the Missouri Highways and Transportation Commission in Chapter 226 in RSMo. MODOT previously successfully applied for an Intercity Passenger Rail capital grant in 2008 and successfully administered the project on time and under budget. MODOT successfully applied for HSIPR Track 1a and Track 1b projects and obtained nine of the 10 projects submitted. MODOT is currently implementing these projects for completion by 2012.

The cost methodology, assumptions and estimates for the consulting part of MODOT's proposal were developed upon costs reported for similar state rail plans. MODOT in-kind contributions were conservatively estimated based upon current labor and overhead cost. Overhead percentage is the rate approved by FHWA for FY10 fringe benefit salary additive. Travel expenses were based on federal per diem rates and averaged conservatively to reflect statewide travel.

The schedule was based upon similar state rail plan schedules, and MoDOT believes it is reasonably based on similar outreach projects completed to date. The statement of work is as complete as most other state rail planning documents that MoDOT has reviewed. Recent research on the capacity of the Amtrak state-supported route between Kansas City and St. Louis (see attached 2007 and updated 2009 Rail Studies) identified the necessity of improving capacity and contained an implementation plan for remedying the capacity constraints. The rail plan team has extensively vetted the Missouri State Rail Plan Outline with PRIIA requirements, MWRRI's project manager, federal publications, other state rail plans and Missouri's initiatives to ensure all necessary components are included.

MoDOT is committed to fulfilling its obligation and duties as outlined in the Detailed Planning Project Work Plan. MoDOT will select the best qualified contractor to complete the consultant work based on an open and competitive bidding process. MoDOT's consultant selection procurement process complies with 23 CFR section 172. MoDOT's partners are fully aware of our planning and application efforts with regards to the state rail plan. MODOT knows this support will continue throughout the on-going efforts with stakeholders and other planning partners in the successful development of a state rail plan.

This application is complete and comprehensive because of the expansive view taken by MoDOT in developing the parameters for what the state rail plan will encompass. All elements required for a state rail plan listed on the FRA website are included in the Detailed Planning Project Workplan, Schedule, Outline and this application form.

## D. Optional Additional Information

**(1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing** (e.g., Section A, Question 6). *This section is optional.*

N/A

**(2) Optional Supporting Documents** (If you have uploaded documents to *Grants.gov*, please provide document title, filename, and description here):

Document Title	Filename	Description and Purpose
HSR Application & FRA Assurances	Submitted in the Application Package downloaded from Grants.gov	Application and required FRA Assurances Form
Missouri Freight Rail Map	1FreightRailMapofMissouri.pdf	Freight Rail Map of Missouri
Missouri Passenger Rail Map	2PassengerRailMapofMissouri.pdf	Passenger Rail Map of Missouri
Detailed Planning Project Workplan	3DetailedPlanningProjectWorkplan.pdf	Project Workplan, also known as the Project Management Plan
Missouri State Rail Plan Budget	4MissouriStateRailPlanBudget.pdf	Budget for Missouri State Rail Plan
Missouri State Rail Plan Org. Chart	5MissouriStateRailPlanOrgChart.pdf	Missouri State Rail Plan Team Organizational Chart
Missouri Railroads and Acronyms	6MissouriRailroadListandAcronyms.pdf	Missouri Railroads and their associated acronyms
Missouri State Rail Plan Outline	7MissouriStateRailPlanOutline.pdf	Missouri State Rail Plan document outline
Missouri State Rail Plan Schedule for Deliverables	8MissouriStateRailPlanScheduleforDeliverables.pdf	Missouri State Rail Plan Schedule for Deliverables
REMI Economic Models	9REMILongTermHighSpeedRailCorridorProjectsFinal.pdf	Economic Studies on Missouri Rail
Sheffield Flyover and Argentine Connection	10ArgentineConnection_SheffieldFlyover.pdf	Sheffield Flyover and Argentine Connection information
COLT Study Summary	11COLTRailStudy.pdf	COLT Rail Study
2009 and 2007 Rail Capacity Studies	12DrNoble2009and2007RailAnalysisReports.pdf	Missouri Rail Capacity Studies from 2007 and 2009


### E. Checklist of Application Materials

Required Documents	Reference	Description	Format
<input checked="" type="checkbox"/> HSIPR Planning Application Form	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through <i>Grants.gov</i> .	Form
<input checked="" type="checkbox"/> OMB Standard Forms <ul style="list-style-type: none"> <li>• SF 424: Application for Federal Assistance</li> <li>• SF 424A: Budget Information-Non Construction</li> <li>• SF 424B: Assurances-Non Construction</li> </ul>	FY 2010 Planning NOFA Section 3.3.1.2	Please submit through <i>Grants.gov</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	FY 2010 Planning NOFA Section 3.3.1.3	May be obtained from FRA’s website at <a href="http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf">http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf</a> . The document should be signed by an authorized certifying official for the applicant. Submit through <i>Grants.gov</i>	Form
Optional Supporting Documents	Reference	Description	Format
<input checked="" type="checkbox"/> Map of proposed project area	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through <i>Grants.gov</i> .	None
<input checked="" type="checkbox"/> Other supporting documents as identified by applicant	FY 2010 Planning NOFA Section 3.3.1.1	This document to be submitted as an attachment through <i>Grants.gov</i> .	None

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



# Missouri Rail Passenger Service



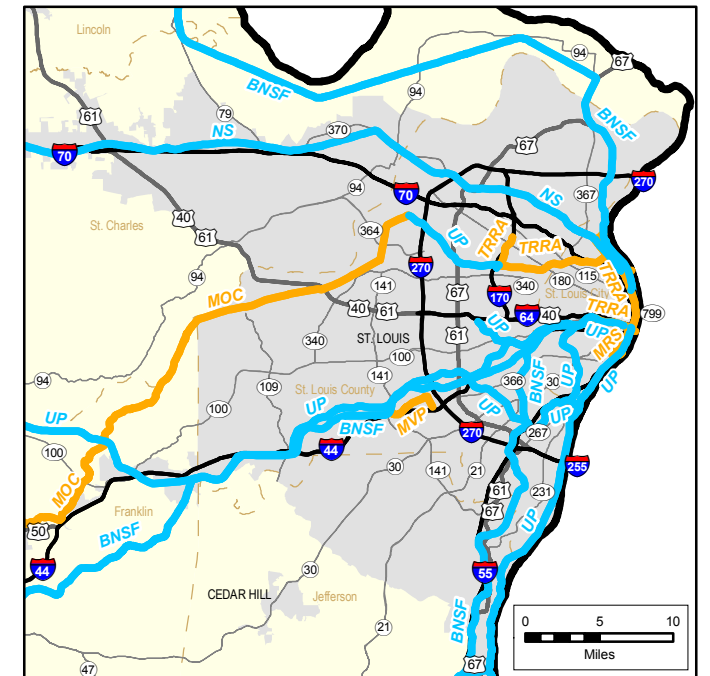
- National Amtrak Routes
- St. Louis/Kansas City Route
- Passenger Stations



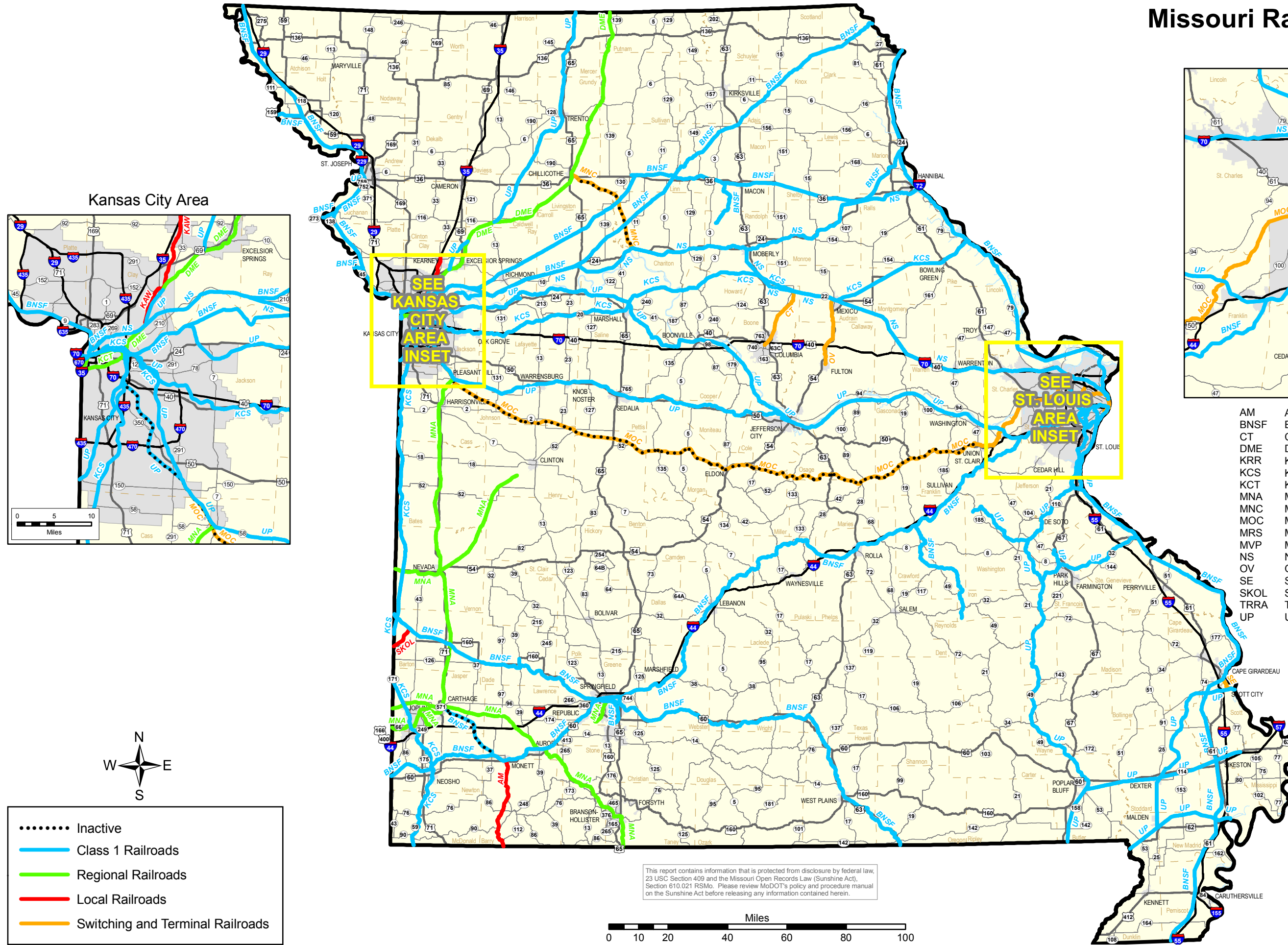
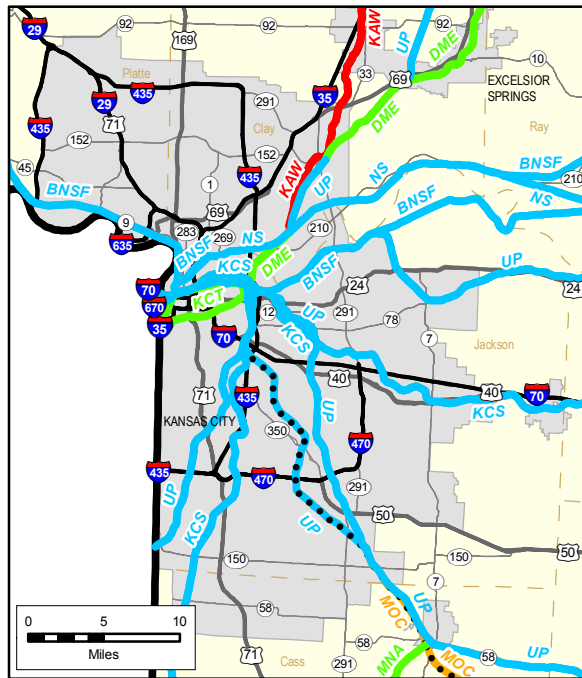
Multimodal Operations - Railroads  
2217 St. Mary's Blvd.  
Jefferson City, MO 65109  
Phone: (573) 751-2423  
July 2004  
[maps/railroad\\_maps/040714\\_morailpass](#)

# Missouri Rail Freight Carriers

St. Louis Area



Kansas City Area



- AM Arkansas and Missouri Railroad
- BNSF Burlington Northern Santa Fe
- CT Columbia Terminal
- DME Dakota, Minnesota & Eastern Railroad
- KRR Kaw River Railroad
- KCS Kansas City Southern
- KCT Kansas City Terminal Railway Company
- MNA Missouri & Northern Arkansas Railroad Company
- MNC Missouri North Central Railroad
- MOC Missouri Central Railroad Company
- MRS Manufacturers Railway Company
- MVP Missouri and Valley Park Railroad Company
- NS Norfolk Southern Railway Company
- OV Ozark Valley
- SE SEMO Port Railroad, Inc.
- SKOL South Kansas & Oklahoma Railroad
- TRRA Terminal Railroad Association of St. Louis
- UP Union Pacific Railroad Company

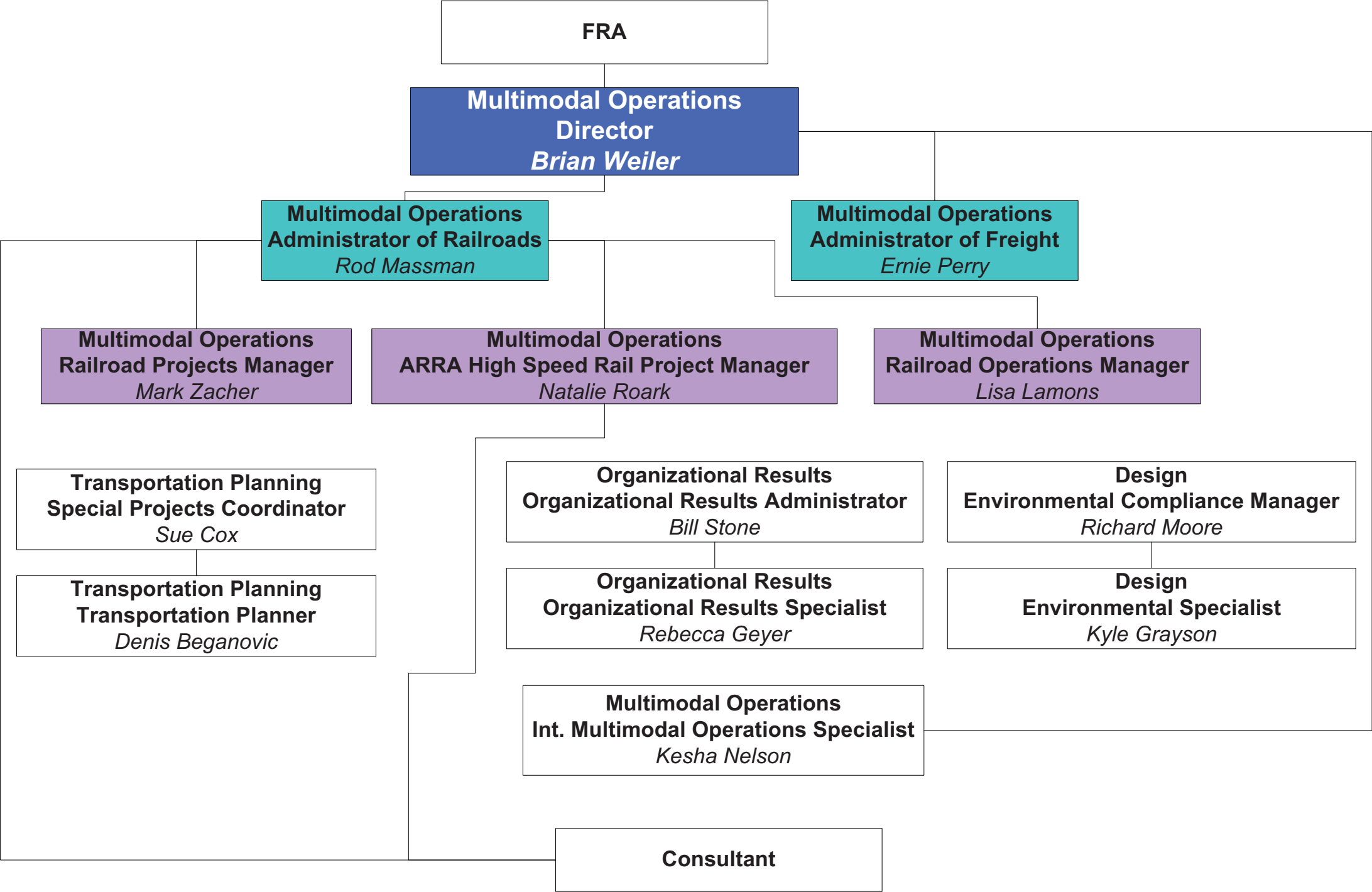
- ..... Inactive
- Class 1 Railroads
- Regional Railroads
- Local Railroads
- Switching and Terminal Railroads

This report contains information that is protected from disclosure by federal law, 23 USC Section 409 and the Missouri Open Records Law (Sunshine Act), Section 610.021 RSMo. Please review MoDOT's policy and procedure manual on the Sunshine Act before releasing any information contained herein.



Prepared by: Missouri Department of Transportation, Transportation Planning June 2009

# MoDOT State Rail Plan Team





<b>Opportunity Title:</b>	FY 2010 High-Speed Intercity Passenger Rail (HSIPR) Pro
<b>Offering Agency:</b>	DOT/Federal Railroad Administration
<b>CFDA Number:</b>	
<b>CFDA Description:</b>	
<b>Opportunity Number:</b>	FR-HSR-10-001
<b>Competition ID:</b>	FR-HSR-10-001-011511
<b>Opportunity Open Date:</b>	04/01/2010
<b>Opportunity Close Date:</b>	05/19/2010
<b>Agency Contact:</b>	Jennifer Capps Financial Grants Management Analyst E-mail: Jennifer.Capps@dot.gov Phone: 202-493-0112

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

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

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

\* Application Filing Name:

### Mandatory Documents

Move Form to Complete

Move Form to Delete

### Mandatory Documents for Submission

[Application for Federal Assistance \(SF-424\)](#)

[Other Attachments Form](#)

[Project Abstract Summary](#)

[Assurances for Non-Construction Programs \(SF-42\)](#)

[Budget Information for Non-Construction Program](#)

### Optional Documents

Move Form to Submission List

Move Form to Delete

### Optional Documents for Submission

[Attachments](#)

[Disclosure of Lobbying Activities \(SF-LLL\)](#)

## Instructions

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

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

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

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



**Application for Federal Assistance SF-424**

\* 1. Type of Submission:

- Preapplication  
 Application  
 Changed/Corrected Application

\* 2. Type of Application:

- New  
 Continuation  
 Revision

\* If Revision, select appropriate letter(s):

\* Other (Specify):

\* 3. Date Received:

Completed by Grants.gov upon submission.

4. Applicant Identifier:

Missouri State Rail Plan

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

**State Use Only:**

6. Date Received by State: 05/19/2010

7. State Application Identifier: Missouri State Rail Plan

**8. APPLICANT INFORMATION:**

\* a. Legal Name: Missouri Department of Transportation

\* b. Employer/Taxpayer Identification Number (EIN/TIN):  
44-6000987

\* c. Organizational DUNS:  
0252803350000

**d. Address:**

\* Street1: 2217 St Marys Blvd  
Street2:  
\* City: Jefferson City  
County/Parish:  
\* State: MO: Missouri  
Province:  
\* Country: USA: UNITED STATES  
\* Zip / Postal Code: 65102-0000

**e. Organizational Unit:**

Department Name:  
Missouri DOT

Division Name:  
Multimodal Operations

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

Prefix: Mr. \* First Name: Rodney  
Middle Name: P.  
\* Last Name: Massman  
Suffix:

Title: Administrator of Railroads

Organizational Affiliation:  
Missouri Department of Transportation - Multimodal Operations

\* Telephone Number: 573-751-7476 Fax Number: 573-526-4709

\* Email: Rodney.Massman@modot.mo.gov

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

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

DOT/Federal Railroad Administration

**11. Catalog of Federal Domestic Assistance Number:**

CFDA Title:

**\* 12. Funding Opportunity Number:**

FR-HSR-10-001

\* Title:

FY 2010 High-Speed Intercity Passenger Rail (HSIPR) Program - Planning Grants

**13. Competition Identification Number:**

FR-HSR-10-001-011511

Title:

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

Add Attachment

Delete Attachment

View Attachment

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

Missouri State Rail Plan

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

b. Program/Project

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

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="500,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="177,702.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="677,702.00"/>

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

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

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

Yes  No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

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

\*\* I AGREE

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

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

## Other Attachment File(s)

---

\* Mandatory Other Attachment Filename:

---

To add more "Other Attachment" attachments, please use the attachment buttons below.

# Project Abstract Summary

**Program Announcement (CFDA)**

**\* Program Announcement (Funding Opportunity Number)**

FR-HSR-10-001

**\* Closing Date**

05/19/2010

**\* Applicant Name**

Missouri Department of Transportation

**\* Length of Proposed Project**

12

**Application Control No.**

**Federal Share Requested (for each year)**

**\* Federal Share 1st Year**

\$ 125,000

**\* Federal Share 2nd Year**

\$ 375,000

**\* Federal Share 3rd Year**

\$ 0

**\* Federal Share 4th Year**

\$ 0

**\* Federal Share 5th Year**

\$ 0

**Non-Federal Share Requested (for each year)**

**\* Non-Federal Share 1st Year**

\$ 44,425

**\* Non-Federal Share 2nd Year**

\$ 133,277

**\* Non-Federal Share 3rd Year**

\$ 0

**\* Non-Federal Share 4th Year**

\$ 0

**\* Non-Federal Share 5th Year**

\$ 0

**\* Project Title**

Missouri State Rail Plan

## Project Abstract Summary

### \* Project Summary

The Missouri State Rail Plan is a multifaceted dynamic document that will consist of 1) an inventory of current status of all rail-related issues in Missouri, 2) a comprehensive long-range plan to improve rail policy, 3) a method to increase funding, 4) a guidebook for future investment and economic development that is rail-related, and 5) a method to allocate funding on proposed projects that extend and enhance rail service in Missouri and connect to other states rail networks in the most efficient and effective way possible. It will also form the basis for state, federal and private investment in Missouri's rail network.

The work will build on all existing documents and activities currently in the Missouri rail arena, including the Rail Policy Study of 2008, the 2002 Missouri State Rail Plan and the many groups involved in rail on a day-to-day basis, including the Missouri Railroad Association and the Missouri Rail Passenger Advisory Committee. Some of the other rail-related groups that include Missouri DOT are AREMA, Midwest Regional Rail Initiative and States for Passenger Rail. The planning process for the development of the Missouri State Rail Plan consists of public outreach, involving the state's many railroads, metropolitan planning partners, regional planning commissions and other stakeholders in the proposed program. This also will help guide Missouri to achieve a streamlined, efficient railroad system.

\* Estimated number of people to be served as a result of the award of this grant.

6000000

**ASSURANCES - NON-CONSTRUCTION PROGRAMS**

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

**PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.**

**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

<p>* SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</p> <p>Completed on submission to Grants.gov</p>	<p>* TITLE</p> <p>Administrator of Railroads</p>
<p>* APPLICANT ORGANIZATION</p> <p>Missouri Department of Transportation</p>	<p>* DATE SUBMITTED</p> <p>Completed on submission to Grants.gov</p>



**BUDGET INFORMATION - Non-Construction Programs**

**SECTION A - BUDGET SUMMARY**

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		Total (g)
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	
1. State Rail Plan - Contractual efforts Paid by FRA		\$ 500,000.00	\$	\$	\$	\$ 500,000.00
2. State Rail Plan - In Kind efforts by MoDOT			177,702.00			177,702.00
3.						
4.						
<b>5. Totals</b>		\$ 500,000.00	\$ 177,702.00	\$	\$	\$ 677,702.00

**SECTION B - BUDGET CATEGORIES**

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1) State Rail Plan - Contractual efforts paid by FRA	(2) State Rail Plan - In Kind efforts by MoDOT	(3)	(4)	
a. Personnel	\$	\$ 90,698.00	\$	\$	\$ 90,698.00
b. Fringe Benefits		83,044.00			83,044.00
c. Travel		3,960.00			3,960.00
d. Equipment					
e. Supplies					
f. Contractual	500,000.00				500,000.00
g. Construction					
h. Other					
<b>i. Total Direct Charges (sum of 6a-6h)</b>	500,000.00	177,702.00			\$ 677,702.00
j. Indirect Charges					\$
<b>k. TOTALS (sum of 6i and 6j)</b>	\$ 500,000.00	\$ 177,702.00	\$	\$	\$ 677,702.00
7. Program Income	\$	\$	\$	\$	\$

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SECTION C - NON-FEDERAL RESOURCES				
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8.	\$	\$	\$	\$
9.	State Rail Plan - In Kind efforts by MoDOT			
10.				
11.				
12. TOTAL (sum of lines 8-11)	\$	\$	\$	\$

SECTION D - FORECASTED CASH NEEDS					
	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$	\$	\$	\$	\$
14. Non-Federal	\$				
15. TOTAL (sum of lines 13 and 14)	\$	\$	\$	\$	\$

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT				
(a) Grant Program	FUTURE FUNDING PERIODS (YEARS)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16.	\$	\$	\$	\$
17.	State Rail Plan - In Kind efforts by MoDOT			
18.				
19.				
20. TOTAL (sum of lines 16 - 19)	\$	\$	\$	\$

SECTION F - OTHER BUDGET INFORMATION	
21. Direct Charges:	
22. Indirect Charges:	
23. Remarks:	

## ATTACHMENTS FORM

**Instructions:** On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

**Important:** Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	1FRA Assurances Document.pdf	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	1FreightRailMapofMissouri.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	2PassengerRailMapofMissouri.pdf	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	3DetailedPlanningProjectWork	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	4MissouriStateRailPlanBudget	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	5MissouriStateRailPlanOrgCha	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	6MissouriRailroadListandAcro	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	7MissouriStateRailPlanOutlin	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	8MissouriStateRailPlanSchedu	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	9REMILongTermHighSpeedRailCo	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11	10ArgentineConnection_Sheffi	Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12	11COLTRailStudy.pdf	Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13	12DrNoble2009and2007RailAnal	Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

# DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

Approved by OMB  
0348-0046

<b>1. * Type of Federal Action:</b> <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	<b>2. * Status of Federal Action:</b> <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	<b>3. * Report Type:</b> <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
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**4. Name and Address of Reporting Entity:**

Prime     SubAwardee

\* Name:

\* Street 1:     Street 2:

\* City:     State:     Zip:

Congressional District, if known:

**5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:**

<b>6. * Federal Department/Agency:</b> <input type="text" value="USDOT/FRA"/>	<b>7. * Federal Program Name/Description:</b> <input type="text"/> CFDA Number, if applicable: <input type="text"/>
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<b>8. Federal Action Number, if known:</b> <input type="text"/>	<b>9. Award Amount, if known:</b> \$ <input type="text"/>
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**10. a. Name and Address of Lobbying Registrant:**

Prefix  \* First Name  Middle Name

\* Last Name  Suffix

\* Street 1:     Street 2:

\* City:     State:     Zip:

**b. Individual Performing Services** (including address if different from No. 10a)

Prefix  \* First Name  Middle Name

\* Last Name  Suffix

\* Street 1:     Street 2:

\* City:     State:     Zip:

**11.** Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

\* Signature:

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

Title:     Telephone No.:     Date: