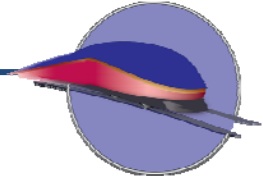


Project Name: Central Florida Rail Passenger Corridor Date of Submission: 08/24/09 Version Number:

## High-Speed Intercity Passenger Rail (HSIPR) Program

# Application Form



## Track 1a–Final Design (FD)/Construction

## & Track 4–FY 2009 Appropriations Projects

Welcome to the Track 1a Final Design (FD)/Construction and Track 4 Application for the Federal Railroad Administration’s High-Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1a FD/Construction and/or Track 4 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

### Instructions:

- Please complete the HSIPR Application electronically. See Section G for a complete list of the required application materials.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1a and/or Track 4 project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your FD/Construction Project, please indicate “N/A.”
- Narrative questions should be answered concisely within the limitations indicated.
- Applicants must upload this completed application and all other application materials to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov)

## A. Point of Contact and Applicant Information

<b>(1) Application Point of Contact (POC) Name:</b> Noranne B. Downs		<b>POC Title:</b> Florida Department of Transportation District 5 Secretary		
<b>Street Address:</b> 719 S. Woodland Blvd.	<b>City:</b> DeLand	<b>State:</b> FL	<b>Zip Code:</b> 32720	<b>Telephone Number:</b> (386) 943-5475
<b>Fax:</b> (386) 740-2675		<b>Email:</b> <a href="mailto:noranne.downs@dot.state.fl.us">noranne.downs@dot.state.fl.us</a>		

(2) **Name of lead State or organization applying** (*only States may apply for Track 4*): Florida Department of Transportation (FDOT)

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

(4) **Is this project for which you are applying for HSIPR funding related or linked to additional applications for HSIPR funding that may be submitted in this or subsequent rounds of funding?**  Yes  No  Maybe  
**If “yes” or “maybe,” provide the following information:**

Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Proposed ( <i>if known</i> )	Status of Application
Florida East Coast Amtrak Service	FDOT	Track 2	\$70 M	Will Apply
Florida High Speed Rail Program	FDOT	Track 1b - PE/NEPA	\$30 M	Will Apply
Florida High Speed Rail Program	FDOT	Track 2	\$2,500 M	Will Apply
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied
		Track 1a - FD/Construction	\$	Applied

Project Name: Central Florida Rail Passenger Corridor Date of Submission: 08/24/09 Version Number:

## B. Project Overview

<p><b>(1) FD/Construction Project Name:</b> Central Florida Rail Passenger Corridor</p>
<p><b>(2) Indicate the Track under which you are applying: Track 1a - FD/Construction</b>  <i>Please note if you are applying for Track 1a–FD/Construction and Track 4 <u>concurrently</u>, you must submit <b>two separate versions</b> of this application into <a href="http://www.GrantSolutions.gov">www.GrantSolutions.gov</a> (one for Track 1a –FD/Construction and one for Track 4–FY 2009 Appropriations Projects).</i></p>
<p><b>(3) Indicate the activity(ies) for which you are applying (check both if applicable):</b>  <input checked="" type="checkbox"/> Final Design      <input checked="" type="checkbox"/> Construction</p>
<p><b>(4) What are the anticipated start and end dates for the FD/Construction Project? (mm/yyyy)</b>  <b>Start Date:</b> 12/2009      <b>End Date:</b> 12/2011</p>
<p><b>(5) Total Cost of the FD/Construction Project</b> (year of expenditure (YOE) Dollars*): \$ 728 Million</p> <p><b>Please provide proposed inflation assumptions and methodology, if applicable in the space below. Please limit response to 1,000 characters.</b></p> <p>Over the past two years, three separate risk assessments have been conducted with Federal agencies. Each one focused on project scope, schedule and capital cost. Annual escalation of capital costs was discussed during each workshop using data from Engineering News Record (CCI national 20 - city average) to determine appropriate escalation for YOE capital costs. The latest risk analyses (March 2009) recommended a 3.5% annual escalation for the period from 2009 to 2012. Refer to Attachment F - Table 1for further details.</p> <p><b>Of the total cost of the FD/Construction Project, how much would come from the FRA HSIPR Program:</b> (YOE Dollars**) \$ 270 Million</p> <p><b>Indicate percentage of total cost to be covered by <u>matching funds</u></b> 63 %  <i>Applications submitted under Track 4 require at least a 50 percent non-Federal match to be eligible for HSIPR funding.</i></p> <p><small>* Year-of-Expenditure (YOE) dollars are inflated from the base year.  ** This is the amount for which the applicant is applying.</small></p>
<p><b>(6) Project Overview Narrative.</b> <i>Please limit response to 5,000 characters.</i></p> <p>Provide an overview of the main features and characteristics of the FD/Construction Project, including:</p> <ul style="list-style-type: none"> <li>• The location of the project including name of rail line(s), State(s), and relevant jurisdiction(s) (include map if available in supporting documentation).</li> <li>• Identification of service(s) that would benefit from the project, the stations that would be served, and the State(s) where the service operates.</li> <li>• How the project was identified through a planning process and how the project is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.</li> <li>• How the project will fulfill a specific purpose and need in a cost-effective manner.</li> <li>• The project’s independent utility.</li> <li>• The specific improvements contemplated.</li> <li>• Any use of railroad assets or rights-of-way, and potential use of public lands and property.</li> <li>• Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the project.</li> </ul>

**LOCATION:** The Central Florida Rail Passenger Corridor (CFRPC) is a 61-mile four county rail corridor that will be used for multiple rail technologies including Intercity Rail, High Speed Rail, Commuter Rail, and Light Rail. The 61-mile corridor is located on CSXT's A-Line which extends from Callahan, north of Jacksonville, FL to Tampa, FL (Attachment G - Map 1).

**SERVICE:** The first phase of project development is a 61-mile CFRPC planned to serve the Orlando Metropolitan Region. The first 32-miles of commuter rail is "shovel-ready" with construction slated to begin the winter of 2009/2010. The commuter rail service is a 17-station system with four existing Amtrak stations that include DeLand, Winter Park, Orlando and Kissimmee, FL. At full build, commuter service will be 15-minute peak headways with one hour off-peak. The second phase is enhancement of Intercity Rail Service between Jacksonville and Orlando, FL. Currently, there are four daily Intercity Rail trains (two northbound and two southbound) that serve the Orlando and Jacksonville markets. This service will be enhanced by four additional trains (two southbound and two northbound) between Jacksonville and Orlando, FL. Markets served with existing and enhanced service include the Jacksonville, Palatka, DeLand, Sanford, Winter Park and Orlando Amtrak stations.

**PLANNING PROCESS:** The enhanced connection between the Jacksonville and Orlando markets has been included within the State of Florida's "Intercity Passenger Rail Vision Plan" for decades, the most current being the August 2006 revision (<http://www.dot.state.fl.us/rail/Publications/Plans/06VisionPlan/ExecReportFinal.pdf>). In addition, the commuter rail service within the corridor is the number one transportation priority for the MetroPlan Orlando (Seminole, Orange, and Osceola counties MPO) and the Volusia County MPO region (<http://www.metroplanorlando.com/site/plans/lrtp.asp> and [http://volusiacountympo.com/documents/documents\\_lrtp\\_new.html](http://volusiacountympo.com/documents/documents_lrtp_new.html)).

**PURPOSE/NEED and COST EFFECTIVENESS:** Acquisition of the CFRPC is the first step in fulfilling Florida's Intercity Passenger Rail Vision Plan and Amtrak's strategic plans by providing enhanced service between two heavily traveled metropolitan regions. The acquisition will enable the provision of alternative modes of transportation between Orlando and Jacksonville to employment and activity centers within the Orlando Metropolitan area; provide high capacity, fast, convenient and reliable rail service in the congested I-4/I-95 corridors, thereby minimizing travel time and developing an integrated regional and Intercity Rail system; assist in the implementation of state, regional, and local growth management plans through more intense land uses and Transit Oriented Development (TOD) practices at the activity center station locations; implementation of a cost-effective multi-modal transportation system that includes Intercity Rail, Commuter Rail, High Speed Rail, and Light Rail; and protect and preserve the environment and improve the quality of life within the metropolitan areas.

**INDEPENDENT UTILITY:** The acquisition of CFRPC does not depend on the construction of any rail systems. The JAX-ORL Intercity Rail service has independent utility as stated in Florida's Intercity Passenger Rail Vision Plan.

**IMPROVEMENTS:** Improvements to the CFRPC include the construction of 39 miles of new track, 13 miles of track upgrades, 6.5 miles of track realignment, 21 turnouts, 34 crossovers, a new signalization system, upgrades to highway and pedestrian crossings, and the addition of an Operations Center. These improvements will facilitate the enhanced Intercity Rail service between Jacksonville and Orlando, improve the on-time performance of the existing Intercity Rail service through the corridor, and enable the development of other rail modes within the corridor, including Commuter Rail, High Speed Rail, and Light Rail service.

**INFRASTRUCTURE UTILIZED:** The CFRPC is within CSXT's A-Line right of way. The A-Line, formerly known as the Atlantic Coast Line, extends from Callahan, north of Jacksonville to Tampa for approximately 230 miles (Attachment G - Map 2). A majority of the line is single-track with sidings and double-track in limited locations. The right of way width along the entire corridor ranges from 30 feet to 100 feet. The line is dispatched out of CSXT's Dufford Center in Jacksonville and there is an existing wayside signalization system.

**OTHER RAIL SERVICES:** Acquisition of the CFRPC will enable the construction of a 61-mile commuter rail system through the heart of the Orlando Metropolitan Region. Commuter Rail initially will connect to the Florida High Speed Rail corridor at OIA utilizing rubber tire transit service and will eventually connect utilizing Light Rail or a direct Commuter Rail station. Freight services on the line will be maintained and on-time performance should be increased with additional capacity on the corridor.

**(7) Status of Activities: Are any FD or Construction activities that are part of this planned investment underway or completed?**

Yes (Final Design)     Yes (Construction)     No

If “Yes,” please describe the activities that are underway or completed in the table below.<sup>1</sup> If more than three activities, please detail in Section F of this application.

Activity	Description	Completed? (If yes, check box)	Actual Initiation Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Permitting	Rail Corridor Water Management District	<input checked="" type="checkbox"/>	11/2007	10/2008
Survey	Boundary Survey	<input checked="" type="checkbox"/>	10/2006	08/2009
Utility Coordination	Utility Agency Owners Contacted	<input checked="" type="checkbox"/>	08/2008	06/2009

**(8) Describe the project service objectives (check all that apply):**

- Additional Service Frequencies
- Improved Service Quality
- Improved On-Time Performance on Existing Route
- Increased Average Speeds/Shorter Trip Times
- Other (Please Describe): Connectivity to High Speed Rail, Intercity Rail and Commuter Rail

**(9) Types of capital investments contemplated (check all that apply):**

- Structures (bridges, tunnels, etc.)
- Track Rehabilitation
- New or restored sidings/passing tracks
- Major Interlockings
- Station(s)
- Communication, Signaling and Control
- Rolling Stock Refurbishments
- Rolling Stock Acquisition
- Support Facilities (Yards, Shops, Admin. Buildings)
- Grade Crossing Improvements
- Electric Traction
- Other (Please Describe): **Corridor right of way ownership**

**(10) Right-of-Way-Ownership.** Provide information for all railroad right-of-way owners in the FD/Construction Project area. Where railroads currently share ownership, identify the primary owner. If more than three owners, please detail in Section F of this application.

Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of Agreements to Implement Projects
Class 1 Freight	CSX Transportation	61.4	119.8	Master Agreement in Place
Class 1 Freight	CSX Transportation	101.8	119.3	Host Railroad Consulted, but S
Amtrak				Master Agreement in Place

<sup>1</sup> Please note: (a) requests for reimbursement of costs incurred prior to enactment of the relevant appropriations will not be considered and (b) supporting documentation for activities may also be required as noted in Appendix 2 of the HSIPR Guidance.

**(11) Services.** Provide information for all existing rail services within project boundaries (freight, commuter, and intercity passenger). *If more than three services, please detail in Section F of this application.*

Type of Service	Name of Operator	Top Speed Within Project Boundaries		Number of Route-Miles Within Project Boundaries	Average Number of Daily One-Way Train Operations <sup>2</sup> within Project Boundaries	Notes
		Passenger	Freight			
Freight	CSX Transportation		60	163.2	20	This includes local trains as well as through freight trains
Intercity Passenger	Amtrak	79		163.2	6	This includes 4 Intercity trains and 2 AutoTrains
Freight						

**(12) Rolling Stock Type.** Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the project. *Please limit response to 1,000 characters.*

The fleet will have push-pull train consists with locomotives, coaches, and cab cars. The commuter rail service will also consist of push-pull train consists with a fleet of 10 locomotives and 20 coaches and cab cars. The new Intercity corridor service development between Jacksonville and Orlando will consist of two train consists with one locomotive and four coaches. A spare locomotive and two spare coaches will be included in the fleet.

**(13) Intercity Passenger Rail Operator.** Provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) upon completion of the planned investment (e.g., Amtrak).  
 Name of Operating Partner: Amtrak  
 Status of Agreement: Preliminary executed agreement/MOU

**(14) Benefits to Other Types of Rail Service(s).** Are benefits to non-intercity-passenger rail services (e.g., commuter, freight) foreseen?  
 Yes     No  
 If “Yes”, provide further details in Section E, Question 2.

<sup>2</sup> One daily round-trip train operation should be counted as two daily one-way train operations.

Project Name: Central Florida Rail Passenger Corridor Date of Submission: 08/24/09 Version Number:

### C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (only States may apply for Track 4):

- State
- Amtrak

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

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

(2) Establish Completion of Preliminary Engineering. In the space(s) below, please list the documents that establish completion of Preliminary Engineering for the project covered by this application. See HSIPR Guidance Appendix 2.2. If more than four references need to be listed, please place the additional information in Question F.

Document Name	Completion Date (mm/yyyy)
Design/Build/Maintain Contractor Procurement Documentation and Contractor Selection	11/2008
Design Criteria	11/2008
Preliminary Engineering Concept Plans	09/2008
Division 1 Specifications	10/2008

(3) Establish Completion of NEPA Documentation (the date document was issued and how documentation can be verified by FRA). The following are approved methods of NEPA verification (in order of FRA preference): 1) References to large EISs and EAs that FRA has previously issued, 2) Web link if NEPA document is posted to a website (including www.fra.gov), 3) Electronic copy of non-FRA documents attached with supporting documentation, or 4) a hard copy of non-FRA documents (large documents should not be scanned but should be submitted to FRA via an express delivery service). See HSIPR Guidance Section 1.6 and Appendix 3.2.9.

Documentation	Date (mm/yyyy)	Describe How Documentation Can be Verified
<input type="checkbox"/> Categorical Exclusion Documentation		
<input checked="" type="checkbox"/> Final Environmental Assessment	05/2008	<a href="http://www.sunrail.com/documents.asp">http://www.sunrail.com/documents.asp</a>
<input type="checkbox"/> Final Environmental Impact Statement		

(4) Indicate if there is an environmental decision from FRA (date document was issued and web hyperlink if available).

Documentation	Date (mm/yyyy)	Hyperlink (if available)
<input type="checkbox"/> Categorical Exclusion Determination		
<input checked="" type="checkbox"/> Finding of No Significant Impact	07/2008	<a href="http://www.sunrail.com/documents.asp">http://www.sunrail.com/documents.asp</a>
<input type="checkbox"/> Record of Decision		

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## D. Public Return on Investment

**(1) 1A. Transportation Benefits.** See HSIPR Guidance Section 5.1.1.1. Please limit response to 8,000 characters:

How is the project anticipated to improve Intercity Passenger Rail (IPR) service? Describe the overall transportation benefits, including information on the following (*please provide a level of detail appropriate to the type of investment*):

- **IPR network development:** Describe improvements to intermodal connections and access to stations as well as actual and potential expansions to the IPR network that may result from the project (including opportunities for interoperability with other services).
- **IPR service performance improvements** (*also provide specific metrics in table 1B below*): Please describe service performance improvements directly related to the project, as well as a comparison with the existing service (*without project*). Describe relevant reliability improvements (e.g., increases in on-time performance, reduction in operating delays), reduced schedule trip times, increases in frequencies, aggregate travel time savings (resulting from reductions to both schedule time and delays, expressed in passenger-minutes), and other relevant performance improvements.
- **IPR service results** (*also provide specific metrics in table 1B below*): Describe relevant outcomes of the service improvement such as increases in ridership, passenger-miles, and other results in comparison with the existing service (*without project*).
- **Suggested supplementary information** (*only when applicable*):
  - Transportation Safety: Describe overall safety improvements that are anticipated to result from the FD/Construction Project, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to safer IPR service.
  - Cross-modal benefits from the FD/Construction Project, including benefits to:
    - ✓ Commuter Rail Services – Service improvements and results (applying the same approach as for IPR above).
    - ✓ Freight Rail Services – Service performance improvements (e.g., increases in reliability and capacity), results (e.g. increases in ton-miles or car-miles of the benefiting freight services), and/or other congestion, capacity or safety benefits.
    - ✓ Congestion Reduction/Alleviation in Other Modes; Delay or Avoidance of Planned Investments – Aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Describe any planned investments in other modes of transportation that may be avoided or delayed due to the improvement to IPR service that will result from the project.

**NETWORK DEVELOPMENT:** Acquisition of the CFRPC will greatly enhance existing intermodal connections within the corridor and promote the development of additional intermodal connections in the future. The existing Intercity Stations within the corridor include DeLand, Winter Park, Orlando, and Kissimmee Amtrak stations (Attachment G - Map 1). The existing Amtrak stations are currently served by bus connections through VoTran in Volusia County and LYNX in Orange and Osceola Counties. The enhanced Intercity Rail service development between Jacksonville and Orlando will serve the existing Jacksonville and Palatka Amtrak stations, as well as the Amtrak stations within the CFRPC (Attachment G - Map 1). With the increased service frequency, bus connections will be enhanced to ensure passenger connectivity. Acquisition of the CFRPC also will enable construction of the 61-mile commuter rail system through the Orlando region. This commuter system will share the same Amtrak stations as the enhanced Intercity Rail component, provide enhanced rubber tire bus circulation at each of the 17-stations, link to the future High Speed Rail Tampa-Orlando corridor at OIA initially utilizing rubber tire service, and eventually utilizing a locally approved Light Rail route between the Orange County Convention Center and Orlando International Airport; and provide future connectivity to the proposed Florida East Coast Intercity Rail service utilizing the planned SR 528 rail corridor. Attachment G - Map 3 presents statewide

and regional multi-modal connectivity provided by acquisition of the CFRPC.

**PERFORMANCE IMPROVEMENTS:** Existing Intercity Passenger Service within the CFRPC consists of four Intercity Rail Trains (two northbound and two southbound). These trains provide roundtrip service between Miami and New York. The long distance trains have been scheduled from Miami to New York to meet market demand or stay clear of congested commuter operations over the Northeast Corridor, and adjusting the schedules of these trains to provide improved Florida corridor schedules would be difficult. The current long distance trains do not easily permit the opportunity to travel along the corridor and make business or recreational trips. Even with an overnight stay, useful meeting/work times at major destinations may not be achieved. The on-time performance of these long distance trains often is impacted by limited capacity within the congested CFRPC. Trains often are delayed between 30-minutes to one-hour due to existing rail traffic on single track infrastructure. Improvements to the CFRPC include a new signal system, double tracking, crossovers every 4-miles, and upgrades to grade crossings. These improvements will enable better on-time performance and reliability within the CFRPC for existing long distance trains and enable development of the new enhanced corridor service between Jacksonville and Orlando.

**SERVICE RESULTS:** Development of the Jacksonville-Orlando corridor service will provide commuters with reliable Intercity travel between two heavily congested metropolitan areas. As Florida's 2006 Intercity Vision Plan states, there are more than 3.5 million person trips between Orlando and Jacksonville. These trips are expected to increase to more than 7 million in 2020 and more than 12 million by 2040. The size of these increases will put pressure on existing transportation facilities and require development of substantial new infrastructure to meet the demand. Without acquisition of the CFRPC and related improvements, existing Intercity service will remain constrained without any viable way to increase ridership and passenger-miles; thus development of new corridor service would not be feasible.

#### TRANSPORTATION SAFETY

**Wayside Signal System -** The existing wayside signal system in the corridor is more than 50 years old. CSXT has made many small improvements to improve reliability and extend the life of the existing system. The CFRPC wayside signal system will be replaced and the new block layout will be upgraded to operate trains at 15 minute bi-directional headways under current maximum speeds for Class IV track (except where a lower Maximum Authorized Speed is designated). The new signal system will use a three-block four-aspect signal system replacing the current two-block three-aspect signal system. The wayside signal system will include all new wayside signals, microprocessor-based control points, electronic coded track and electric locks in addition to interfacing with the existing CSXT signal system outside the CFRPC corridor limits. The entire system being installed will facilitate the installation of a PTC system required prior to the 2015 date as defined in the Rail Safety Improvement Act of 2008. Control points will use ATCS communication protocol between control points and the Operations Control Center via radio-based systems and a new fiber optic network. See Attachment F - Exhibit 1.

**Highway & Pedestrian Grade Crossings -** There are 126 highway-rail grade crossings within the CFRPC. All grade crossings are currently FRA compliant. Grade crossing work will include the relocation/reuse of existing equipment, where possible, in lieu of total replacement. Upgrades to the crossing warning systems include new houses and crossing warning devices, as well as relocating existing warning devices and wiring new equipment into existing houses. The grade crossing signal system will incorporate motion sensors or constant warning time devices. Pedestrian gates will be installed at crossings where traffic warrants installation. Selected grade crossings will be tied into Control Points to prevent unnecessary activation of the warning systems and/or the existing vehicular traffic signals.

**Traffic Signals -** Pre-emption circuits will be added or maintained.

**Operations Control Center -** The CFRPC will be managed by a contract operator and, as such, an Operations Control Center separate and distinct from the existing CSXT Jacksonville Control Center is required. The proposed Operations Control Center will be designed to control rail operations based on existing CSXT single and double track configuration with additional second track, crossovers and turnouts using a new wayside signaling system installed throughout the entire alignment.

**CROSS-MODAL BENEFITS:** The acquisition of CFRPC will generate a multitude of cross-modal benefits. The development of a Commuter Rail system within the CFRPC will provide faster, convenient and reliable peak hour service in this congested corridor. Commuter traffic must travel on congested roadways, and has a far worse

travel time than passenger rail. Projected travel time on the express bus from Volusia County to downtown Orlando is approximately 90 minutes, compared to 47 minutes on a rail system. Comparable highway travel time for the same trip is 73 minutes. In the south, projected travel from Poinciana to downtown is 151 minutes by bus, 108 minutes by car and 35 minutes by passenger rail. Riders boarding the passenger rail system are projected to save an average of 2.2 million hours of travel annually. Finally, due to the physical location of the rail line, connections to the local bus network for commuters will be better than current conditions, and even better than what is in the current long range regional bus plan.

Improvements to the CFRPC will allow freight to move through the corridor in a more efficient manner. The delay currently experienced at grade crossings will be significantly reduced by the improvements. Currently, approximately 20 freight trains travel through the CFRPC. CSXT's strategic business plan relocates the majority of the through freight trains (8-9 trains/day) from the A-Line to the S-Line (Attachment G - Map 2). The time of day separation will require that remaining freight trains operate only between the hours of 12 am to 5 am (with limited mid-day mixed traffic), which will be beneficial to regional traffic circulation.

<b>1B. Operational and Ridership Benefits Metrics:</b> In the table(s) below, provide information on the anticipated transportation benefits and ridership changes <u>projected to result from the project</u> . Please do not include benefits and changes that would occur even if the project is not implemented (for example, as a result of population or economic growth factors).				
Project/Program Metric	Actual— FY 2008 levels	Projected Totals by Year (Actual Levels <u>Plus</u> Project-Caused Changes Only)		“X” If N/A or Unsure
		First Full Year After Project Completion	Fifth Full Year After Project Completion	
Annual passenger-trips	70,474	Commuter 1,247,000	Intercity 365,000 Commuter 2,162,530	<input checked="" type="checkbox"/>
Annual passenger-miles (millions)	10.4	Commuter 16.9	Intercity 51.1 Commuter 32.5	<input checked="" type="checkbox"/>
Annual IPR seat-miles offered (millions)	18.4	Commuter 73.5	Intercity 73.6 Commuter 140.8	<input checked="" type="checkbox"/>
Average number of daily round train trip operations (typical weekday)	2** (Att. F - Table 2)	Commuter 16	2 dedicated intercity* (Att. F - Table 2) Commuter 16	<input checked="" type="checkbox"/>
On-time performance (OTP) <sup>3</sup> – percent of trains on time at endpoint terminals	60%** (Att. F - Table 2)	95%	95%	<input checked="" type="checkbox"/>
Average train operating delays: minutes of en-route delays per 10,000 train-miles <sup>4</sup>	1662** (Att. F - Table 2)	150	130	<input checked="" type="checkbox"/>
Top operating speed (mph)	79 mph	79 mph	79 mph	<input checked="" type="checkbox"/>
Average scheduled operating speed (mph) (between endpoint terminals)	42 mph	Commuter 33 mph	Intercity 46 mph Commuter 39 mph	<input checked="" type="checkbox"/>
<p><b>(2) 2A. Economic Recovery Benefits.</b> <i>This section is required for Track 1a, and optional for Track 4. Please limit response to 4,000 characters. For more information, see Section 5.1.1.2 of the HSIPR Guidance.</i></p> <p>Describe the contribution the FD/Construction Project is intended to make towards economic recovery and reinvestment, including information on the following:</p> <ul style="list-style-type: none"> <li>• How the project will result in the creation and preservation of jobs, including number of onsite and other direct jobs (on a 2,080 work-hour per year, full-time equivalent basis), and timeline for achieving the anticipated job creation.</li> <li>• How the different phases of the project will affect job creation (consider the construction period vs. operating period)</li> </ul>				

<sup>3</sup> As calculated and reported by Amtrak according to its existing procedures and definitions. An example can be found at page E-7 of the May 2009 Monthly Performance Report at <http://www.amtrak.com/pdf/0905monthly.pdf>. ‘On-time’ is defined as within the distance-based thresholds originally issued by the Interstate Commerce Commission, which are: 0 to 250 miles and all Acela trains—10 minutes; 251 to 350 miles—15 minutes; 351 to 450 miles—20 minutes; 451 to 550 miles—25 minutes; and 551 or more miles—30 minutes.

<sup>4</sup> As calculated by Amtrak according to its existing procedures and definitions. Useful background can be found at pages E-1 through E-6 of Amtrak’s May, 2009 Monthly Performance Report at <http://www.amtrak.com/pdf/0905monthly.pdf>

- How the project will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period vs. operating period)
- How the project will result in increases in efficiency by promoting technological advances.
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe how the project was identified as a solution to a wider economic challenge)
- If applicable, how the project will help to avoid reductions in State-provided essential services.

**ECONOMIC BENEFITS:** The CFRPC will have substantial, immediate and long-term economic impacts throughout Florida, generating 261,420 new jobs and about \$8.8 billion in economic benefit over 30 years ([www.sunrail.com/economicdevelopment.asp](http://www.sunrail.com/economicdevelopment.asp)). Benefits are most fully realized in Volusia, Seminole, Orange, Osceola and Duval counties, with the anticipated start of commuter rail construction in Winter 2009/2010 and potential TOD.

**PHASED JOB CREATION:** CRT: Construction almost immediately generates 6,698 new person-year jobs in Florida, resulting in \$870 million in commercial business sales and \$256 million in household earnings. O&M generates an additional 6,810 jobs over 30 years, \$291 million in commercial business sales and \$10 million in household earnings. Various taxes generate about \$14.2 million for the state and counties. Over 20 years, potential TOD produces an additional \$158.7 million in property tax collections; 113,065 new construction jobs, and \$4.6 billion in earnings for the construction sector; 38,310 additional permanent jobs in Central Florida; 94,480 direct and indirect jobs; and more than \$2.5 billion in economic benefit when workers spend their earnings. JACKSONVILLE TRANSPORTATION CENTER: Construction jobs at the JTC exceed 1,420, starting with the first of three construction phases in early 2010. TOD jobs are generated by 140,000 sf of planned retail/office space at the JTC; and three blocks of adjacent mixed-use development. INTERCITY RAIL: Improvements to the CFRPC will generate nearly 800 jobs during construction and O&M, primarily in the 8-county area along the corridor, spurring about \$98M in commercial business sales and \$33.3M in additional household earnings.

**ECONOMICALLY DISTRESSED AREAS (EDA):** Within the CFRPC, Osceola County qualifies as an EDA defined by Section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. 3161). CFRPC construction generates \$42.7 million in commercial business sales in Osceola County; \$12 million in household earnings and 330 jobs. O&M boosts commercial business sales by \$14.4 million, creates an additional 330 jobs and increases household earnings by \$4.7 million. Osceola County realizes an additional \$62,722 in sales tax revenues over 30 years. Within 20 years, potential TOD creates an additional \$18 million in county tax collections; 24,400 new construction jobs; and \$995 million in earnings for the construction sector; 4,415 permanent jobs; 10,500 direct and indirect jobs; and \$278 million in economic benefit when workers spend their earnings in the area. A portion of anticipated statewide economic benefits (about 20% of construction benefits; up to 10% of O&M benefits; and \$13.5 million in additional tax revenue to the state) also benefit other EDAs in Florida.

**TECHNOLOGICAL ADVANCES:** The CFRPC utilizes state-of-the-art technology with fiber-optic cabling; Wi-Fi connectivity on commuter trains and at the JTC; camera and communications technology on transit vehicles and platforms; variable message boards; integrated communication with ITS networks; real-time arrival/departure information; and “smart card” ticketing kiosks.

**LONG-TERM BENEFITS:** With Florida’s 10.6% unemployment rate (June 2009) well above the 9.5% national average, the CFRPC would provide an immediate and long-term infusion of jobs and economic stimulus; provide multi-modal transit options not currently available to the public; streamline transportation operations with new joint-use facilities at the JTC and station areas; and increase the use of cost-efficient, environmentally friendly public transport.

**STATEWIDE BENEFITS:** To help bridge Florida’s multi-billion dollar budget gap for FY 2010, Gov. Charlie Crist launched “Accelerate Florida” in August 2008. The program expedites state contracts – including \$4.2 billion in transportation projects – to stimulate the economy and create jobs. The CFRPC is a natural and anticipated extension of that effort.

**2B. Job Creation:** Provide the following information about job creation through the life of the FD/Construction Project. Please consider construction, maintenance, and operations jobs.

	FD/ Construction Period	First full Year of Operations	Fifth full Year of Operations
Anticipated number of <u>annual</u> onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis)	8,688	538	857

**(3) Environmental Benefits.** *Please limit response to 4,000 characters.*

How will the FD/Construction project improve environmental quality, energy efficiency, and reduction in the Nation's dependence on oil? Address project-caused changes in the following:

- Any projected reductions in key emissions (CO<sub>2</sub>, O<sub>3</sub>, CO, PM<sub>x</sub>, and NO<sub>x</sub>) and their anticipated effects. Provide any available forecasts of emission reductions from a baseline of existing service for the first and fifth years of full operation (*provide supporting documentation if available*).
- Any expected energy and oil savings from traffic diversion from other modes and changes in the sources of energy for transportation. Provide any available information on changes from the baseline of the existing service for the first and fifth years of full operation (*provide supporting documentation if available*).
- Use of green methods and technologies. Address green building design, "Leadership in Environmental and Energy Design" building design standards, green manufacturing methods, energy efficient rail equipment, and/or other environmentally-friendly approaches.

**REDUCTION IN EMISSIONS:** Improvements to the CFRPC will greatly enhance the quality of life by improving overall air quality; reduce fossil fuel use and dependence on foreign oil; and reduce greenhouse gases that may be affecting global climate change. In the project's first year of operation (2012), criteria pollutant emissions would decrease for VOC by 6.1 tons per year (tpy), CO by 129 tpy, PM<sub>10</sub> by 4.6 tpy, and PM<sub>2.5</sub> by 4.4 tpy, and increase for NO<sub>x</sub> by 15 tpy. By 2016, emission reductions would be even greater for all pollutants except NO<sub>x</sub>, which would increase by 17 tpy. This is a direct result of reduced annual vehicle miles traveled (VMT) on the roadway network, for a savings of 9,525,000 VMT annually. The CFRPC project is located in an area that has been designated as attainment for all the air quality standards as provided in the Clean Air Act Amendments of 1990.

**ENERGY AND OIL SAVINGS:** The CFRPC also would reduce energy and oil dependence. According to the Florida Solar Energy Center (2004), transportation consumes about 36% of the total energy use sector in Florida primarily due to our reliance on automobiles/trucks. The type of fuel used contributes tremendously to the rate at which energy is consumed. Approximately 87% of Florida's transportation energy costs are directly attributed to motor gasoline/diesel fuel. But with enhanced rail service between Jacksonville and Orlando, a greater reduction in energy use can be realized. Motor vehicle fossil fuel use would be reduced by 473,000 gallons in 2012 and 471,000 gallons in 2016. With an increase in project-related locomotive diesel fuel use, the net benefits in fossil fuel use savings would be 131,700 and 129,300 gallons in 2012 and 2016, respectively. This measure reflects a net savings due to changes in automobile/commercial travel in the region, offset in part by the energy requirements needed for operation of the diesel locomotives.

**USE OF GREEN METHODS:** In accordance with CSXT's Strategic Plan, the rail company voluntarily proposed designating the A-Line primarily for passenger service, which is key to meeting the region's future transportation needs. To rely more on rail service, alleviate rising fuel costs, highway congestion, greenhouse gas emissions and more, it is critical that rail infrastructure be maintained and enhanced. By promoting enhanced rail service, Florida can move toward achieving a "greener" quality of life.

- The CFRPC contemplates the use of numerous Tier Three engines, which provide significant environmental benefits over older locomotives that do not meet current EPA requirements.
- The anticipated use of remanufactured locomotives reduces the CFRPC carbon footprint by not requiring the transportation and manufacture of some 200,000 lbs. of raw materials to build a new locomotive or melt old ones.
- The stations have been designed to accommodate green methods.
- Freight will move goods and materials longer distances, while trucks will be used for shorter-haul trips. Since trains are 2 to 4 times more fuel efficient than trucks, this will save fossil fuels.
- Freight take trucks off the highway system (i.e., 1 railcar = approx. 3 highway trucks, reducing maintenance costs and congestion)
- Transportation accounts for more than 30% of greenhouse gas emissions attributable to mostly automobiles. For example, a single motorist emits about 1,047 lb CO<sub>2</sub>/month; whereas, utilizing rail service, that rate drops to 369 lb CO<sub>2</sub>/month ([www.travelmatters.org](http://www.travelmatters.org)).
- In 2005, public transportation reduced CO<sub>2</sub> emissions by 6.9 million metric tons ([www.apta.com](http://www.apta.com)).
- Fewer automobiles/trucks result in improved air quality. A Center for Disease Control study during the 1996 Olympics in Atlanta found that, as a result of improved transit service, the number of morning rush hour cars on the road fell by 22.5%. That reduced peak daily ozone concentrations by 27.9% and resulted in a concurrent 41.6% reduction of asthma emergency medical events ([www.apta.com](http://www.apta.com)).

**(4) Livable Communities Project Benefits Narrative.** *(For more information, see Section 5.1.1.3 of the HSIPR Guidance, Livable Communities). Please limit response to 3,000 characters.*

How will the FD/Construction Project foster Livable Communities? Address the following:

- Integration with existing high density, livable development: Provide specific examples, such as (a) central business districts with walking/biking and (b) public transportation distribution networks with transit-oriented development.
- Development of intermodal stations: Describe such features as direct transfers to other modes (both intercity passenger transport and local transit).

The CFRPC provides a new opportunity to move people more efficiently between two congested metropolitan areas, build new transit-oriented communities around some stations and strengthen existing communities around others ([www.sunrail.com/cr\\_transitorienteddevelopment.asp](http://www.sunrail.com/cr_transitorienteddevelopment.asp)). Highlights of existing, emerging and planned livable communities within the CFRPC are:

- Jacksonville Transportation Center: The multi-modal hub includes three adjacent blocks of planned redevelopment and 140,000 sq. ft. of retail/office space at the facility. Intermodal connections include parking lots; a Greyhound bus terminal; bus and bus rapid transit; Skyway transit; Amtrak station and future commuter and high-speed rail stops ([www.sunrail.com/documents.asp](http://www.sunrail.com/documents.asp)).
- DeLand/Amtrak: Pelham Square, a mixed-use residential/commercial community, is planned adjacent to the station, with intermodal connections to Amtrak; new road improvements to downtown DeLand; pedestrian walkways; bike racks; bus access and a park and ride lot.
- Longwood: A commercial TOD serves as the station entrance, with park and ride lots strategically placed to enhance the historic downtown. Restaurants, a hospital, a recreational trailhead, government services and residential areas are within a ½-mile, with planned bus, pedestrian and bike connectivity improvements.
- Winter Park/Amtrak: Fronting historic Central Park and the Park Avenue retail district, the station is within easy walking distance of Rollins College, government services, a golf course and residences, enhancing pedestrian, bike and bus connections and existing Amtrak service.
- Florida Hospital: At the epicenter of a planned new \$230 million Medical Village in downtown Orlando, improved bus, bike and pedestrian connections access nearby neighborhoods, museums, theaters, shopping and dining, the antique district, and water sports.
- Lynx: Adjacent to the Lynx intermodal terminal, the station provides direct access to courthouses, the downtown BRT circulator (LYMMO), retail, dining and entertainment venues, the FAMU College of Law and residential towers, with future rail connections planned.
- Orlando Health/Amtrak: With an additional 2,000 beds and 19,000 employees expected at the Orlando Health campus by 2030, the station provides redevelopment opportunities for nearby industrial areas. Amtrak service will be enhanced by hospital circulators, improved bus service and better pedestrian and bike access.
- Sand Lake Road: Designed to include future east-west rail links to Orlando International Airport and the attractions area, a new TOD zoning overlay maximizes economic development opportunities with improved bus, bike and pedestrian connections, a park and ride lot and express bus service to the airport.
- Kissimmee/Amtrak: Located between scenic Lake Toho and downtown Kissimmee, the station enhances existing Amtrak service with a bus “superstop”; Greyhound terminal; park and ride lot and improved pedestrian and bike connections to promote eco-tourism.

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## E. Project Success Factors

**(1) Project Management Approach and Applicant Qualifications Narrative:** *Please provide separate responses to each of the following. Additional information on project management is provided in Section 5.1.2.1 of the HSIPR Guidance, Project Management.*

**1A. Applicant qualifications.** *Please limit response to 2,000 characters.*

Management experience: Does the applicant have experience in managing rail investment projects and managing projects of a similar size and scope to the one proposed in this application?

Yes - Briefly describe experience (brief project(s) overview, dates)

No- Briefly describe expected plan to build technical and managerial capacity; provide reference to Project Management Plan.

FDOT represents the 4th most populous state and has the 3rd largest transportation budget in the U.S. With an FY 2009/10 budget of \$6.7 billion, FDOT routinely manages large transportation projects. Most recently, FDOT has managed rail projects worth \$206 million in its Strategic Intermodal System program. Additionally, FDOT has a long history of developing large passenger rail projects, notably the acquisition of the South Florida Rail Corridor and development of Tri-Rail commuter service. The Department also utilizes in-house right-of-way staff to acquire more than 300 parcels per year in District 5 alone, with a five-year right-of-way acquisition program exceeding \$2.5 billion. The CFRPC, by contrast, is a single parcel for which appraisals and legal descriptions are complete. The CFRPC will be managed by an Executive Oversight Team consisting of the FDOT Central Office Assistant Secretary for Intermodal Systems Development, the FDOT District Five Secretary and the three FDOT District 5 Transportation Directors, as detailed in project management charts, biographies and narratives included in Attachment F - Exhibits 2, 3 and 4.

**1B. Describe the organizational approach for the different project stages included in this application (final design, construction), including the roles of staff, contractors and project stakeholders in implementing the project. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors.** *Please limit response to 2,000 characters.*

FDOT is the lead agency responsible for implementation of the CFRPC. However, specific duties have been assigned to consultants, contractors, or other agencies. Attachment F - Exhibit 2 shows the future District 5 Rail Office and the future O&M Contractor organizations that will be implemented as FDOT moves forward with acquisition of the CFRPC and start-up of a new commuter rail system. The future Rail Office, under the direction of a future CEO, will be responsible for implementing all rail policy and procedures for the CFRPC, capital planning, customer service, regulatory compliance and financial management. The daily operations of the commuter rail service and the maintenance of the rail corridor will be outsourced to an O&M Contractor, and managed by the future Rail Office.

Attachment F - Exhibit 5 shows the Project Team organization for final design activities. The Program Management Consultant (PMC) organization consists of several firms to assist with the technical oversight and management of the project including engineering, environmental documentation, design, construction and start-up. The Design Consultant is the Engineer of Record and is responsible for final preparation of design documents consistent with design criteria. The Design Consultant will assist with preparation of construction and procurement documents; provide construction oversight and management, QA/QC oversight and technical assistance to FDOT.

Attachment F - Exhibit 6 depicts FDOT's proposed Construction Management Organization. A Construction Engineering Inspection (CEI) Consultant will provide daily construction contract management/coordination and QA/QC for the project under the direction of FDOT.

The project will also be coordinated as appropriate with other agencies including the FRA, FTA, Department of Homeland Security, counties and local municipalities having jurisdiction, to ensure conformity in the safety and security approach consistent with standard industry practices.

**1C. Does the FD/Construction Project require approval by FRA of a waiver petition from a Federal railroad safety regulation? (Reference to, or discussion of, potential waiver petitions will not affect FRA's handling or disposition**

**of such waiver petitions.)**

- YES- If yes, explain and provide a timeline for obtaining the waivers  
 NO

*Please limit response to 1,500 characters.*

**1D. Provide a preliminary self-assessment of project uncertainties and mitigation strategies (consider funding risk, schedule and budget risk and stakeholder risk). Describe any areas in which the applicant could use technical assistance, best practices, advice or support from others, including FRA. Please limit response to 2,000 characters.**

Improvements to the CFRPC have been reviewed through the risk assessment process to determine any project uncertainties and develop mitigation measures. Through the course of project development, the proposed improvements were the subject of three risk assessments. All project uncertainties were ranked and a Project Execution and Risk Management Plan was developed and reviewed through the federal process. The Project Execution and Risk Management Plan is a comprehensive approach to address uncertainty from a variety of sources. The approach is based on several major processes, including identification of, planning for, analysis of, response to, and monitoring and control of risks to minimize the probability and impact of adverse risk events. The risks, and especially their impacts and likelihood, will continue to change as the improvements are constructed and new information is obtained. Hence, the risks will be monitored, and the Risk Register will be updated, periodically, especially at major Project milestones, when the risk analysis is likely to be updated also.

The last project uncertainty yet to be resolved is the passage of liability legislation through the Florida Legislature. Project proponents are working through the process and expect resolution before the end of the 2009 calendar year.

**(2) Stakeholder Agreements Narratives. Additional information on Stakeholder Agreements is provided in Section 5.1.2.2 of the HSIPR Guidance.**

Under each of the following categories, describe the applicant's progress in developing requisite agreements with key stakeholders. In addition to describing the current status of any such agreements, address the applicant's experience in framing and implementing similar agreements, as well as the specific topics pertaining to each category.

**2A. Ownership Agreements** – Describe how agreements will be finalized with railroad infrastructure owners listed in the “Right-of-Way Ownership” and “Service Description” tables in Section B. If appropriate, “owner(s)” may also include operator(s) under trackage rights or lease agreements. Describe how the parties will agree on project design and scope, project benefits, project implementation, use of project property, project maintenance, scheduling, dispatching and operating slots, project ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 2,000 characters.*

On November 30, 2007, FDOT and CSXT executed the following three contracts ([www.sunrail.com/documents.asp](http://www.sunrail.com/documents.asp)), whereby FDOT will own, operate, maintain and dispatch all rail service on the 61-mile A-Line CSXT right-of-way between Milepost A749.7 near DeLand, and Milepost A814.1 near Poinciana. The acquisition primarily includes the existing and active Class 4 freight CSXT A-Line railway right-of-way for rail operations and property adjacent to the ROW for stations, parking and bus circulation, with future purchase options for additional parcels.

- The Central Florida Operation and Management Agreement (CFOMA) details freight usage payments by CSXT to FDOT; operating windows for freight and passenger rail service, including exclusive use of tracks for commuter rail operations during peak periods; FDOT operations and maintenance agreements for tracks, signals, bridges, communications and rights-of-way; FDOT dispatch of all trains along the corridor (including freight and Amtrak); future property use; future construction and lease parameters; payment schedules; dispute resolution; liability and insurance.
- The Transition Agreement details established O&M windows during two years of planned track and signal upgrades; dispatch and orientation services; third-party operator agreements; train diversions; communications; procurement, design, engineering and construction.
- The Contract for Sale and Purchase details required due diligence activities; contingencies and land conveyances; options to purchase additional rights-of-way; purchase price conditions and agreements; closing documents; inspections; environmental cost apportionment; and utility issues.

Per CSXT, the original June 30, 2009 closing date for purchase of the corridor has been extended six months.

**2B. Operating Agreements** – Describe the status and contents of agreements with the intended operator(s) listed in “Services” table in the Project Overview section above. Address project benefits, operation and financial conditions, statutory conditions, and other relevant topics. *Please limit response to 2,000 characters.*

A MOU between FDOT and Amtrak was executed on July 17, 2008 ([www.sunrail.com/documents.asp](http://www.sunrail.com/documents.asp)). The MOU addresses the provision of bus bridge service for passengers in the event Amtrak’s intercity rail service is disrupted due to CFRPC construction. Further, FDOT agrees to provide compensation for any service interruption to the AutoTrain and train service to and from all Amtrak stations between Jacksonville and Tampa and Jacksonville and Miami caused by construction activities. Prior to the start of construction, FDOT will provide a proposed work schedule for Amtrak’s review so that a bus bridge plan can be implemented.

An agreement was reached regarding the modification of platforms at jointly shared Intercity Amtrak stations at Winter Park and Orlando initially, and DeLand and Kissimmee in the future. The MOU also focuses on the negotiation of a Contractual Services Agreement for which commuter rail vehicles would be serviced and maintained at the Amtrak AutoTrain facility and negotiations of an Operating Agreement for Amtrak service operating over FDOT property.

An initial draft of the Operating Agreement between FDOT and Amtrak was developed to begin a dialogue between both parties.

Question 2A above, provides a summary of the Transition Agreement ([www.sunrail.com/documents.asp](http://www.sunrail.com/documents.asp)) entered into between FDOT and CSXT on November 30, 2007.

**2C. Selection of Operator** – This question applies to Track 1a only. If the proposed operator railroad was not selected competitively, please provide a justification for its selection, including why the selected operator is most qualified, taking into account cost and other quantitative and qualitative factors, and why the selection of the proposed operator will not needlessly increase the cost of the project or of the operations that it enables or improves. *Please limit response to 1,000 characters.*

To ensure quality and cost-effectiveness, FDOT intends to competitively bid an operations and maintenance contractor for commuter rail service on the 61.5-mile corridor between DeLand and Poinciana. Procurement documents are currently under development and review by FDOT, which will oversee the selection process in accordance with state statute and established guidelines. The Department expects to award the contract in 2011, about one year prior to the start of commuter rail service.

The Department also signed an MOU with Amtrak on July 17, 2008, which facilitates negotiation of a Contractual Services Agreement for servicing and maintaining commuter rail vehicles at the Amtrak AutoTrain facility in Sanford, and negotiation of an Operating Agreement for enhanced Amtrak service operating over FDOT property. For further information, refer to [www.sunrail.com/documents.asp](http://www.sunrail.com/documents.asp).

**2D. Other Stakeholder Agreements** – Provide relevant information on other stakeholder agreements including State and local governments. *Please limit response to 2,000 characters.*

In July 2007, local governments in Volusia, Seminole, Orange and Osceola counties, and the City of Orlando, unanimously approved three interlocal agreements with FDOT. The purpose of the agreements and amendments ([www.sunrail.com/documents.asp](http://www.sunrail.com/documents.asp)) is to establish an ownership and management structure for Commuter Rail operations within the four counties, and to set the foundation for a permanent ownership and management structure. With state and federal assistance, the signatory agencies have agreed to plan, develop, finance and implement a Commuter Rail transit system for Central Florida.

- INTERLOCAL GOVERNANCE AGREEMENT:** Establishes the Central Florida Commuter Rail Commission (CFCRC) to act as an advisory board to FDOT for the first 7 years of CRT operation, when FDOT is responsible for all O&M costs and asset management (the CFCRC assumes those responsibilities from FDOT in year 8 of operations); creates CFCRC advisory boards; details agreements for operating support based on peak boardings in each jurisdiction, and for capital costs, based on track miles.

- INTERLOCAL OPERATING AGREEMENT:** Details include FDOT’s responsibilities to build the commuter rail

project; conveyance from FDOT of CRT assets, easements and obligations after 7 years to the CFCRC; fare policies and hours of operation; development of operating rules; agreements for security, marketing, maintenance, special events, budgets, staffing, operations, administration, emergencies, fares and annual reports.

•**INTERLOCAL FUNDING AGREEMENT:** Provisions include descriptions of capital investments, including stations; establishes the foundation for joint-use agreements at stations; allows local government to retain concession and ancillary station revenues; encourages cooperation for transit-oriented development; requires local governments to provide security at stations; details capital funding commitments, instruments and payment dates.

CFRPC local resolutions of support are in Attachment F - Exhibit 7.

**2E. Agreements with operators of other types of rail service** – Describe any cost sharing agreements with operators of non-intercity passenger rail service (e.g., commuter, freight). *Please limit response to 2,000 characters.*

For limited use of the state-owned 61.5-mile rail corridor in Central Florida, CSXT has agreed to pay FDOT a “Fixed Fee” of \$104,166.66 per month and a “Variable Fee” of 39 cents (\$0.39) per car mile for each locomotive and each rail car (excluding hi-rail equipment and MOW machinery) on a quarterly basis. The agreements are documented in the Central Florida Operating and Management Agreement (CFOMA) posted at [www.sunrail.com/documents](http://www.sunrail.com/documents). The CFOMA also provides that CSXT, FDOT, and Amtrak retain all revenues derived from the provision of their respective services along the corridor. FDOT also has authority to grant or convey an interest, easement, lease license or right of occupancy to additional parties (with the exception of freight haulers) as long as it doesn’t interfere with other rail operations or additional provisions detailed in the CFOMA.

Additionally, FDOT intends to negotiate a corridor use agreement with Florida Central Railroad, which provides short-haul service on 68 miles of track in Central Florida, utilizing a CSXT interchange in Orlando that will be owned by FDOT.

**(3) Financial Information.**

**3A. Capital Funding Sources.** Please provide the following information about your funding sources (if applicable).

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding <sup>5</sup>	Type of Funds	Dollar Amount (YOE Dollars)	% of Project Cost	Describe Uploaded Supporting Documentation to Help FRA Verify Funding Source
State	New	Committed		\$236 million	33	Interlocal Funding Agreement <a href="http://www.sunrail.com/documents">www.sunrail.com/documents</a>
Locals	New	Committed		\$74 million	10	Interlocal Funding Agreement <a href="http://www.sunrail.com/documents">www.sunrail.com/documents</a>
FTA	New	Budgeted		\$148 million	20	Project Earmarks and Presidents Budget

<sup>5</sup> **Reference Notes:** The following categories and definitions are applied to funding sources:

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

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

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

**3B. Capital Investment Financial Agreements:** Describe any cost sharing contribution the applicant intends to make towards the FD/Construction Project, including its source, level of commitment, and agreement to cover cost increases or financial shortfalls. Describe the status and nature of any agreements between funding stakeholders that would provide for the applicant’s proposed match, including the responsibilities and guarantees undertaken by the parties. Provide a brief description of any in-kind matches that are expected. *Please limit response to 2,000 characters.*

Funding for the CFRPC is a combination of monies from federal, state, and local sources. FDOT is by far the largest contributor with 33% (\$236 million) committed to the project. Monies for the project have been programmed in the Department's five-year work program (<http://www2.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx>). FDOT has agreed to fund 25% of the capital improvements within the CFRPC (\$74 million) and has monies programmed to fund 38% of the acquisition of the CFRPC (\$162 million). The local funding partners (Volusia, Seminole, Orange, and Osceola Counties and the city of Orlando) within the CFRPC have agreed and committed within their budgets to fund 25% of the capital improvements within the CFRPC (\$74 million). The Interlocal Funding Agreement ([www.sunrail.com/documents](http://www.sunrail.com/documents)) between the FDOT and the local funding partners describe the level of commitment and agreement to cover cost increases. The agreement states that FDOT and the local funding partners will split any cost increases up to 105% of the capital costs. The remaining funding source for the capital improvements within the CFRPC (\$148 million) has been identified as the FTA. The project has received a number of earmarks from the FTA (\$33.6 million) and has been included within the President's Budget for \$40 million.

**3C. Operating Financial Plan:** Does the applicant expect that the State operating subsidy requirements for the benefiting intercity passenger rail service will significantly increase, **as a result of the project**, during the first five years after project completion?

Yes  No

If “Yes,” please complete the table below (in YOE dollars) and answer the following questions. *Please limit response to 2,000 characters.*

- (a) How did you project future State operating subsidies for the benefiting service(s); and
- (b) What are the source, nature, and likelihood of the funding that will enable the State to finance the projected increases in annual operating subsidies due to the project?

(a) Operating subsidies for the enhanced corridor service between Orlando and Jacksonville were estimated based on a Service Development Plan developed with Amtrak and costs provided by Amtrak. Operating subsidies for the first phase of project development were estimated based on actual financial and operating data for a comparable fixed guideway system. Financial and operating data for a similar system was used in the development of operations and maintenance costs for the first phase of project development because the operating characteristics (i.e., size of system, contracted operations and maintenance) are similar to that proposed for the project.

(b) For the first phase of project development, Interlocal Agreements are already in place for the distribution of operations and maintenance costs (<http://www.sunrail.com/documents.asp>). In summary, FDOT will pay 100% of operating deficits for the first seven years of operations. Money for the operating deficits have been programmed in FDOT’s work program. The locals will pay for all operation deficits in year 8 and beyond. The methodology for distribution of operations and maintenance costs are based on average boardings at each station. Distribution of operating costs for the enhanced service development between Jacksonville and Orlando has not been finalized.

Subsidy	Actual— FY 2009 levels (YOE Dollars)	Projected Totals by Year (Actual Levels Plus Project Caused Changes Only) (YOE Dollars)											
		First Full Year After Project Completion	Fifth Full Year After Project Completion										
State operating subsidy (total for all benefiting services)	\$8 million	\$12 million	\$18 million										
<p><b>(4) Financial Management Capacity and Capability</b> – Provide audit results and describe applicant capability to absorb potential cost overruns, financial shortfalls, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. <i>Please limit response to 2,000 characters.</i></p> <p>Grant funds are being requested for the acquisition of the CFRPC. The acquisition price (\$432 million), supported by two independent appraisals done in conformance with the Federal Uniform Relocation Act, has already been contractually agreed to by the property owner. Therefore, no cost overruns or financial shortfalls are anticipated with the purchase transaction.</p> <p>Regarding the planned improvements to CFRPC (i.e., double tracking, new signal system, station improvements, etc.), FDOT has already competitively procured the services of a design/build contractor. The selection of the successful contractor was in part based on a firm fixed price to complete the corridor improvements. As a backstop against potential cost overruns, FDOT has included in its adopted five-year work program an additional contingency amount equal to 20% of the firm fixed contract price.</p> <p>As the applicant, grant recipient, and lead agency for the CFRPC project, FDOT is a governmental agency and the principle administrative unit within the executive branch of state government responsible for the planning, design, construction, and maintenance of transportation within the State of Florida. Additional information on FDOT can be found at: <a href="http://www.dot.state.fl.us/">http://www.dot.state.fl.us/</a>.</p> <p>Regarding statutory references/legal authority, Chapter 337, Florida Statutes (F.S.), contains the legal authority for FDOT to acquire rights-of-way for transportation purposes. Chapter 341, F.S., contains the legal authority for FDOT to fund and undertake public transportation projects, including urban transit, commuter rail, and intercity rail. Also contained in Chapter 341, F.S. is the legal authority for the State of Florida to plan, develop, and implement a high speed rail program.</p>													
<p><b>(5) Timeliness of Project Completion</b> – Provide the following information on the dates and duration of key activities, if applicable. <i>For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Project Completion.</i></p> <table border="1"> <tr> <td>Final Design Duration:</td> <td>7 months</td> </tr> <tr> <td>Construction Duration:</td> <td>24 months</td> </tr> <tr> <td>Rolling Stock Acquisition Duration:</td> <td>10 months</td> </tr> <tr> <td>Rolling Stock Testing Duration:</td> <td>10 months</td> </tr> <tr> <td>Service Operations Start date:</td> <td>01/2012 (mm/yyyy)</td> </tr> </table>				Final Design Duration:	7 months	Construction Duration:	24 months	Rolling Stock Acquisition Duration:	10 months	Rolling Stock Testing Duration:	10 months	Service Operations Start date:	01/2012 (mm/yyyy)
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Rolling Stock Testing Duration:	10 months												
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<p><b>(6) If applicable, describe how the project will promote domestic manufacturing, supply and other industries, including United States-based equipment manufacturing and supply industries.</b> <i>Please limit response to 1,500 characters.</i></p> <p>The CFRPC provides significant opportunities for investment in domestic manufacturing, supply and industry. A minimum of 100 miles of new CWR rail, 150,000 track ties and fasteners, \$100 million worth of railroad signals equipment and grade crossing warning equipment, 5,250 feet of precast concrete bridge girders, three locomotives and 10 coaches all will be manufactured in the USA.</p> <p>The project also promotes interstate commerce and industry. For example, there are currently seven spur lines, one short-line (FCEN) connection and 15 side tracks networked on the south end (61 miles) of the CFRPC. There is, on average, 10 inter-city freight trains destined for two rail yards, and 10 local trains that make carload deliveries daily along this largely single track segment. Upgrades to the CFRPC corridor will greatly improve train capacity and shorten delivery times to CSXT and FCEN customers, which include Inland Container, Boise Cascade, Sunlight Foods, Pebbles,</p>													

Harwood Brick (See Attachment F - Exhibit 8 for full customer map).

Additional merchandise trains will be able to offload more carloads in Taft and Rand Yards for local train deliveries along the corridor to further enhance new business and industrial growth opportunities. More unit train shipments of rock and coal to large customers on the line, including four rock plants and the Orlando Utilities Commission Stanton Power Plant, provide new opportunities to meet future customer-driven capacity expansion needs.

**(7) If applicable, describe how the project will help develop US professional railroad engineering, operating, planning and management capacity needed for sustainable HSR/IPR development in the United States, including promotion of a diverse workforce. Please limit response to 1,500 characters.**

Acquisition of the CFRPC will help create a number of jobs within the railroad engineering and operating segments both in the short- and long-term time frames. The project will construct railroad infrastructure to provide the framework for intermodal connections to High Speed Rail, Intercity Rail, Commuter Rail, Light Rail and other forms of transit. Construction of these improvements will employ a number of different professions and trades including project managers, professional engineers, finance and professional services executives, construction managers, attorneys, transportation planners, safety experts, public involvement specialists, support staff, quality control experts and procurement, utilities, right-of-way and survey professionals.

As the project matures, additional professional opportunities will become available in the design, build, construction oversight, operations, maintenance and management of the project. The project also will provide new opportunities for passenger and freight railroad expansion and enhancements, including Amtrak Intercity Rail trips, Commuter Rail expansion, Light Rail operations, Bus Rapid Transit, High Speed Rail and other transit projects that will connect to the CFRPC in Orlando and Jacksonville.

As project managers of the CFRPC, FDOT has minimum established MBE targets of 8.1 percent and will continue to engage community partners in "Job Fairs" for disadvantaged and small business enterprises and encourage maximum participation.

Project Name: Central Florida Rail Passenger Corridor Date of Submission: 08/24/09 Version Number:

## F. Additional Information

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

*Additional information referenced in the application is contained in Attachment F, Attachment G and in the Optional Supporting Documents listed below. For ease of access, the documents below are posted at [www.sunrail.com/documents.asp](http://www.sunrail.com/documents.asp) under FRA Application & Supporting Docs; Supplemental EA & Supporting Docs; Environmental Assessment with Finding of No Significant Impact; Contract Agreements and Local Agreements.*

*Attachment F - Additional Information*

*Table 1: Inflation Assumptions and Methodology*

*Table 2: Operational and Ridership Benefits Metrics footnotes*

*Exhibit 1: Signal and Track Charts Side A and Side B*

*Exhibit 2: Functional Organization Chart*

*Exhibit 3: Applicant Qualifications - Biographies*

*Exhibit 4: Applicant Qualifications - Job Descriptions*

*Exhibit 5: Project Team Organization*

*Exhibit 6: Construction Management Organization*

*Exhibit 7: Local Resolutions in Support of CFRPC*

*Exhibit 8: Customer Map*

*Attachment G - Supporting Materials*

*HSIPR Track 1a - FD/Construction Application Form*

*Supporting Forms (General Info, Detailed Capital Cost Budget, Annual Capital Cost Budget, Project Schedule)*

*Maps of the Planned Investment*

*Preliminary Engineering (PE) Materials*

- *DBM Concept Plans*
- *DBM Division 1 Specifications*
- *DBM Scope Changes*
- *Signal Charts*
- *Design Criteria*
- *DBB 100% Station Design Contract Plans*
- *DBB 100% Station Technical Special Provisions*

*NEPA Documentation*

- *Environmental Assessment with Appendices (Dec. 06)*
- *FONSI (Apr. 07)*
- *Final Supplemental EA with Appendices (May 08)*
- *Addendum to FONSI (Jul. 08)*

*Project Management Plan (PMP)*

*Stakeholder Agreements*

- *CSXT Contract for Sale and Purchase*
- *CSXT Central Florida Operating and Management Agreement (CFOMA)*
- *CSXT Transition Agreement*
- *Amtrak Memorandum of Understanding (MOU)*
- *Interlocal Governance Agreement*
- *Interlocal Funding Agreement*
- *Interlocal Operating Agreement*

*Funding Plan*

*SF 424 Application for Federal Assistance*

*SF LLL Disclosure of Lobbying Activities*

*SF 424C Budget Information - Construction*

*SF 424D Assurance Construction*

*FRA Assurances and Certifications*

*Optional Supporting Documents*

- 1. Intercity Rail Vision Plan 2006*
- 2. Metropolitan Orlando 2025 LRTP Executive Summary*
- 3. Volusia MPO 2025 LRTP Summary*
- 4. Economic Impact of TOD by Stations*
- 5. Construction and O&M Economic Analyses*
- 6. TOD Sketchbook*
- 7. JTC presentation*

Project Name: Central Florida Rail Passenger Corridor Date of Submission: 08/24/09 Version Number:

## G. Summary of Supporting Materials

Application Form	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> This Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> General Info.	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input checked="" type="checkbox"/> Detailed Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input checked="" type="checkbox"/> Annual Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input checked="" type="checkbox"/> Project Schedule	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Map of the Planned Investment		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form

<input checked="" type="checkbox"/> SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424D: Assurance Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at <a href="http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf">http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf</a> . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

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