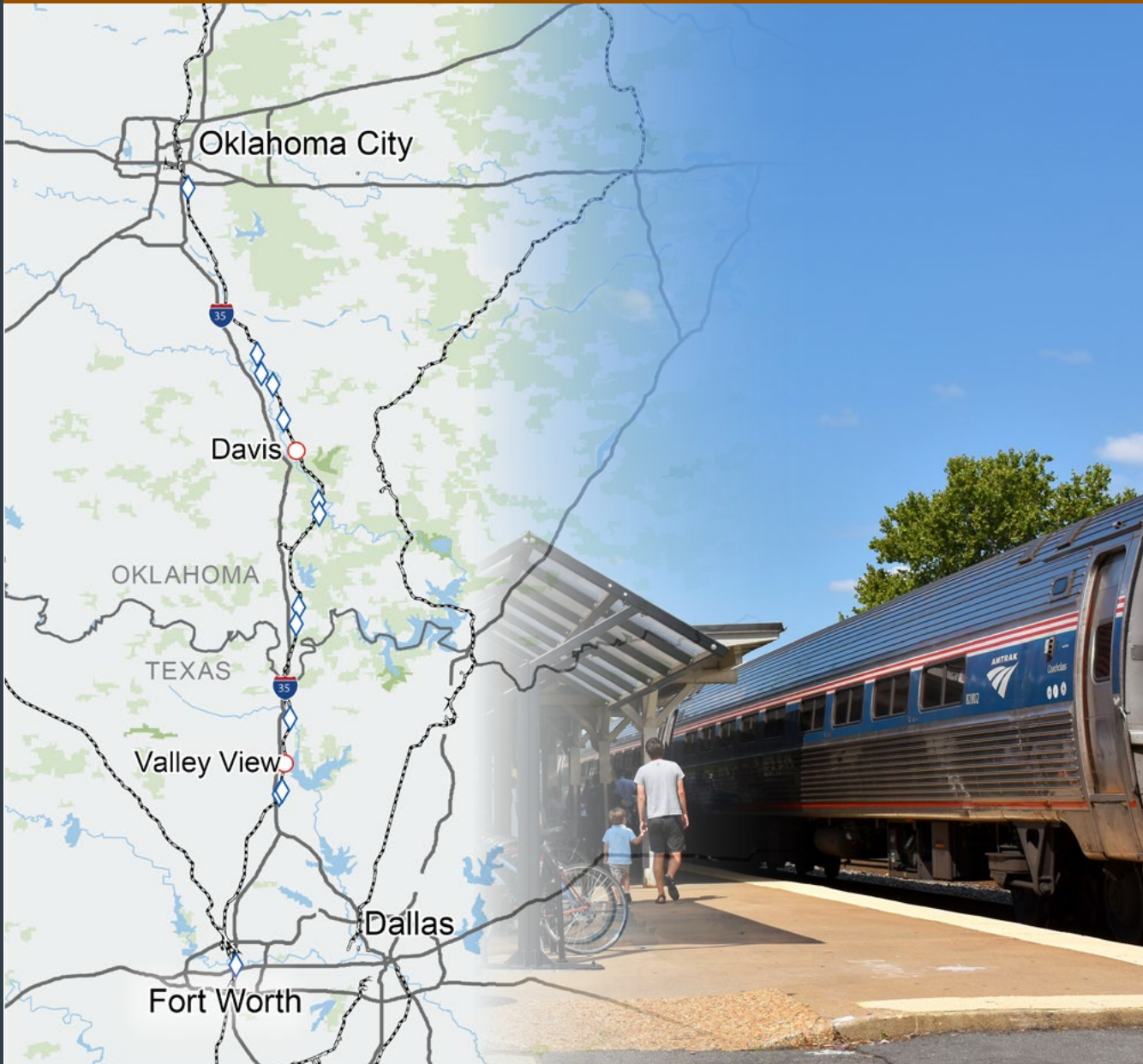


Federal-State Partnership for Intercity Passenger Rail Program

# Heartland Flyer Corridor: SAFETY, EFFICIENCY AND RESILIENCY



December 16, 2024

## Contents

<b>1</b>	<b>Cover Page</b> .....	<b>iii</b>
<b>2</b>	<b>Project Summary</b> .....	<b>1</b>
<b>3</b>	<b>Project Funding</b> .....	<b>1</b>
<b>4</b>	<b>Applicant Eligibility Criteria</b> .....	<b>2</b>
<b>5</b>	<b>Project Eligibility Criteria</b> .....	<b>3</b>
<b>6</b>	<b>Corridor Identification Program Coordination</b> .....	<b>4</b>
<b>7</b>	<b>Detailed Project Description</b> .....	<b>4</b>
	7.1 Scope of Project .....	5
	7.1.1 Specific Components and Elements of the Project.....	6
	7.2 Project Schedule.....	8
	7.3 Challenges the Project Will Address .....	8
	7.3.1 On Time: Reliability.....	8
	7.3.2 Congestion and Freight Loading .....	9
	7.3.3 Siding Improvements in Davis .....	10
	7.3.4 Siding Improvement in Valley View.....	11
	7.4 Public Outreach Guiding the Development of this Project.....	11
	7.5 Current and Proposed Railroad Operations in the Project Area .....	12
	7.6 Expected Outcomes .....	12
	7.7 Expected Users and Beneficiaries.....	13
	7.8 Performance Measures.....	13
<b>8</b>	<b>Project Location</b> .....	<b>14</b>
<b>9</b>	<b>Evaluation and Selection Criteria</b> .....	<b>16</b>
	9.1 Project Readiness .....	16
	9.2 Technical Merit.....	17
	9.3 Project Benefits.....	18
	9.3.1 Benefit Cost Analysis (BCA) .....	18
	9.3.2 Effects on System and Service Performance.....	18
	9.3.3 Effects on Safety, Competitiveness, Reliability, GHG, Trip Time and Resilience .....	19
	9.3.4 Employment Impacts.....	21
	9.3.5 Efficiency of Integration with other Modes .....	22
	9.3.6 Ability to Meet Existing or Anticipated Demand.....	22
	9.3.7 Whether the Proposed Project Serves Historically Unconnected or Under- connected Communities .....	22
	9.4 Administrative Priorities.....	22
<b>10</b>	<b>Project Implementation and Management</b> .....	<b>23</b>
	10.1 Qualifications.....	24
	10.2 Proposed Approach for Risk Management .....	24
	10.3 Project Schedule.....	24
	10.4 Project Progress Reporting .....	25

# Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

## Figures

Figure 1: Subgrade and Ballast Work Locations .....	5
Figure 2: Davis Project Location Map.....	16
Figure 3: The Corridor Traverses Many Transportation Disadvantaged Communities .....	20
Figure 4: Heartland Flyer Ridership Has Rebounded Strongly Following the Pandemic .....	22

## Tables

Table 1: Top Causes of Delay.....	1
Table 2: Project Funding Sources .....	2
Table 3: Project Expenditures by Lifecycle Stage (year of expenditure) .....	2
Table 4: Elements of the Siding Project in Davis .....	6
Table 5: Elements of the Siding Project in Valley View .....	6
Table 6: Ballast and Subgrade Investments to Reduce Slow Orders.....	7
Table 7: Grade Crossing Information for Occupied Crossing Mitigation in Davis Element .....	10
Table 8: Grade Crossing Information for Valley View Occupied Crossing Mitigation Project ..	11
Table 9: Typical, Daily Weekly and Annual Train Counts at Valley View and Davis .....	12
Table 10: Expected Outcomes in the Project Area .....	12
Table 11: Affected Railroad Crossings by Valley View and Davis Project Elements: .....	14
Table 12: Affected Areas by the Heartland Flyer Resiliency Project Element: .....	14
Table 13: Project Schedule .....	24

## Appendices

Appendix A: Letters of Support	
Appendix B: Letters of Funding Commitment	

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

### 1 Cover Page

Project Title	Heartland Flyer Corridor: Safety, Efficiency, and Resiliency
Project Title	Heartland Flyer Corridor: Safety, Efficiency, and Resiliency
Joint Applicant Name (s)	Applicant: Oklahoma Department of Transportation (ODOT) with Texas Department of Transportation (TxDOT)
Amount of FSP Program funding requested under this NOFO	\$57,731,480 (\$2024)
Amount of proposed non-Federal share	\$16,511,094 (\$2024)
Source of proposed non-Federal Share	ODOT, TxDOT and BNSF capital funds.
Amount of other Federal funding, if applicable	\$0
Source (s) of other Federal funding, if applicable	N/A
Total Project Cost	\$74,242,574 (\$2024)
Total cost by Lifecycle Stage (s) for which funding is requested under this NOFO (list each Lifecycle Stage and cost separately)	Project Development \$5,640,260 (\$2024) Design \$19,291,434 (\$2024) Construction \$49,310,880 (\$2024)
Was a federal grant application previously submitted for this project?	Yes, CRISI for this project, RCE for Davis Project Element only
City(ies), State (s) where project is located	<ul style="list-style-type: none"> <li>• State of Texas</li> <li>• Cooke County, TX</li> <li>• Denton County, TX</li> <li>• Tarrant County, TX</li> <li>• City of Fort Worth, TX</li> <li>• City of Sanger, TX</li> <li>• City of Valley View, TX</li> <li>• City of Gainesville, TX</li> <li>• State of Oklahoma</li> <li>• Love County, OK</li> <li>• Carter County, OK</li> <li>• Murray County, OK</li> <li>• Garvin County, OK</li> <li>• Oklahoma County, OK</li> <li>• City of Marietta, OK</li> <li>• Town of Gene Autry, OK</li> <li>• City of Ardmore, OK</li> <li>• City of Davis, OK</li> <li>• City of Wynnewood, OK</li> <li>• City of Pauls Valley, OK</li> <li>• Town of Paoli, OK</li> <li>• City of Oklahoma City, OK</li> </ul>
Congressional District (s) where the project is located	OK-3, OK-4, TX-12, TX-13, TX-26
Geospatial data for project location(s) in decimal degrees (with at least five decimal places of precision). If a track segment or corridor, provide start and end point data.	See Table 11: and Table 12 for the full list of specific locations for each element.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

Project Title	Heartland Flyer Corridor: Safety, Efficiency, and Resiliency
Current Lifecycle Stage of project at time of application	Track 1 – Project Planning
Anticipated completion date of current Lifecycle Stage	December 2024
Application Track and Lifecycle Stage proposed to be funded by this NOFO	Track 2, Project Development and Track 3, Final Design, and Construction
Existing Intercity Passenger Rail service(s) on routes not more than 750 miles benefiting from the project	Heartland Flyer
If applicable, existing Long-Distance service(s) (route greater than 750 miles) benefiting from the project	Amtrak
If applicable, existing Commuter Rail service(s) benefitting from the project	None
If applicable, what Corridor as identified in FY 2022 CID Selections is benefitting from the project	Yes, the Heartland Flyer Extension to Newton, Kansas would benefit
Host Railroad/infrastructure owner(s) of project assets and property	BNSF Railway
Other impacted Railroad(s)	Union Pacific, Amtrak
Tenant Railroad(s), if applicable	Amtrak, Union Pacific
If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement in place or pending?	Pending
LOI/PFA requested?	No
If LOI requested for Projects in Project Development, provide amount of future request of Final Design/Construction request.	N/A
If PFA requested for Final Design and Construction:	N/A
Provide amount of request under this NOFO for initial obligation.	\$57,731,480 (\$2024)
Provide amount of request under this NOFO for contingent commitment (equal to the remaining amount of the project cost).	\$0

## 2 Project Summary

The Heartland Flyer Corridor Safety, Efficiency and Resiliency Project (hereafter “the Project”) directly addresses the leading two causes of the Heartland Flyer’s poor on-time performance, while improving the supply chain reliability for the businesses that rely on the corridor’s freight rail and highway shipments. The Project consists of three distinct elements: **a siding relocation in Davis, OK, another siding relocation in Valley View, TX, and various smaller projects that** address subgrade issues along the line that collectively improve the performance of both the state-supported Heartland Flyer passenger rail (operated by Amtrak) and BNSF freight rail operations that share this single-track corridor, as well as the surrounding complementary highway network. Train volume varies by location across the corridor but ranges between 28 and 35 daily passenger and freight trains along this single-track corridor, leading to delays and passing conflicts between faster passenger trains and slower freight trains.

Subgrade issues routinely weaken the integrity of the track, creating the need for slow orders that affect all trains and reduce operational capacity. Functionally obsolete sidings at key locations in the corridor slow freight train loading and assembly, extending the time that local crossings are occupied, and adding uncertainty and delays to freight operations that spill over and impact the Heartland Flyer’s OTP, which is among the worst of all state-supported corridors. The Project improves safety for all rail operators and many highway travelers through improved integration of the two modes.

Table 1: Top Causes of Delay

Cause	Delay Minutes	
	FY24 Total	Percent
Slow Order Delays	13,637	62%
Freight / Passenger Train Interference	6,025	27%
Weather-related	1,752	8%
Trespasser Incident	514	2%
<b>Total</b>	<b>21,928</b>	<b>100%</b>

Source: FRA, Quarterly Report on the Performance and Service Quality of Intercity Passenger Train Operations (sum of four quarters ending Q3 2024)

## 3 Project Funding

The total estimated cost of the Project is \$74,242,574 (\$2024) based on preliminary designs by BNSF, which includes contingency. A schedule is provided later in this application to illustrate the Project’s timeline. Table 2 provides a general budget summary for all three projects’ construction. The requested FSP Grant amount is \$57,731,480 or 78% of the project costs. The remaining 22% of the project will be equally funded by local funds and private-sector contributions from BNSF. All funds are available upon notice of award. Letters of funding commitment are provided as supplemental information to this application. Although the project sponsors have applied for federal funding through other discretionary grant programs (see cover page), no other federal sources of support have been identified as of the date this application was submitted. The Applicant and its partners do not anticipate financing the Project through borrowing. The Applicant has managed other Federal grants successfully and is prepared to comply with 2 CFR part 200 and FRA’s Standard Terms and Conditions. This application does not request phased funding. Table 3 estimates the budget in YOE dollars as requested on page 29 of the NOFO.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

Table 2: Project Funding Sources

Task #	Lifecycle Stage	Cost (\$ 2024)	Percentage of Total Cost	Source of Funds and Citation, as applicable
1.	Project Development	\$5,640,260	7.6%	
2.	Design	\$19,291,434	26.0%	
3.	Construction	\$49,310,880	66.4%	
<b>Total Project Cost</b>		<b>\$74,242,574</b>		
Federal FSP funding requested in this application		Cash: \$57,731,480 In-Kind: \$0	78%	Federal Funding Request
Non-Federal funding		Cash: \$16,511,094 In-Kind: \$0	22%	States and Private Railroad
Non-Federal Funding (State)		Cash: \$8,180,000 In-Kind: \$0	11%	TXDOT & ODOT (see letter of commitment)
Non-Federal Funding (Private Sector)		Cash: \$8,331,094 In-Kind: \$0	11%	BNSF (see letter of commitment)
Non-Federal Federal Funding (Local)		Cash: \$0 In-Kind: \$0	0%	
Other Federal funding committed and pending		Committed \$0 Amount: \$0	0%	
		Pending Amount: \$0	0%	
Other non-Federal funding			0%	

Page 29 of the NOFO requests the budget in year-of-expenditure dollars as well, allocated by Lifecycle Stage. This is provided in Table 3. Table 2 (above) summarizes the request in 2024 dollars. This table is provided in response to the request for a year-of-expenditure summary; this application does not include a request for phased funding.

Table 3: Project Expenditures by Lifecycle Stage (year of expenditure)

Lifecycle Stage	Expenditures in CY2025	Expenditures in CY2026	Expenditures in CY2027	Expenditures in CY2028	Total YOE Expenditures
Project Development	\$ -	\$5,883,728	\$ -	\$ -	\$5,883,728
Final Design	\$ -	\$20,911,170	\$ -	\$ -	\$20,911,170
Construction	\$ -	\$ -	\$28,799,963	\$ 25,636,845	\$54,436,808
<b>Total</b>	<b>\$ -</b>	<b>\$26,794,898</b>	<b>\$28,799,963</b>	<b>\$25,636,845</b>	<b>\$81,231,706</b>

## 4 Applicant Eligibility Criteria

ODOT is the project sponsor, with ODOT directly working with TxDOT to allocate their funds. Thus, the Project is eligible in two ways: a) as a state and b) as a group of states.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

In addition, the states will be working in partnership with Amtrak, which is the operator of the Heartland Flyer and an eligible participant in its own right.

The authorization for Oklahoma to receive federal funds is primarily governed by the **Oklahoma State Finance Act**. Specifically, **Oklahoma Statutes §62-34.48** outlines the procedures for the deposit and disbursement of federal funds received by any state agency<sup>1</sup>. This statute ensures that federal funds are deposited in the State Treasury and disbursed according to state and federal regulations.

In Texas, the authorization to receive federal funds is governed by several pieces of legislation<sup>2</sup>:

1. **Texas Government Code, Sections 772.009 and 2106.001-2106.007**: These sections outline the responsibilities of state agencies in collecting and depositing earned federal funds and indirect cost reimbursements to the General Revenue Fund.
2. **General Appropriations Act (GAA), Article IX, Section 13.10**: This act provides detailed guidelines on how federal funds should be managed and reported by state agencies.

These laws ensure that federal funds are properly managed and used in accordance with both state and federal regulations.

ODOT and its state partner TxDOT, along with Amtrak (the operator of the Heartland Flyer) and BNSF (the owner of the track) have all provided letters committing to this project outlined in this application. The Texas Department of Transportation (TxDOT), the Oklahoma Department of Transportation (ODOT), and the BNSF Railway (BNSF) will complete agreements required under 49 U.S.C. 22905 (c)(1). The agreement will be negotiated before funds are obligated to the project. As BNSF is already partnering with TxDOT and ODOT on the Project, there are no expected problems in negotiating an agreement.

## 5 Project Eligibility Criteria

The Project is eligible under the following four sections as outlined in the FSP NOFO:

C(i)(A) A project to replace, rehabilitate, or repair infrastructure, equipment, or a facility used for providing intercity passenger rail service to bring such assets into a State of Good Repair.

C(i)(B) A Project to improve intercity passenger rail service performance, including reduced trip times, increased train frequencies, higher operating speeds, improved reliability, expanded capacity, reduced congestion, electrification, and other improvements, as determined by the Secretary.

C(i)(D) A group of related projects described in paragraphs (A) through (C).

C(i) (E) The planning, environmental studies, and Final Design for a project or group of projects described in paragraphs (A) through (D).

---

<sup>1</sup> 2023 Oklahoma Statutes Title 62. Public Finance §62-34.48. <https://law.justia.com/codes/oklahoma/title-62/section-62-34-48/> Access Dec. 10, 2024

<sup>2</sup> Earned Federal Funds and Indirect Cost Reimbursements to the General Revenue Fund (APS 023) [https://fmxcpa.texas.gov/fm/pubs/aps/23/a017\\_all.php](https://fmxcpa.texas.gov/fm/pubs/aps/23/a017_all.php) Access Dec. 10, 2024



## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

Furthermore, passenger rail shares the corridor with BNSF freight operations. As described briefly in the table below and more fully in the Merit Criteria and Benefit Cost Analysis, the project components support improvements to Intercity Passenger Rail service.

Project Component	How it Supports Intercity Passenger Service
A siding relocation in Davis, OK	Directly, provides a place where slower freight trains can pull off the mainline track to allow faster passenger trains with priority to pass. Secondly, allows freight trains to load more efficiently and more reliably keep to a schedule, reducing potential disruptions to the Heartland Flyer's OTP. Improves safety of the Heartland Flyer route.
A siding relocation in Valley View, TX	Directly, provides a place where slower freight trains can pull off the mainline track to allow faster passenger trains with priority to pass. Secondly, allows freight trains to load more efficiently and more reliably keep to a schedule, reducing potential disruptions to the Heartland Flyer's OTP.
Multiple subgrade issues that result in slow orders	Reduces speed restrictions, thereby reducing delay and trip times. Improves reliability.

In addition, the Kansas Department of Transportation is working through the initial planning to extend the Heartland Flyer from its current northern terminus in Oklahoma City to Newton, Kansas, under an awarded Corridor ID grant. Should this service be implemented, the Project outlined in this application would help foster the future expansion of service in this corridor and align with a fifth eligibility criteria:

C(i)(C) A project to expand intercity passenger rail service.

## 6 Corridor Identification Program Coordination

The Project supports The Heartland Flyer Extension. The Kansas Department of Transportation was awarded funding for planning in FY22 CID.<sup>3</sup> The proposed Heartland Flyer Extension would carry the existing Heartland Flyer corridor from its current northern terminus in Oklahoma City to Newton, Kansas, via Wichita. The proposed corridor would include new station stops in Edmond, Perry, and Ponca City, OK, and Arkansas City, Wichita, and Newton, KS. The proposed investments outlined in this application shorten trip times, increase reliability, and reduce congestion; all would facilitate the success of the Heartland Flyer Extension.

## 7 Detailed Project Description

Amtrak's Heartland Flyer runs daily on BNSF-owned tracks, between Oklahoma City, OK, and Fort Worth, TX. This is a state-supported route, funded by Oklahoma and Texas. This route includes intermediate stops at Norman, Purcell, Pauls Valley, Ardmore, and Gainesville. The Heartland Flyer provides a vital transportation link for smaller communities, connecting them to larger urban areas like Oklahoma City and Fort Worth. In FY2024, the route served 80,400 passengers, up a strong 11 percent from the prior year and higher than FY2019's pre-pandemic value of 68,000. Ridership has rebounded strongly since the pandemic and trains have frequently sold out in 2024. The Heartland Flyer is the only passenger rail service in Oklahoma and one of two Amtrak services in Northern Texas.

---

<sup>3</sup> FY22 CID Project Summaries-Map-r1.pdf at <https://railroads.dot.gov/elibrary/fy22-CID-program-selections>

## 7.1 Scope of Project

The proposed Project contains three elements: Resiliency work to eliminate slow orders in a 15 mile of track, and Siding projects in Davis, OK and Valley View, TX. All three project elements are on the BNSF-owned tracks and Amtrak’s Heartland Flyer, the only intercity passenger rail service in Oklahoma operating between Oklahoma City, OK, and Fort Worth, TX. The portion of the Project located in Oklahoma is on the BNSF Red Rock Subdivision and the portion of the Project located in Texas is on the Fort Worth Subdivision.

The Resiliency element will complete crucial repairs to sidings and tracks along the line between Oklahoma City, OK and Fort Worth, TX. The project element includes installing new riprap/ballast, rail replacement, bridge deck replacement, and improving track conditions along the line at 13 locations.

The Siding Project in Davis will improve safety along the BNSF railroad line in Oklahoma. The project element improvements consist of removing siding track from Benton Avenue to Main Street (US-77/SH-7) and relocating siding and industry operations south of Haliburton Road/CR-3310 by providing about two miles of new siding to reduce loading trains that occupy multiple crossings in the city. This includes closing the at-grade crossings at Atlanta Avenue and Hanover Road. The element will also include safety improvements at Benton Avenue, Main Street, and Haliburton Road/CR-3310 to support safe and reliable movements of goods, people, and services including additional lighting and improved pedestrian crossing gates and fencing.

The Siding Project in Valley View will shift the existing siding along the BNSF Fort Worth Subdivision to minimize delays at the Farm-to-Market (FM) 922 active at-grade highway-rail crossing (DOT #020589J) in Valley View, TX. The project element will eliminate the

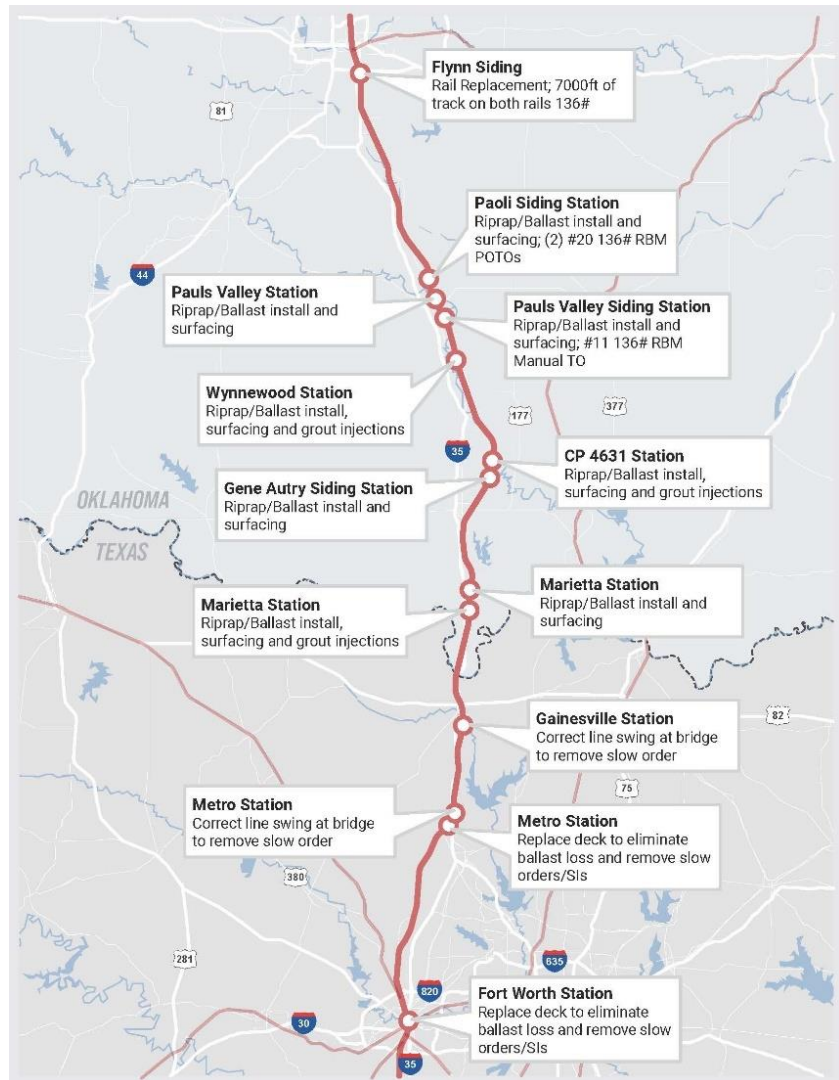


Figure 1: Subgrade and Ballast Work Locations

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

existing siding track at the crossing, reducing the number of tracks crossing the roadway to one mainline track. Over one week in May 2024, the crossing experienced 22 blockages with the longest lasting over two-hours. FM-922 is a rural two-lane roadway that serves 4,150 vehicles per day, approximately 13% which are trucks. When the crossing is occupied from standing trains in the siding track, vehicles must take a lengthy detour route. The highway-rail crossing’s proximity to the I-35 interchange limits grade separation potential. Therefore, the project proposes shifting the existing siding 2,800 feet south of FM-922 to no longer cross any existing roadways. The length of the siding will expand from 8,204 feet to 11,900 feet and accommodate longer freight trains plus meet current track standards. This element will improve safety and emergency response access, reduce congestion, advance further corridor goals, and increase connectivity within the greater region.

### 7.1.1 Specific Components and Elements of the Project

Figure 1 identifies the investment locations on a map. Table 4 through Table 6 provide details on each siding project as well as the ballast and subgrade work to improve track speeds.

The Siding element in Davis will include the following components.

*Table 4: Elements of the Siding Project in Davis*

Component	Elements	Justification
Close Atlanta Ave & Hanover Rd crossings	New crossings will need to be constructed.	This would significantly reduce the safety risks associated with these crossings and lower maintenance costs for BNSF.
Remove 4,170 feet of existing Siding from Benton Ave & Main St and extend Siding 9,920 feet to the south	New, longer siding will be constructed to match current track standards.	Would relocate the siding to prevent trains from occupying SH-7/ Main Street crossing. Would also allow longer freight trains to use siding and shift. All Siding & Industry operations to be south of Main St and 300 ft north of N-3110 Rd crossings.
Railroad Control Signals & Track Switch/ Turnout for End of Siding to be installed south of Main St / US-77 / SH-7 crossing	Railroad controls and track switches/turnouts for end of siding to be constructed.	Would increase track reliability, efficiency, and operational capabilities within Davis.
Construct Track Equipment Storage Track - 2,000 feet Capacity	New track equipment storage track to be constructed.	Would allow for additional track capacity on Davis without occupying the Main Track or sidings.

The Siding project element in Valley View site will include the following components.

*Table 5: Elements of the Siding Project in Valley View*

Component	Elements	Justification
Shifting the Siding 2,800 feet to the south and extending it from 8,204 feet to 11,900 feet.	New tracks and an embankment will need to be constructed. As much off-site work will be done as possible. Some short-term railroad and roads closures may be	Prevent trains from occupying the crossing and allow longest trains to use the siding.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

Component	Elements	Justification
	needed to accommodate work on switches.	
Removing 850 feet of track at FM-922	Pavement and Tracks will be dug up and replaced to accommodate the removal of track at crossing.	Unused track would not need to be maintained at road crossing.
Relocating storage track access for Martindale Feed Supply	A new manual switch system and access track will be constructed to access storage track. New location for trains to switch onto new storage track. Storage track may temporarily close during the construction process.	Remove conflict at the intersection and relocated siding crossover.
Construction of new bridge over Spring Creek	A new bridge built directly next to existing one.	Due to curve the siding will have to cross the creek. A new bridge is needed to accommodate the siding.
Extension of culverts under siding	Existing culverts under the embankment will be extended before the siding track is built directly next to the mainline track. Will complete before work on embankment begins.	Ensure proper drainage and prevent erosion of railroad embankment.

Investments to improve track reliability will include the following components.

*Table 6: Ballast and Subgrade Investments to Reduce Slow Orders*

Component	Elements	Justification
Riprap/Ballast install, surfacing, grout injection, and turnout improvement	The installation of riprap/ballast at spot-undercutting or subgrade repairs will be handled differently depending on roadway access. Where transportation via rail is the only option: It will be brought in by by-rail rotary dump trucks or by belt train to be unloaded away from the tracks. Once the undercutting or repairs are completed the ballast will be reapplied utilizing a front-end loader or backhoe.	Maintain state of good repair
Surfacing	The surfacing work will be completed by two on-track machines – a tamper and a ballast regulator. The tamper lifts and aligns the tracks while vibrating ballast underneath the ties. It is used to re-establish the correct track geometry, or rail surface. The ballast regulator will then be used to fill in voids between the ties and to establish/re-establish the correct shoulder ballast profile.	Maintain state of good repair
Turnout Improvements	Turnout replacements along corridor.	Maintain state of good repair

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

Component	Elements	Justification
Grout Injections	Grout material will be injected into the subgrade to help stabilize subgrade failure locations. The grout injection is specialized work that is typically handled by contractors and not BNSF employees.	Maintain state of good repair
Rail replacement	The process of replacing rail will involve cutting the rail, unfastening, installing a new rail, fastening, and bolting/ welding the rail ends back together. Larger scale rail replacement projects are handled by specialized rail gangs, which utilize an extensive array of machines to perform these tasks with greater speed and efficiency to minimize track windows.	Address speed restriction
Correct line swing at bridge	The corrections to these geometry issues are typically made by track surfacing but may require more extensive work depending on the situation.	Address speed restriction
Replace deck at bridge	Preliminary work that can be completed off-track or without the need for a track window will typically be implemented to help decrease the impact on the train service. The track and ballast will be removed before the bridge deck is lifted out of place. The bridge deck will then be re-installed, followed by the reconstruction of the tracks to resume train service. This work is expected to be completed by BNSF and contracted employees.	Address speed restriction

### 7.2 Project Schedule

The project schedule by lifecycle state is provided in Table 13.

### 7.3 Challenges the Project Will Address

The Project will address three challenges in the corridor. The most pressing are the delays and unreliability that drive low OTP for the Heartland Flyer. As this is a shared corridor, BNSF’s operations also struggle with this challenge. The second challenge is congestion at key points in the corridor that can contribute to delays but also may limit the capacity for future passenger and freight rail expansion. Finally, challenges loading in Davis, OK and Valley View, TX introduce uncertainties into freight train schedules that spill over and impact passenger operations. These loading challenges also impact highway performance as crossings may be occupied by trains for an extended amount of time that disrupts roadway travel and public safety in these communities.

#### 7.3.1 On Time: Reliability

The Heartland Flyer continues to struggle with on-time performance (OTP). In FY2018, OTP was 68 percent. Following the pandemic as ridership has rebounded, OTP actually fell. In calendar year 2023, only 64 percent of Heartland Flyer riders were on time. This is low relative to other state-supported services that are corridors of similar length (750 miles or less). The longer a route, the more difficult it is to maintain OTP; thus, the Heartland Flyer’s best peer group for comparison is other state-supported routes.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

Low OTP is a challenge for the Heartland Flyer service because it:

- Increases operating costs for ODOT and TXDOT, diverting public funding from other aspects of their passenger rail programs.
- Limits ridership as schedule-sensitive travelers are reluctant to select a travel mode will not reliably deliver them to their destination on time, particularly when there is only one train available in each direction. The strong ridership gains achieved in recent years despite poor OTP underscores travelers' high value and strong need for this travel option.

Ballast and subgrade issues have led to recurring slow orders, compromising operational efficiency for both the Heartland Flyer passenger service (Amtrak) and BNSF across Texas and Oklahoma. The Project will address these issues to reduce slow orders, improving operational efficiency and resilience at 13 locations (over approx. 15 miles) along the Fort Worth and Red Rock Subdivisions. The need for these chronic slow orders is a key driver of the unreliability and delays experienced in the corridor.

### 7.3.2 Congestion and Freight Loading

Aside from the Heartland Flyer's low OTP, the Project addresses two other challenges that temper the performance of passenger and freight rail in the corridor. These are congestion and freight loading problems at key locations; both contribute to the unreliability and delays experienced by both passenger and freight operations on the corridor. Each is described below.

**Congestion.** The corridor struggles with congestion issues today and these are anticipated to intensify in the future. Today's congestion is driven by the high volume of freight traffic coming out of Texas via BNSF's Fort Worth operational hub and need for passenger and freight to share the corridor. Passenger trains are typically faster than freight trains. Freight trains are required to give preference to passenger trains when they approach. However, the single-track corridor does not have many sidings where the freight trains can effectively "pull over" to allow a passenger train to pass. As a result, some passenger trains may become "stuck" behind a slower freight train for sections of the corridor until there is an opportunity to pass at a siding with adequate length. Congestion is expected to increase as the Heartland Flyer's Extension may create demand for new frequencies in the future and BNSF expects freight growth in the corridor, resulting in either longer trains or more trains.

**Freight Loading.** As a shared corridor, freight rail's challenges can spill over to become passenger rail's challenges. BNSF serves freight shippers in Davis, OK and Valley View, TX that do not have sidings large enough to accommodate the long trains typically in use today. As a result, freight trains must be divided into sections and loaded and then re-assembled. This adds time to the loading process and uncertainties to freight schedules. Delays getting out of Davis, OK and Valley View, TX can disrupt traffic on the corridor and unintentionally place a freight train in front of a faster passenger train, again impacting the Heartland Flyer's OTP.

At the same time, these occupied crossings could disrupt road travel and emergency response services in these communities. As described more fully in the Benefits section of this application, the siding projects have been thoughtfully developed to simultaneously create sidings that allow freight trains to move off the main line track to allow faster passenger trains to pass and also address each community's train-occupied crossing issue. In this way, the Project improves the

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

integration of rail operations with other modes—one of the evaluation criteria called out in the NOFO

### 7.3.3 Siding Improvements in Davis

As described above, the sidings will support greater reliability on the corridor. Of note, they have been designed in consultation with the host communities to simultaneously address a pressing local issue. Resolution of these grade crossing issues will improve the integration of the rail network with the road network by eliminating this source of delay and safety risk.

The City of Davis has grappled with the ongoing safety and mobility issues of occupied railroad crossings and the accompanying safety challenges for an extended period. Whenever a train obstructs a railroad crossing, it leads to delays and congestion throughout the city. These persistent occupied crossings represent a continual problem that significantly impacts the quality of life, economic vitality, mobility, and safety of city residents. Impacts (in both Davis and Valley View, described below) include:

- The delay to drivers queued at the crossings
- The additional operating cost for drivers who divert to more distant crossings to get around the train
- The environmental cost of excess idling of queued autos
- The public safety risk of auto drivers taking extra risks to “beat the train” and the cost of delayed emergency response

While the average delay was 45 minutes during a week at any of the four at-grade crossings, delays were concentrated during the morning peak hours with nearly half of the cumulative hours of blockages occurring from 7:00 AM and 11:00 AM, which is a peak time for road use.

*Table 7: Grade Crossing Information for Occupied Crossing Mitigation in Davis Element*

US DOT Grade Crossing Inventory #	Proposed Improvement	Rail Operators(s)	Railroad Owner	Latitude	Longitude
020742X	Remove Siding	BNSF, Amtrak, Union Pacific	BNSF	34.50462980	-97.1226630
020741R	Remove Siding	BNSF, Amtrak, Union Pacific	BNSF	34.50366130	-97.12222180
020740J	Close Road	BNSF, Amtrak, Union Pacific	BNSF	34.49975940	-97.12037650
020739P	Close Road	BNSF, Amtrak, Union Pacific	BNSF	34.4919270	-97.116509
020735M	Add Siding and Improve Gates	BNSF, Amtrak, Union Pacific	BNSF	34.4670270	-97.1083549

Source: FRA Highway-Rail Grade Crossing Inventory Database

**7.3.4 Siding Improvement in Valley View**

As described above, the sidings will support greater reliability on the corridor. Of note, they have been designed in consultation with the host communities to simultaneously address a pressing local issue. Resolution of these grade crossing issues will improve the integration of the rail network with the road network by eliminating this source of delay and safety risk.

Valley View is separated by I-35 and the BNSF railroad tracks which bisect the middle of the community and has long dealt with the issue of long closures at the FM-922 crossing. Between May 7 and May 14, 2024, 144 trains passed through the corridor with 22 activations involving 44 trains meeting or passing at the Valley View Siding. The median usage of the siding resulted in closures of 15 minutes and 35 seconds. However, there were four crossing signal activations exceeding one hour with the longest reported closure lasting 2 hours and 2 minutes long. A train not using the siding only closed the gates for 2 minutes and 35 seconds, FM-922 has an annual average daily traffic (AADT) of 4,150. FM-922 is the only crossing in Valley View, with the nearest crossing sitting 0.95 miles to the north 2.98 miles to the south. This leaves both sides of Valley View disconnected from each other when a train uses the siding at the main connectivity point for the city and the region. FM-922 serves as the northern route around Lake Ray Roberts, providing a crucial link to those communities from I-35. With many natural barriers to the east, FM-922 is an important through route for travelers.

FM-922 has an annual average daily traffic (AADT) of 4,150. FM-922 is the only crossing in Valley View, with the nearest crossing sitting 0.95 miles to the north 2.98 miles to the south. This leaves both sides of Valley View disconnected from each other when a train uses the siding at the main connectivity point for the city and the region. FM-922 serves as the northern route around Lake Ray Roberts, providing a crucial link to those communities from I-35. With many natural barriers to the east, FM-922 is an important through route for travelers.

*Table 8: Grade Crossing Information for Valley View Occupied Crossing Mitigation Project*

US DOT Grade Crossing Inventory #	Proposed Improvement	Rail Operators(s)	Railroad Owner	Latitude	Longitude
020589J	Remove Siding	BNSF, Amtrak, Union Pacific	BNSF	33.4883089	-97.161522

**7.4 Public Outreach Guiding the Development of this Project**

The investments included in this application grew out of public outreach and validating data analysis conducted for Oklahoma’s State Rail Plan, published in September 2021. As the plan was due to be updated during the pandemic, much of the outreach was virtual. Virtual stakeholder meetings were held on April 13 and June 8, 2021. Other methods used to solicit public feedback and participation in the State Rail Plan development process included a passenger rail user group interview and the solicitation of public comments via an online survey posted to the Oklahoma State Rail Plan webpage on ODOT’s website.

Ideas related to improving and expanding service on the Heartland Flyer route included:

- Extend the Heartland Flyer north of Oklahoma City to Newton, Kansas, to connect with Amtrak’s Chicago-Los Angeles Southwest Chief
- Add a second roundtrip passenger train between Oklahoma City and Fort Worth



## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

- **Invest in track capacity improvements on the Heartland Flyer route to reduce passenger train delays caused by freight rail traffic**
- **Invest in rail infrastructure improvement projects that improve safety on shared passenger and freight lines, by closing grade crossings, constructing new highway-rail grade separations to replace grade crossings, and upgrading existing installations with new safety features**

This Project directly addresses the bolded ideas that came out of the public outreach. An online poll held during the public meetings asked the stakeholder participants to identify investments that could be made to enhance the efficiency, velocity, capacity and safety of the Oklahoma state rail network? The leading responses align with the investments outlined in this application. They are: 1) Infrastructure investment including extending and constructing new sidings and multiple main tracks (36% respondents); 2) Grade crossing improvements, including grade separation (33%); New or enhanced rail yards and terminals (12%); Investment targeting state of good repair (10%); and Advanced technology and innovation (9%).

### 7.5 Current and Proposed Railroad Operations in the Project Area

Passenger and freight rail share this single-track corridor that is nearing capacity given the existing location and length of sidings. Currently, the maximum speed on the line is 79 mph for passenger trains and 60 mph for freight trains. Table 9 shows a summary of current rail operations on the corridor.

Table 9: Typical, Daily Weekly and Annual Train Counts at Valley View and Davis

	Freight Trains		Amtrak		Total Amtrak + Freight	
	Valley View	Davis	Valley View	Davis	Valley View	Davis
Daily Trains	26	33	2	2	28	35
Weekly	182	231	14	14	196	210
Annual	9,490	12,045	730	730	10,220	12,775

### 7.6 Expected Outcomes

The ballast and subgrade project element will help freight and passenger trains operate with fewer speed restrictions and more reliably. The two siding projects in Davis and Valley View projects will reduce delays for motorists and emergency services, improve the reliability of the freight trains and Amtrak service allowing the railroads to operate more efficiently over the corridor.

Table 10: Expected Outcomes in the Project Area

Ridership in the Project Area		
	No Build Scenario	Build Scenario
Annual Intercity Passenger Rail (IPR) Ridership (FY2024)	80,371	80,371

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

Train Counts in the Project Area				
	No Build Scenario		Build Scenario	
Total Weekly Trains	175		175	
Weekly Intercity Passenger Rail (IPR) Trains	14		14	
Weekly Freight Trains	161		161	
Operating Speeds in the Length of Track Improvement Area				
	No Build, IPR		Build, Freight	
Average Operating Speed (mph) (over 15 miles of track)	40		60	
Maximum Authorized Speed (mph)	79		60	

### 7.7 Expected Users and Beneficiaries

Multiple groups would benefit from the Project. First, the riders of the Heartland Flyer will benefit from a shorter and more reliable trip, including the seniors and students. Shippers who rely on BNSF’s (and UP’s) freight service will also benefit in the same way. Much of the cargo along this line serves the rural communities of the Upper Midwest. Since the enactment of the North American Free Trade Agreement (NAFTA) in 1994, I-35 has served as a conduit for trade among the United States, Mexico, and Canada. To the south of the study area, The Texas Triangle megaregion is the most rapidly expanding megaregion in the United States.

More reliable passenger service supports ridership gains as a 10 percent increase in on-time performance typically translates into a 1.5% increase in ridership<sup>4</sup>. This benefits the environment as former drivers divert to rail, reducing VMT and emissions. Congestion and pavement wear on the region’s highways also benefits, benefiting travelers who remain on the highways—especially I-35. In calendar year 2023, only 64% of Heartland Flyer riders were on time. This Project would mark a step towards improving the reliability of Amtrak as longer trains could now fit into passing sidings reducing the risk of freight train delays. It would also give BNSF more operational flexibility to utilize the corridor for efficient movement of train traffic.

Faster and more reliable service translates into lower and/or more predictable operating costs for the operators that share the corridor—Amtrak, BNSF, and UP.

Finally, the communities along the corridor will benefit from improved integration of the rail network with the road network. The Chickasaw Nation, the City of Davis, and the City of Valley View will see the largest direct benefits from the Project.

### 7.8 Performance Measures

Three Performance Measures are proposed for tracking the Project outcomes. These are:

1. Change in OTP for the Heartland Flyer
2. Change in average speed achieved across the 15-mile section where 13 individual ballast and subgrade investments will be made (see Table 12). This measure would compare the

---

<sup>4</sup> Ruben van Loon, Piet Rietveld, Martijn Brons. “Travel-time reliability impacts on railway passenger demand: a revealed preference analysis,” *Journal of Transport Geography*, Volume 19, Issue 4, 2011, pp. 917-925, ISSN 0966-6923.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

pre-project average speed (assumed to be 40 miles per hour for freight and passenger trains) to the post-project average speed (assumed to be 60 miles per hour for freight and 79 miles per hour for passenger trains) across the 13 locations.

3. The total duration and occurrence rate of blockages on local roadways in Davis and Valley View.

If selected for award, ODOT and its partners propose to collect quarterly data for the four quarters (year) proceeding the beginning of construction to capture the most recent pre-project performance without including delays and disruptions associated with the Project’s construction itself. The Project would then collect comparable data for the four metrics outlined above for the eight quarters following completion of the Project’s construction. The final selection of performance measures will be determined in consultation with the FRA.

### 8 Project Location

The project elements are located off the BNSF’s Fort Worth and Red Rocks subdivision between Oklahoma City, OK and Fort Worth, TX, which is the track used by the Heartland Flyer. The corridor traverses Congressional Districts OK3, OK4, OK13, OK26 and TX12.

*Table 11: Affected Railroad Crossings by Valley View and Davis Project Elements:*

Crossing Inventory #	Project Location	Railroad Milepost	Street Name	Crossing Position	Latitude	Longitude
020742X	Davis	478.129	Benton Avenue	At Grade	34.5046298	-97.1226630
020741R	Davis	478.060	Main Street	At Grade	34.5036613	-97.12222180
020740J	Davis	477.775	Atlanta Avenue	At Grade	34.4997594	-97.12037650
020739P	Davis	477.242	Hanover Road	At Grade	34.4919270	-97.116509
020735M	Davis	475.380	Haliburton Rd./ County Rd. N-3310	At Grade	34.4670270	-97.1083549
020589J	Valley View	400.995	FM 922	At Grade	33.4883089	-97.161522

USDOT = U.S. Department of Transportation

*Table 12: Affected Areas by the Heartland Flyer Resiliency Project Element:*

City	Subdivision	Station	Work Description	Mileposts		Milepost Coordinates
Oklahoma City, OK	Red Rock	Flynn Siding	Rail Replacement; 7000ft of track on both rails 136#	Start	389.6	34°45'22.90"N 97°14'6.48"W
				End	391.3	34°45'59.10"N 97°14'51.32"W
Pauls Valley, OK	Red Rock	Pauls Valley	Riprap/Ballast Install and surfacing	Start	497.1	34°45'22.90"N 97°14'6.48"W
				End	497.5	34°45'59.10"N 97°14'51.32"W
Pauls Valley, OK	Red Rock	Pauls Valley Siding		Start	493.6	34°43'24.63"N 97°12'5.09"W

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

City	Subdivision	Station	Work Description	Mileposts		Milepost Coordinates
			Riprap/Ballast install and surfacing; #11 136# RBM Manual TO	End	495.3	34°44'7.34"N 97°12'39.53"W
Paoli, OK	Red Rock	Paoli Siding	Riprap/Ballast install and surfacing; (2) #20 136# RBM POTOs	Start	501.2	34°48'23.46"N 97°15'8.52"W
				End	502.9	34°50'6.88"N 97°15'16.34"W
Wynnewood, OK	Red Rock	Wynnewood	Riprap/Ballast install, surfacing and grout injections	485.4		34°35'53.16"N 97° 9'48.67"W
Ardmore, OK (Airpark)	Red Rock	CP 4631	Riprap/Ballast install, surfacing and grout injections	463		34°19'14.54"N 97° 2'31.98"W
Gene Autry, OK	Red Rock	Gene Autry Siding	Riprap/Ballast install and surfacing	Start	459.4	34°16'24.89"N 97° 3'1.34"W
				End	461.2	34°17'38.06"N 97° 2'29.43"W
Marietta, OK	Red Rock	Marietta	Riprap/Ballast install and surfacing	435.3		33°57'47.45"N 97° 7'2.03"W
Marietta, OK	Red Rock	Marietta	Riprap/Ballast install, surfacing and grout injections	431.1		33°54'21.69"N 97° 7'9.62"W
Gainesville, TX	Fort Worth	Gainesville	Correct line swing at bridge to remove slow order	408.3		33°35'7.94"N 97° 8'21.98"W
Sanger, TX	Fort Worth	Metro	Correct line swing at bridge to remove slow order	389.6		33°19'50.42"N 97°10'2.81"W
Sanger, TX	Fort Worth	Metro	Replace deck to eliminate ballast loss and remove slow orders/SIs	388.89		33°19'6.41"N 97°10'25.84"W
Fort Worth, TX (Uptown)	Fort Worth	Fort Worth	Replace deck to eliminate ballast loss and remove slow orders/SIs	345.5		32°45'51.27"N 97°19'38.76"W

The Davis element is located within the city and just outside the city limits in Murray County. The city is within the federally recognized Chickasaw Nation, which encompasses 7,648 square miles of south-central Oklahoma and encompasses all or parts of 13 Oklahoma counties. The five railroad crossings affected by this project element are on the BNSF rail line between railroad mileposts 475.380 and 478.129, as shown in Table 12. Three of the five railroad crossings affected by this project element are within the city, whereas the Hanover Road (020739P) and Haliburton Road/CR-3310 (020735M) crossings are in unincorporated Murray County.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

As of the 2020 Census, Davis had a population of 2,853 and is located in Garvin and Murray Counties within rural, south-central Oklahoma (Figure 2). As with many communities that grew up around the railroad in Oklahoma, Davis owes its existence to the Atchison, Topeka, and Santa Fe Railway. Today the railroad tracks run right through the middle of and effectively bisect the city (Figure 2). Main Street carries US-77 and SH-7, major thoroughfares in southern Oklahoma. The route serves as an important thoroughfare which connects to highways linking Sulphur and Ada. I-35 is 2 miles west of Davis and provides access to Oklahoma City (76 miles north) and Dallas/Fort Worth (130 miles south).

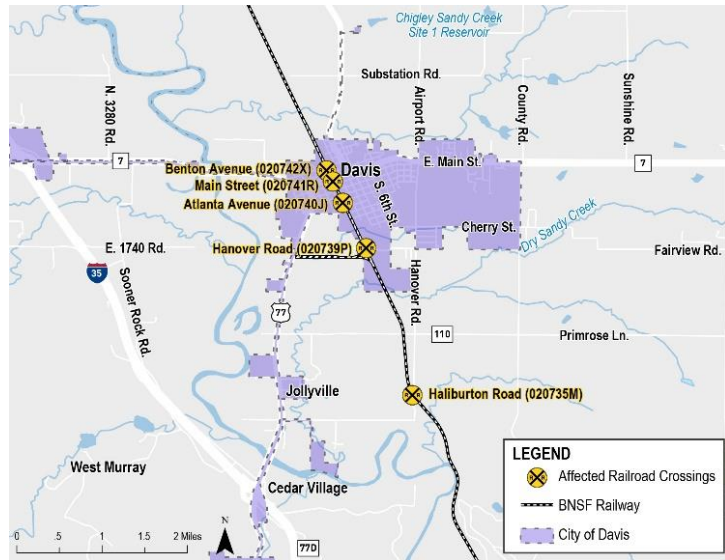


Figure 2: Davis Project Location Map

## 9 Evaluation and Selection Criteria

This section describes the Evaluation and Selection Criteria.

### 9.1 Project Readiness

The Project for which funding is sought falls under two tracks: Track 2, Project Development and Track 3, Final Design/Construction. Upon notice of award, ODOT, TxDOT and BNSF are all committed to moving forward with design engineering, NEPA and any land acquisition and force account work. Construction would follow. Based on its experience with similar projects, ODOT expects to complete design engineering in six months and right-of-way acquisition is expected to take one year. ODOT has an expedited system to hire design consultants and process right-of-way to meet grant requirements. Both state DOTs and BNSF are collaborating closely on the design plans for this Project. As of now, the preliminary engineering plans are approximately 30% complete. The final design will be completed once grant funding is awarded. TxDOT and ODOT have experience with environmental reviews for grants. Once the grant is awarded, TxDOT and ODOT plan to work in tandem with USDOT to carry out NEPA environmental studies needed for consultations with environmental agencies.

Coordination between ODOT and its partners, TxDOT, BNSF, and Amtrak is already underway, as evidenced by:

- ODOT's and TxDOT's ongoing coordination to market and support the Heartland Flyer Service;
- ODOT's, TxDOT's and BNSF's ongoing efforts to secure funding for these critical investments. The partners have worked together for the past two years to secure federal funding—sharing data, arranging match funding, and providing resources to prepare the

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

applications. They have also worked together to develop the 30 percent designs. As the Project has advanced, the partners have begun to coordinate with Amtrak, as well.

- ODOT, TxDOT, and BNSF have committed non-federal funding to the Project that would be available upon notice of award and provided a letter of funding commitment for this project. See attachments for executed documents.
- The Partners have provided a written statement that they are prepared to enter into a partnership agreement for the purposes of delivering this Project upon notice of award. See attachments for the draft agreement.
- The Project partners have coordinated with Corridor ID activities relevant to the Heartland Flyer Corridor. ODOT has attended regular briefings and supported planning efforts for the Extension to Kansas. The Kansas Department of Transportation has provided a letter of support for this application.

### 9.2 Technical Merit

ODOT and its partners have developed a Statement of Work (SOW) that describes the work necessary to complete the Project. The Statement of Work, Estimated Project Schedule, and Project Budget are provided in the Article 4-6 templates as attachments to this application.

**Technical Qualifications.** The Project team has the experience and qualifications to fully and successfully execute the Project within the proposed time frame and budget.

- ODOT is the applicant and has a proven track record of successfully delivering similar projects, aligning with its ongoing efforts to address track state of good repair issues and at-grade rail crossings. The department has invested over \$100 million over the past five years in track projects, and has qualified personnel to manage the Project effectively. Jared Schwennesen, P.E. will serve as the project manager for the Davis project; he is the current ODOT Multi-Modal & Planning Division Manager. Schwennesen earned his bachelor's and master's degree in civil engineering from the University of Oklahoma and joined ODOT soon after. Since joining ODOT in 2008, Schwennesen contributed to special initiatives such as the update of ODOT's Strategic Plan, the rollout of OKroads.org, installation of electric vehicle charging stations, grant applications and bundling projects. He has also served as the Oklahoma Director of the Board for ITS Heartland.
- ODOT manages a large portfolio of federal funds that are programmed within the ODOT Eight Year Construction Work Plan. The agency has significant experience with multiple large infrastructure projects funded in part by USDOT. ODOT has a successful history of partnering with other agencies, including local governments and tribal nations, to complete projects.
- Supporting Jared and the ODOT team, for TxDOT, Chad Coburn, the Rail Planning and Programming Director, will lead the Valley View project element. Chad holds bachelor's and master's degrees from the University of Texas at Austin and has 17 years of experience in transportation planning and grant management. He is responsible for rail planning and engineering projects, managing the state's 400-mile South Orient Rail Line, and coordinating tasks with rail stakeholders across the state.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

- TxDOT has an extensive and successful history of delivering a sizable federal aid program, including funds administered by the FRA as well as other USDOT administrations. As detailed in the TxDOT Annual Financial Report for the Fiscal Year ended on August 31, 2023, TxDOT total revenues were more than \$16 billion with 9,392 construction projects in progress (and/or starting soon) valued at an estimated \$30.4 billion.

BNSF, as the owner of the track, will coordinate with ODOT and TxDOT to ensure that the track improvements are consistent with standards needed for passenger and freight operations. BNSF employs over 10,000 engineers across its signal, track and structures divisions. In 2024, the company delivered a \$2.8 billion dollar capital program that included nearly 13,000 miles of track surfacing and/or undercutting work and the replacement of 365 miles of rail and approximately 2.8 million rail ties.

**Private Sector Participation.** BNSF is a private railway that will be involved in the funding and construction of the Project, as well as operating its freight trains on the new mainline and sidings. BNSF has provided a letter committing \$8,331,094 to the Project.

**Consistency with Planning Documents (and ongoing state investment programs).** The Project directly addresses needs identified in the Oklahoma State Rail Plan. These are described in the public outreach section and not repeated here out of page length considerations.

In August 2021, TxDOT prepared the Statewide Crossing Study Summary Report to identify rail and roadway system alternatives to improve vehicular/rail interaction and freight rail performance at selected at-grade crossings throughout the State of Texas. This study included a screening of all active, public highway-railroad at-grade crossings throughout the State to identify potential grade separation projects and other grade crossing improvements that could improve mobility and reduce vehicular delays. The Valley View element was one of two crossings in the study area within a small community where the crossing included two tracks – a mainline and a siding track. The report recommended relocating the siding outside of the limits of the crossing instead of constructing a grade separation that would result in negative impacts due to the crossing’s central location in town and next to I-35.

### 9.3 Project Benefits

This section describes the Project benefits in the order listed in the NOFO.

#### 9.3.1 Benefit Cost Analysis (BCA)

As detailed more fully in the Excel workbook and BCA technical memorandum, all elements of the Project that have independent utility—the two sidings and the ballast/subgrade work—all have a BCA ratio greater than 1.0, indicating that they return more benefits than they cost. Similarly, the value of Safety, Reliability, Travel Time Saved, and Emissions/GHG avoided when combined with highway pavement savings and truck/auto operating cost savings is approximately \$69 million (\$2023) over the 20-year analysis period.

#### 9.3.2 Effects on System and Service Performance

Comprised of train operating cost savings associated with faster and more reliable trips, avoided track O&M costs, and the residual value (unused value of the Project after 20 years), the value of System and Service Performance is just over \$20 million (\$2023) across all Project elements.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

This assessment is detailed more fully in the BCA workbook and technical memorandum. In addition, though not part of the BCA, fare revenues are expected to rise as the passenger service becomes more reliable. The increase in fare revenues supports the financial performance of the Heartland Flyer service but increasing use of the system without having to raise individual ticket prices. This is important as many riders and seniors, students or from disadvantaged communities served by the corridor.

### 9.3.3 Effects on Safety, Competitiveness, Reliability, GHG, Trip Time and Resilience

#### 9.3.3.1 Safety

By adding sidings that accommodate a freight train without breaking it up, the Project improves the ability of passenger and freight trains to safely share the corridor. Moreover, the siding projects were developed in a way to address occupied crossings in critical locations along the corridor where this is a persistent problem for the community.

Persistent occupied crossings have driven residents to take greater risks including driving onto the tracks when a train is approaching, heightening the chances of collisions with trains, and jeopardizing the safety of both motorists and train passengers. By designing the sidings to shift them away from major highway crossings at both project element locations, the conflict between stopped trains and vehicles will be removed, alleviating many safety concerns.

The existing Davis siding traverses all the crossings within the city, effectively dividing the City. In Davis in 2017, a motorist was struck and killed at an occupied railroad crossing by a northbound Amtrak Heartland Flyer train. In 2014, at this same railroad crossing, a freight train struck a tractor-trailer, killing the driver. A witness told the police department that the motorist drove around cones at a coned-off crossing because the Main Street crossing was occupied by an Amtrak train. The FRA has cited pedestrians trespassing by crawling under or through stopped trains, emergency vehicles being delayed, and drivers maneuvering around closed gates or racing to beat trains to avoid lengthy delays. Removing vehicle-train interactions by relocating the sidings is expected to reduce the number of future crashes and increase rail operation safety. The Davis element will see the closure of two at grade railroad crossings along the BNSF railroad line at Atlanta Avenue (USDOT No. 020740J) and Hanover Road (USDOT No. 020739P), where the siding would continue to block traffic.

By relocating the siding at Valley View, vehicles on FM-922 will only need to cross the mainline track reducing the potential for conflicts. In Valley View, two crashes over the last 15 years were related to cars hitting stopped freight trains on the siding track. During TxDOT public meetings for Interstate 35 widening alternatives, one alternative was proposed to relocate the track on a new alignment east of the existing alignment and construct a highway overpass over the track. In those public meetings, there were comments about the occupied crossing and that whichever alternative was selected, they wanted it to resolve the occupied crossing events at FM-922. A different alternative was selected and left the track in place and left the at-grade crossing at FM-922, so it does not resolve the occupied crossing concern. The proximity of the at-grade FM-922 to I-35 did not allow a cost-effective or practically feasible option to construct a grade separation. The alternative proposed in this Project to relocate the siding track south of FM-922 does resolve the occupied crossing concern, and for a lower cost than a grade separation.

Although occupied railroad crossings pose a significant problem for all road users, they are particularly problematic for emergency responders in the cities. Emergency services are often



## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

hindered by trains occupying the crossing. In both communities, the police and fire departments must detour or wait at a crossing to reach people in crisis. Similarly, a fire engine forced onto an alternate route because of a stationary train may arrive at a fire too late to prevent significant damage, injuries, or fatalities. Delayed police response times can diminish the likelihood of apprehending a criminal or preventing more serious crimes. These are all safety concerns both in Davis and Valley View.

### 9.3.3.2 Climate Change and Sustainability

The Project provides climate and environmental benefits for both communities by significantly reducing transportation-related air pollution, caused by idling cars waiting at occupied crossings. Improved air quality in the communities and reduced greenhouse gas emissions will contribute to local and global efforts to combat climate change. Idling wastes expensive fuel, creates pollution, discourages walking or cycling, and lengthens commutes.

Drivers who detour to avoid the crossing, add vehicle miles traveled to their trips. In Davis, during an extended occupied crossing event, motorists need to drive an additional six miles via Primrose Lane to the south. This accessibility benefit will reduce fuel consumption and improve air quality for Davis. In Valley View, vehicles need to take a 2.6-mile deviation to the north or 11.6 miles to the south to get around the occupied grade crossing at FM-922.

The Project will reduce train operating hours as trains can operate with fewer speed restrictions and delay along the route. The reduction in operating hours will lead to significant environmental benefits due to lower CO<sub>2</sub> and non-CO<sub>2</sub> emissions. The discounted emissions reductions benefit over the 20-year analysis period total \$19.2 million as estimated in the BCA (\$2023).

BNSF has 360 Tier 4 locomotive units (the cleanest locomotive technology available today) in use across its network; roughly 65 percent of its fleet is Tier 3 or better.

The Project aligns with the U.S. National Blueprint for Transportation Decarbonization in several ways. First, it reduces energy use through improving operational efficiencies. These include fewer slow orders affecting passenger and freight trains, less congestion causing delays, and fewer blocked crossings and the associated auto/truck idling as vehicles queue. In addition, as the Project will make passenger travel on the Heartland Flyer more reliable, ridership is expected to rise in response. Many, if not all, of these new riders will divert from driving to rail.

### 9.3.3.3 Equity and Justice<sup>40</sup>

The corridor traverses multiple Transportation Disadvantaged Census Tracts, as shown in the map in Figure 3. Green shading indicates Transportation Disadvantage. This uses FRA's Justice40 Rail Explorer Tool. Congressional Districts are shown also.

The Davis project element falls within Census Tract 7907.01 in Murray County, OK. According to the Climate and Economic Justice Screening Tool (CEJST) and USDOT Equitable Transportation Community (ETC) Explorer, the

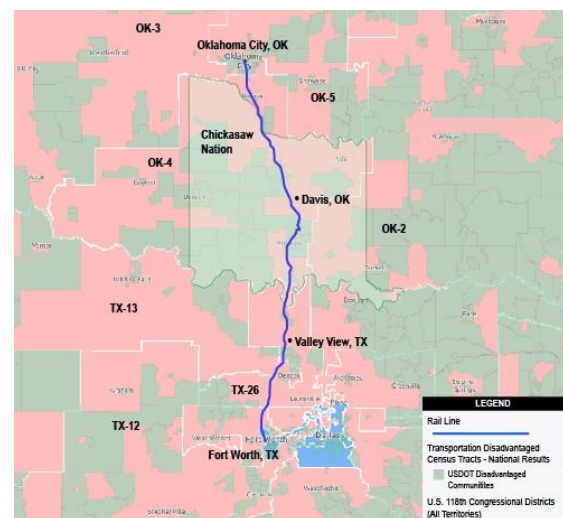


Figure 3: The Corridor Traverses Many Transportation Disadvantaged Communities

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

area meets several criteria to be considered disadvantaged. The city is under the jurisdiction of the federally recognized Chickasaw Nation, a disadvantaged community. According to CEJST, the area is categorized as disadvantaged in three key areas: climate change, housing, and health. Davis ranks in the 73rd percentile for low-income households. According to the ETC Explorer, the Davis project element falls within the 95<sup>th</sup> percentile, nationally for transportation insecurity. Transportation insecurity is experienced through access to transportation (94<sup>th</sup> percentile), transportation cost burden (66<sup>th</sup> percentile), and transportation safety (88<sup>th</sup> percentile). This project is poised to enhance the city's overall quality of life and bolster its economic prospects by tackling one of Davis's largest challenges.

The Valley View project element is in Census Tract, 9 in Cooke County, TX. The community does not meet the CJEST definition of a disadvantaged community. However, according to ETC explorer, the area does experience disadvantage when compared to national level data. The Valley View project element is in the 76<sup>th</sup> percentile for Health Vulnerability and 71<sup>st</sup> percentile for transportation insecurity. Transportation insecurity is experienced through transportation access (71<sup>st</sup> percentile) and transportation safety (97<sup>th</sup> percentile). The Project would improve the livability of the community and improve transportation safety.

For the ballast and subgrade element to reduce slow orders, every location along the Heartland Flyer is in a disadvantaged census tract. Reducing these slow orders and ensuring freight trains' reliability will allow BNSF to continue to support communities with rail services connecting local industries and passengers efficiently.

### *9.3.3.4 Workforce Development, Job Quality, and Wealth Creation*

The Project's implementation will contribute to workforce development by creating local job opportunities, fostering the growth of small and disadvantaged businesses by improving access, and promoting skilled workforce development. Additionally, the Project's positive impact on transportation infrastructure will promote economic growth within the region, benefiting local communities and businesses.

ODOT and TxDOT will ensure that project delivery actions will support strong labor standards and good-paying jobs. ODOT and TxDOT will support using geographical and economic hiring preferences, including local hire, for construction jobs, subject to any applicable Texas and Oklahoma (county and/or city) laws, policies, and procedures. agreements, local hire agreements, distribution of workplace rights notices, and use of an appropriately trained workforce.

### **9.3.4 Employment Impacts**

Aside from the jobs created through the planning and construction, the Project also helps preserve existing jobs by improving shipper service and reducing occupied crossings that deter industry from relocating or expanding in these communities.

In Davis, two local industries, Stillwater and Heidelberg Materials have limited onsite capacity for freight cars, which results in railroad crossing blockages and traffic delays. Railroad access is critical to both industries because they rely on bulk materials and commodities that are time sensitive. These are important sources of good-paying jobs in this disadvantaged community. The Stillwater Milling Company (25 employees) has two onsite storage tracks with a 2,000-foot capacity. Heidelberg Materials (32 employees) has five onsite storage tracks with a 12,024-foot capacity. The process of loading and unloading the freight trains at these businesses requires blocking traffic and affects the entire city.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

In Valley View, as part of the Fort Worth Subdivision there are 26 freight trains every day. BNSF’s freight trains regularly cause traffic delays at the FM-922 road crossings. Since there is only one mainline track, trains spend extended periods of time within sidings if delays or problems occur further down the line and pull onto the siding to allow Amtrak or other freight trains to pass. The existing Valley View siding is 8,204 feet long. As freight trains get longer, reaching 9,000 feet, they exceed the siding length. The relocation of the Valley View siding will allow the siding to be constructed to new industry standards to accommodate modern freight train lengths. Additionally, the Martindale Feed Mill (50 employees) has a storage track with a 2,000-foot capacity. Access to the storage track is directly south of the FM-922 crossing. The nearest sidings to Davis are located 15.0 miles north in Pauls Valley, OK and 6.7 miles to the south in Dougherty. The nearest sidings to Valley View are located 9.6 miles north in Gainesville, TX and 12.5 miles to the south in Sanger, TX. The line’s capacity would be reduced from 33 trains per day to 18 trains per day without the Valley View siding.

### 9.3.5 Efficiency of Integration with other Modes

The siding components of the Project make important contributions to integrating passenger rail with freight rail along the single-track Heartland Corridor. The sidings also are designed to mitigate/eliminate persistent conflict points between road travelers and rail operators in Davis and Valley View. As noted elsewhere in the application, fatalities have resulted from the conflict beyond daily delays and reductions in quality of life.

### 9.3.6 Ability to Meet Existing or Anticipated Demand

Ridership growth on the Heartland Flyer is up strongly since the pandemic ended, as illustrated in the adjacent chart. The Project supports the ability to meet this demand by supporting faster trip times and more reliable trips for both passenger trains and freight trains that operate in this corridor. The chart underscores that there is strong demand in the corridor for passenger service. The study for the Extension to Newton projects that ridership in the corridor would increase by 16,000 in the first year.

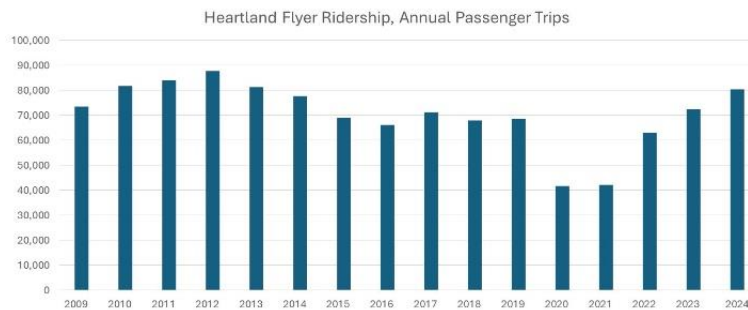


Figure 4: Heartland Flyer Ridership Has Rebounded Strongly Following the Pandemic

### 9.3.7 Whether the Proposed Project Serves Historically Unconnected or Under-connected Communities

The Project serves Transportation Disadvantaged communities as described in Section 9.3.3.3.

## 9.4 Administrative Priorities

This section illustrates that the Project aligns closely with the Administrative Priorities outlined in the NOFO.

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

**Amtrak is not the sole applicant.** The applicant is ODOT with TxDOT and BNSF actively participating in the planning, funding, and execution of this project. Amtrak supports this project. (See letter of support in the attachments.)

**The Project will improve the financial performance, reliability, service frequency, or address the state of good repair of an Amtrak route.** The Project directly improves state of good repair on the Heartland Flyer Amtrak route by eliminating ballast and subgrade issues along a 15-mile track segment responsible for 13 chronic slow orders. The Project also constructs two sidings built to modern rail needs that allow BNSF to pull trains off the mainline and reduce conflicts with faster passenger trains with priority. By reducing delays and reducing freight and passenger conflicts, the Project directly supports greater reliability for passenger and freight trains. The reduction in delays supports a reduction in operating cost—a benefit to the financial performance of the Heartland Flyer. In addition, the improvement in reliability supports and improvement in ridership and fare revenues, again benefiting the financial performance of the Heartland Flyer. While every corridor is different, a 10 percent increase in on-time-performance typically results in a 1.5 percent increase in ridership (see footnote 4, page 14).

**Consistency with the inventory prepared for KDOT’s Corridor ID study for the Heartland Flyer Extension.** There are no elements identified in the Corridor ID project.

**The Project directly improves existing passenger service reliability and financial performance. The Project falls under both Track 2, Project Development and Track 3, Final Design/Construction.**

**The Project reduces the state of good repair backlog in a shared passenger/freight corridor.** The Project reduces the impact of multiple chronic slow order locations along a 15-mile stretch of track and brings two critical sidings up to modern rail operations standards, thereby improving the state of good repair backlog in this corridor shared by Amtrak, BNSF and UP.

**Degree to which the applicant and project deploy innovative technology.** The underlying approach to this Project is a cost-saving innovation. By building sidings rather than bridges, the Project mitigates most of the road-rail conflict at a lower cost. In addition, by bundling the work, the Partners can deliver the three components at a lower cost than if done individually. The partnership can utilize BNSF’s systemwide pool of vendors to find the best prices and benefit from the volume purchases that BNSF annually makes.

**ODOT and TxDOT commit to developing this Project consistent with USDOT planning guidance and documents.**

## 10 Project Implementation and Management

As the applicant and grant administrator, ODOT will coordinate closely with TxDOT, affected railroad partners, Amtrak, impacted communities, and funding partners. The Project is being constructed to federal guidelines. Project partners will release all Requests for Proposals for design and bids for construction using established federally approved processes. Most of the work, including track and signal construction, is force account and performed directly by the railroads per union agreement. The Project will adhere to FRA, partner agencies, and railroad standards, along with other federally recognized guidelines. This Project will require a significant amount of coordination to ensure that the rail network is not occupied for an extended period and does not significantly impact Amtrak’s Heartland Flyer service. Portions of the work

## Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

will be made available for bid by qualified local and DBE firms. BNSF, TxDOT, and ODOT see the importance of investing in and supporting local firms.

### 10.1 Qualifications

The staffing and program qualifications are outlined in the Technical Merit section and not repeated here for page length considerations.

### 10.2 Proposed Approach for Risk Management

The Project partners have reviewed the project and do not foresee any risks to successful completion of the Project that cannot be overcome. TxDOT, ODOT, and BNSF have established project procedures used to systematically execute and implement projects and will maintain a risk register as part of this process. At Davis, one risk is that permanently closing the crossing at Atlanta Avenue and W Hanover Drive may prove controversial as this leaves only two crossings across Davis at Benton Street and Main Street. Pedestrians who previously used the Atlanta Avenue Crossing may choose to illegally cross the tracks instead of walking down to Main Street out of habit. The Project design will require measures to prevent trespassing. Another risk concerns ROW acquisition. At Valley View, BNSF plans to negotiate an easement with the adjacent property owner who is unwilling to sell their land for this project element. BNSF is willing to negotiate and make a fair offer to complete the project. The Project will remain in existing railroad right of way as much as possible.

### 10.3 Project Schedule

The estimated timeline for key phases of the Project is listed in Table 13.

Table 13: Project Schedule

Project Milestones	Siding in Davis, OK	Siding in Valley View, TX	Ballast/Subgrade
FSP Grant Award	September 2025	September 2025	September 2025
FSP Grant Obligation	December 2026	December 2026	December 2026
NEPA	January 2026 –June 2026	January 2026 –June 2026	January 2026 –June 2026
ROW Acquisition	January 2026 –June 2026	January 2026 –June 2026	N/A
Design	January 2026 –June 2026	January 2026 –June 2026	January 2026 –June 2026
Permitting	July 2026 – December 2026	July 2026 – December 2026	N/A
Bid /Procurement Start	December 2026	December 2026	October 2026
Begin Construction	March 2027	March 2027	February 2027
End Construction	October 2028	October 2028	December 2027

## **10.4 Project Progress Reporting**

ODOT and its Project partners TxDOT and BNSF each have experience managing federal grants, either as a recipient or a public agency's private partner. They are familiar with the requirements and how to comply with all standard USDOT Reporting requirements as required. This includes quarterly progress and federal financial reports, interim and final performance reports, auditing, monitoring, and close-out requirements. The project partners have reported to USDOT on performance measures for similar projects and have incorporated performance reporting as a part of the project process.



**Dennis Newman**  
*Executive Vice President, Strategy and Planning*

December 12, 2024

The Honorable Amit Bose  
Federal Railroad Administrator  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC, 20590

**RE: FY2024 Federal-State Partnership for Intercity Passenger Rail (FSP-National) Program (TX/OK )**

Dear Administrator Bose,

On behalf of the National Railroad Passenger Corporation (Amtrak), I am writing to express our support for the intercity passenger rail elements of the Texas Department of Transportation's (TxDOT) and the Oklahoma Department of Transportation's (ODOT) application submitted under the Federal Railroad Administration's (FRA) FY2024 Federal-State Partnership for Intercity Passenger Rail (FSP-National) Program (Track 3 – Final Design and Construction) for the *Heartland Flyer Corridor Safety and Resiliency Project* (Project) located between Oklahoma City, OK and Fort Worth, TX.

The BNSF Railway's (BNSF) Fort Worth and Red Rock subdivisions combine to make up Amtrak's State-Supported *Heartland Flyer* corridor. This is a busy corridor that is challenged for capacity. To help with supporting on-time train performance, BNSF has put together a list of 13 locations that currently have slow orders or are known chronic slow order locations that would be subject to infrastructure work. This work includes sub-grade stabilization, bridge geometry issues, and bridge deck replacement to prevent ballast loss.

Two siding projects are included in this overall corridor proposal, one in Davis, OK and one in Valley View, TX. These are both priority locations for the respective DOTs due to occupied crossing issues resulting from train-roadway traffic interaction. BNSF and Amtrak through-traffic traverses these cities, as do BNSF switching operations. Relocating the siding tracks outside of city limits would reduce these issues and help improve safety. The proposed Davis, OK project would eliminate two at-grade crossings (Hanover Road and Atlanta Avenue).

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Newman", written in a cursive style.

Dennis Newman  
*Executive Vice President, Strategy & Planning*

cc: Jared Schwennesen, P.E., Multi-Modal Division Engineer, ODOT  
Chad Coburn, Planning and Programming Section Director, TxDOT Rail Division



**French Thompson**  
General Director  
Public Infrastructure & Investments

**BNSF Railway Company**  
P. O. Box 961502  
Fort Worth, TX 76161-0052

2600 Lou Menk Drive  
Fort Worth, Texas 76131-2830  
(817) 352-1549

French.Thompson@BNSF.com

December 16, 2024

Amit Bose, Administrator  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

Subject: Letter of Support – Heartland Flyer Corridor: Safety, Efficiency, and Resiliency

Dear Administrator Bose,

BNSF Railway supports efforts by the Oklahoma Department of Transportation to secure federal discretionary funding under the 2024 Federal-State Partnership for Intercity Passenger Rail Program (FSP) grant for the Heartland Flyer Corridor: Safety, Efficiency, and Resiliency project. If awarded, this project will help to improve connectivity and mobility, safety, quality of life, resiliency, and reduce emissions along the Amtrak Heartland Flyer corridor utilizing the BNSF Red Rock and Fort Worth Subdivisions. BNSF would be willing to contribute \$8,331,094.00 in private matching funds towards the \$74,242,574.00 total project cost, if the request of \$57,731,480.00 is granted in FSP funds.

The first component is the relocation of the siding in Davis, Oklahoma. This project consists of closing two at-grade crossings at Atlanta Avenue and Hanover Road, removing the siding between Benton Avenue and Main Street (US Highway 77/State Highway 7), and reconstructing the siding south of Haliburton Road. The crossing closures along with the relocation of the siding and associated industry and switching operations outside of city will reduce the exposure between trains and the public thereby increasing safety, improving connectivity, mobility, and reducing emissions. The second component is the relocation of the siding in Valley View, Texas. This project will relocate the existing siding to the south of Farm to Market Road 922 and extend the length to 11,900-feet to create the storage capacity needed for typical train lengths on this subdivision. This will allow faster Amtrak trains to overtake freight trains in this region along with providing a reduction in exposure between the public and trains, thereby increasing safety, connectivity, mobility, and reducing emissions. The third component is the railroad corridor resiliency work. This will address chronic slow order locations on the Red Rock and Fort Worth Subdivisions to improve both freight and passenger train performance on this important rail corridor.

BNSF values our working relationship with the Oklahoma Department of Transportation and is prepared to work with all involved public agencies on further development of this project, subject to satisfactory review of funding requirements, final engineering, and entering into definitive agreements as may be required by BNSF or other project stakeholders.

BNSF appreciates your thorough review of this application and looks forward to continuing its relationship with the Oklahoma Department of Transportation through this important project.

Sincerely,

French Thompson  
General Director – Public Infrastructure & Investments





125 E 11th St | Austin, Texas 78701  
512.463.8588  
txdot.gov

November 21, 2024

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington DC, 20590

Dear Secretary Buttigieg:

On behalf of the Texas Department of Transportation, I am pleased to present this application for the Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program in collaboration with the Oklahoma Department of Transportation. The comprehensive "Heartland Flyer Corridor Safety, Efficiency, and Resiliency" project not only addresses occupied crossings in Valley View, Texas but also Davis, Oklahoma, and includes numerous smaller track resiliency projects scattered along the corridor. This project is a testament to our shared vision for a more connected and efficient transportation network between our states.

Should the project be selected for award, TxDOT will commit \$5 million in non-federal funds of future eligible project costs as a non-federal match for the Heartland Flyer Corridor Safety, Efficiency, and Resiliency project in Valley View, Texas.

The State of Texas is a stable and reliable funding partner committed to leveraging state funding sources dedicated by the Texas Constitution to fund infrastructure projects, including state motor vehicle fuels tax, vehicle registration fees, oil and gas severance taxes, general sales and use tax, motor vehicle sales, and rental tax. If the project requires additional funding to be completed, TxDOT will identify the source of those funds and be held accountable for any overages the project may incur.

Thank you for considering this application. If you have any questions, please call me at (512) 305-9515 or you or your staff may contact Melanie Alvord, Director, Federal Affairs at [Melanie.Alvord@txdot.gov](mailto:Melanie.Alvord@txdot.gov) or (512) 944-5135.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Williams", is written over a white background.

Marc D. Williams, P.E.  
Executive Director

cc: Jeffrey Davis, Director, Rail Division  
Michael D. Beaver, P.E., District Engineer, Wichita Falls District



December 11, 2024

The Honorable Pete Buttigieg  
U.S. Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington DC, 20590

Re: Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program

Dear Secretary Buttigieg:

On behalf of the Oklahoma Department of Transportation (ODOT), I am pleased to present this application for Federal-State Partnership for Intercity Passenger Rail (FSP) Program grant funds. We take pride in our mission "to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma" and this application has been developed in this spirit. If awarded, this project will address the pressing issue of railroad stoppages that obstruct the Main Street and hinder community access throughout downtown Davis.

The City of Davis has long grappled with the issue of blocked railroad crossings on SH7/Main Street and the accompanying safety challenges. The city is bisected by railroad tracks that serve both BNSF freight trains and Amtrak's Heartland Flyer passenger service. The Oklahoma portion of this project, supported by the City of Davis and the BNSF, will solve this problem once and for all. This grant request is for \$25.5 M toward an estimated \$31.8 M Total project cost, which includes ODOT and BNSF matching funds of about \$3.2 M each.

The Heartland Flyer Corridor Safety, Efficiency, and Resiliency project consists of closing at-grade crossing locations in Davis at Atlanta Avenue and Hanover Road and removing siding track from Benton Avenue and Main Street (US-77/SH-7). Additional siding and industry operations will be relocated south of Hanover Road by providing slightly less than 2 miles of new siding to reduce the impact of loading trains that currently occupy multiple crossings in the city. The project will also consider safety improvements at Benton Avenue, Main Street, and Haliburton Road at-grade crossings to support safe and reliable movements of goods, people, and services.

ODOT is committing \$3,180,000 in non-federal funds of future eligible project costs as local match for the Heartland Flyer Corridor Safety, Efficiency, and Resiliency project in Davis, OK, should it be selected for award of FSP grant funds. Thank you very much for your consideration and please feel free to call on us should you have questions or if we can provide additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Gatz", with a stylized flourish at the end.

Tim Gatz  
Executive Director

*"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."*