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STATEMENT OF WORK

Southwest Chief and Front Range Passenger Rail Commission
Southwest Chief Thru-Car Alternatives Analysis
Consolidated Rail Infrastructure and Safety Improvements FY19

I. AUTHORITY

Authorization	49 U.S.C. 24407(c)(1)
Funding Authority/Appropriation	Consolidated Appropriations Act, 2018, Division L, Title I (Pub. L. 115-141 (March 23, 2018))
Notice of Funding Opportunity	[NOFO Title] for Fiscal Year 20XX, [Federal Register citation], [Month, date, year] [volume #] FR [publication date]

To the extent there is a conflict between Attachment 1 and this Attachment 2, Attachment 1 governs.

II. BACKGROUND

The Southwest Chief and Front Range Passenger Rail Commission (Commission or Grantee) was created in 2017 by the Colorado Legislature with a mission of preserving the existing Amtrak Southwest Chief long distance rail line service in Colorado and exploring the expansion of passenger rail service in the state. The Commission has been charged with the development of an intercity passenger rail corridor to improve mobility of rural communities in southeast Colorado.

This Agreement funds the Grantee to support the study and Alternatives Analysis of potential thru-car service alternatives of the Southwest Chief in Colorado (Project). The Project involves completion of pre-National Environmental Policy Act (NEPA) analysis and documentation that will identify a preliminary Purpose and Need Statement for the proposed infrastructure investments, develop a preliminary range of reasonable alternatives for satisfying the purpose and need of those investments, and identify the type(s) of NEPA documentation required for the infrastructure investments. The completion of the Project will support future development of NEPA documentation for the proposed investments.

III. OBJECTIVE

The Project aims to complete an Alternatives Analysis to identify a range of operational strategies and capital investment options to introduce thru-car service of Amtrak's Southwest

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Chief. The Alternatives Analysis will focus on assessing a range of service options to provide sufficient thru-car service to Pueblo and Colorado Springs and the sets of physical infrastructure investments that would satisfy anticipated railroad operational requirements associated with the proposed thru-car service.

The routing (“Route Option”) for this service has already been identified as utilizing the only viable railroad alignment with the existing BNSF Pueblo and Pikes Peak Subdivisions and the Union Pacific Colorado Springs Subdivision. Options for the specific physical design (“Design Options”) for the capital investment options identified in the Alternatives Analysis will be assessed at a subsequent phase beyond this effort.

IV. PROJECT LOCATION

The Project area is located on two freight rail segments between La Junta, CO and Colorado Springs, CO. The study area will coincide with the BNSF Pueblo subdivision, the BNSF Pikes Peak Subdivision, and the Union Pacific Colorado Springs Subdivision.

V. DESCRIPTION OF WORK

The Grantee will complete the Project through the following seven tasks:

Task 1: Project Administration

Task 1.1: Detailed Project Work Plan, Budget, and Schedule

The Grantee will prepare a Detailed Project Work Plan, Budget, and Schedule for the following tasks, which may result in amendments to this Agreement. The Detailed Project Budget will be consistent with the Approved Project Budget but will provide a greater level of detail. The Detailed Project Work Plan will describe, in detail, the activities and steps necessary to complete the tasks outlined in this Statement of Work. The Detailed Project Work Plan will also include information about the project management approach (including team organization, team decision-making, roles and responsibilities and interaction with FRA), as well as address quality assurance and quality control procedures. In addition, the Detailed Project Work Plan will include the Project Schedule (with Grantee and agency review durations). The Detailed Project Work Plan, Budget, and Schedule will be reviewed and approved by the FRA.

The Grantee acknowledges that work on subsequent tasks will not commence until the Detailed Project Work Plan, Budget, and Schedule has been completed, submitted to FRA, and the Grantee has received approval in writing from FRA, unless such work is permitted by pre-award authority provided by FRA. The FRA will not reimburse the Grantee for costs incurred in contravention of this requirement.

Task 1.2: Final Performance Report

The Grantee will submit to FRA, for acceptance, a Final Performance Report. This report must be submitted within 90 days of the end of the grant’s period of performance and should describe

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the cumulative activities of the project, including a complete description of the Grantee's achievements with respect to the project objectives and milestones.

Task 1 Deliverables:

- Detailed Project Work Plan, Budget, and Schedule
- Final Performance Report

Task 2: Purpose & Need Statement and Stakeholder Coordination Plan

The Grantee acknowledges that work on Tasks 4, 5, and 6 will not commence until the Task 2 Deliverables, have been completed, submitted to FRA, and the Grantee has received approval in writing from FRA to commence work on subsequent tasks. FRA will not reimburse the Grantee for costs incurred in contravention of this requirement.

Task 2.1: Preliminary Purpose & Need Statement

The Grantee will develop, and submit to FRA for approval, a preliminary Purpose and Need statement to serve as the foundation for the Alternatives Analysis, as described in Task 4. The preliminary Purpose and Need is for pre-National Environmental Policy Act (NEPA) planning and will be subject to agency and public review and comment as part of a potential future NEPA process.

Task 2.2: Stakeholder Coordination Plan

The Grantee will prepare, and submit to FRA for approval, a Stakeholder Coordination Plan that will outline the role of the public and public agencies in the Project. The plan will identify key contacts within agencies, civic and business groups, public officials, relevant interest groups, present and potential riders/users, private service providers/shippers, other key stakeholder groups, and the public. It will also identify potential state, local, and Federal agencies that should be consulted with. The plan will identify involvement activities linked to key milestones in the planning/engineering and alternatives analysis process, and align with the Detailed Project Schedule from Task 1.

Task 2 Deliverables:

- Preliminary Purpose & Need Statement
- Stakeholder Coordination Plan

Task 3: Assessment of Operational and Infrastructure Conditions

The Grantee, in coordination with BNSF and UP, will assess the condition of current rail operations and infrastructure and other conditions within the project area. The assessment will evaluate the following seven items:

1. Existing track conditions, segment capacity, and need for rail and tie replacement or installation of additional main tracks, crossovers, and/or sidings
2. Grade crossings evaluated for safety and operation efficiency
3. Signal systems and traffic control, including PTC.

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4. Train volumes (by operator/train type, and including all transfer, yard, local, and deadhead moves)
5. Train characteristics (length, trailing tons, horsepower)
6. Train routings through the Study Area (entry/exit and origination/destination points)
7. Specific operating timetables for scheduled services, or operating windows for unscheduled service

The Grantee will submit a report to FRA, for approval, documenting the condition of current operational, infrastructure, and other relevant conditions. All data collected will be made available in its complete form to FRA, and the Grantee agrees that it will take no action that could limit FRA's access to such data without the expressed prior written approval of FRA.

Task 3 Deliverables:

- Report on Existing Operational and Infrastructure Conditions

Task 4: Alternative Analysis

The Grantee will submit to FRA, for approval, an Alternatives Analysis report, which will determine the preliminary range of reasonable alternatives to carry forward into future project development phases. The Alternative Analysis report will build upon completed and approved deliverables identified in Tasks 2 and 3 and will be undertaken concurrently with, and supported by, Tasks 5 and 6. Prior to initiating work under Task 4.1 and 4.2, the Grantee will submit to FRA, for approval, a memo documenting the methodologies to be employed in carrying out the Service Options and Investment Options Analyses.

Task 4.1: Service Options Analysis

The Grantee will submit to FRA, for approval, as part of the Alternatives Analysis Report, a Service Options Analysis which will assess, at a high level, potential viable service options to provide thru-service service to the Southwest Chief from La Junta, CO. In conducting the Service Options Analysis, the Grantee will consider the anticipated operating requirements specified in Task 2.1, and identify which service options will be carried forward for further analysis in a future NEPA process. The effort will be completed in coordination with BNSF, UP, Amtrak, and other stakeholders, and the Grantee will incorporate appropriate input associated with Stakeholder Engagement as part of Task 2.1.

Task 4.2: Investment Options Analysis

The Grantee will submit to FRA, for approval, as part of the Alternatives Analysis Report, an Investment Options Analysis which will assess physical investments along the viable service options identified in Task 4.1. The report will identify which investment options will be carried forward for further analysis under subsequent phases of project development outside of this Agreement and consider potential phase implementation of physical infrastructure. The effort will be completed in coordination with BNSF, UP, Amtrak, and other stakeholders, and the Grantee will incorporate appropriate input associated with Stakeholder Engagement as part of Task 2.

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Task 4 Deliverables:

- Service Options and Investment Methodology Memo
- Alternatives Analysis Report

Task 5: Service Planning and Engineering Analysis

The Grantee will undertake, concurrently with Task 4 and 6, service planning and engineering analyses. Prior to initiating work on Task 5, the Grantee will submit to FRA, for approval, a memo documenting the methodologies to be employed in carrying out the Service Planning and Engineering Analyses.

Task 5.1: Operations Analysis

The Grantee will undertake operations analysis of the Investment Options identified in Task 4.2. The Grantee, in cooperation with the Class 1 railroads and the selected Consultant team, will utilize FRA approved railroad operations simulation software to perform detailed operations simulation to support the analysis of the viable investment options. A list of recommended infrastructure improvements will be identified, based on the simulation modeling. The Grantee will submit the Operations Analysis report, as part of the Service Planning and Engineering Analysis report, to FRA for approval. All inputs and outputs to the operations analysis will be made available to FRA, including simulation software files in their native format, and the Grantee agrees that it will take no action that could limit FRA's access to such operations analysis data without the expressed prior written approval of FRA.

Task 5.2: Travel Demand Forecasts

The Grantee will prepare, in conjunction with Amtrak and CDOT ridership modeling staff, ridership and travel demand forecasts for each of the (no more than two) alternative scenarios identified in Task 4, and submit, as part of the Service Planning and Engineering Analysis report, to FRA for approval. The ridership and travel demand forecasts should include origin destination trip tables, pricing assumptions and rationale for pricing strategy, and travel time related assumptions. All inputs and outputs to the travel demand forecasting will be made available to FRA, including full forecasting model specifications, and the Grantee agrees that it will take no action that could limit FRA's access to such operations analysis data without the expressed prior written approval of FRA.

Task 5.3: Station Area Analysis

The Grantee will prepare a station and access analysis to identify the location of the stations to be served by the proposed infrastructure, examine how these stations will accommodate the trains and passengers associated with the proposed infrastructure, how passengers will access the stations, and how the stations will be integrated with or connected to other modes of transportation. The assessment of the operations for each alternative should be performed to a level sufficient to identify key characteristics, challenges, or impacts to existing and future passenger rail service. The Grantee will submit the Station Area Analysis, as part of the Service Planning and Engineering Analysis report, to FRA for approval.

Task 5.4: Conceptual Engineering

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The Grantee will develop, in accordance to FRA guidance, conceptual engineering for the investment options identified under Task 4.2, and submit as part of the Service Planning and Engineering Analysis report, to FRA for approval. The conceptual-level engineering will address, at a minimum, for each infrastructure investment, the following:

1. The specific operational objectives and functional requirements of the infrastructure investment
2. The location of the infrastructure investment
3. For track designs, a linear scale schematic showing track configuration, turnout sizes and type (powered, hand thrown, etc.), proposed signal locations, distance between signals, limits of signalization, limits of curves with degree of curvature, and proposed speeds, including a comparison (through parallel drawings) of the existing and proposed designs

Task 5.5: Cost Estimation

The Grantee will prepare capital cost estimates for each alternative (including unit cost and quantities relating to core track structures and other infrastructure investment), management, design and construction management allowances, and contingencies. The Grantee will develop high-level capital cost estimates for station and infrastructure improvements, additional equipment, and the purchase of new capital rolling stock to add a new branch of Amtrak Southwest Chief passenger service under the operational scenarios being considered. This will include an initial high-level cost estimate (based on the Conceptual Engineering developed under Task 5.4) to be used to support the Investment Options Analysis. In coordination with Amtrak, high-level operational and maintenance costs assigned to the extension of passenger rail service will also be developed. The Grantee will prepare general estimates of capital, operational, and maintenance costs for a 40-year period.

The Grantee will submit the Cost Estimation analysis, as part of the Service Planning and Engineering Analysis report, to FRA for approval.

Task 5 Deliverables:

- Service Planning and Engineering Methodology Memo
- Service Planning and Engineering Report

Task 6: Preliminary Environmental Impact Analysis

The Grantee will prepare a high-level environmental analysis as part of the development and screening of alternatives as identified in Task 4. The Grantee will utilize desktop analyses to document the potential for environmental impacts for identified alternatives, and submit to FRA for approval.

Task 6 Deliverables:

- Preliminary Environmental Impact Analysis

Task 7: Governance

The Grantee will facilitate meetings, in coordination with Amtrak and FRA, on the governing and operating organization for the future passenger rail service associated with this Project. The

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Grantee will provide to FRA, for acceptance, a technical memorandum summarizing the most appropriate cost allocation approach for this service, whether the service is treated as an extension of Amtrak's long-distance Southwest Chief service or as a state support service, as identified under Section 209 of the Passenger Rail Investment and Improvement Act of 2008.

Task 7 Deliverables:

- Technical memorandum outlining the justification for a recommended governance structure based on a decision made by Amtrak and FRA

VI. ENVIRONMENTAL COMPLIANCE

FRA has evaluated the actions covered in this grant in accordance with the National Environmental Policy Act (NEPA; 42 U.S.C. 4321 et seq.), other environmental statutes, related regulatory requirements, and FRA's NEPA implementing regulations (23 CFR part 771, Environmental Impact and Related Procedures). FRA has determined that the actions funded under this grant for the planning documentation are categorically excluded from detailed environmental review pursuant to 23 CFR 771.116 (c) (1), (3), (4) and (8). Categorical exclusions (CEs) are actions identified in an agency's NEPA implementing procedures that do not normally have a significant impact on the environment and therefore do not require either an environmental assessment (EA) or environmental impact statement (EIS). See 40 CFR 1508.4.

In analyzing the applicability of a CE, FRA also considered whether unusual circumstances are present that would warrant a more detailed environmental review through the preparation of an EA or EIS. In accordance with 23 CFR 771.116 (a) and (b), FRA has further concluded that no unusual circumstances exist with respect to development of the activities funded under this grant that might trigger the need for a more detailed environmental review.

VII. PROJECT COORDINATION

The Grantee shall perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and potential funding partners, including:

- Amtrak
- BNSF
- UP
- FRA
- La Junta, Pueblo, Colorado Springs
- Colorado Department of Transportation (CDOT)

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VIII. PROJECT MANAGEMENT

The Grantee is responsible for facilitating the coordination of all activities necessary for implementation of the Project. Upon award of the Project, the Grantee will monitor and evaluate the Project's progress through regular meetings scheduled throughout the Project Performance Period. The Applicant/Grantee will:

- Participate in a project kickoff meeting with FRA
- Complete necessary steps to hire a qualified consultant/contractor to perform required Project work
- Hold regularly scheduled Project meetings with FRA
- Inspect and approve work as it is completed
- Review and approve invoices as appropriate for completed work
- Perform Project close-out audit to ensure contractual compliance and issue close-out report
- Submit to FRA all required Project deliverables and documentation on-time and according to schedule, including periodic receipts and invoices
- Comply with all FRA Project reporting requirements, including, but not limited to:
 - a. Status of project by task breakdown and percent complete
 - b. Changes and reason for changes in and updated versions of Detailed Project Work Plan, Budget, and Schedule
 - c. Description of unanticipated problems and any resolution since the immediately preceding progress report
 - d. Summary of work scheduled for the next progress period
- Read and understand the Terms and Conditions of this Agreement (Attachment 1)
- Notify FRA of changes to this Agreement that require written approval or modification to the Agreement
- Facilitate meetings, in conjunction with FRA and Amtrak, to identify the governing and operating organization for the future passenger rail service associated with this Project