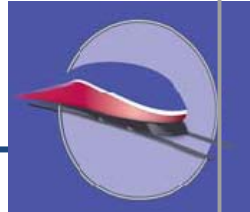


Preapplication for HSIPR Program

OMB No. 2130-0583



Preapplication instructions:

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

A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Noranne B. Downs

POC title:

District 5 Secretary

Street address:

719 S. Woodland Boulevard

City:

DeLand

State:

FL

Zip code:

32720

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What is your project?

(5) Project/program name: Central Florida Rail Passenger Corridor (61-miles)

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):
 The Central Florida Rail Passenger Corridor is a 61-mile four county rail corridor that will be used for multiple technologies including Intercity Rail, High Speed Rail, Commuter Rail and light rail. The first phase of development is expected to be a 61-mile commuter rail system planned through the heart of Orlando Metropolitan Region. The first 32-miles of commuter rail is "shovel-ready" with construction slated to begin in the winter of 2009/2010. The program will initially connect to the Florida High Speed Rail Tampa-Orlando corridor utilizing rubber tire transit service and will eventually connect utilizing a locally approved light rail route between the Orange County Convention Center and the Orlando International Airport. An additional beneficiary of the Central Florida Rail Passenger Corridor will include High Speed Rail/Intercity Rail Service from Orlando to Jacksonville. Existing InterCity Rail service through the corridor will also be benefitted through corridor ownership and capital investments.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): The project is from Jacksonville to Orlando. The Central Florida Rail Passenger Corridor is a 61-mile existing corridor that is available for purchase and starts in Volusia County and extends to Osceola County, FL. Purchasing this corridor will connect high-speed rail, improve Intercity passenger rail services and facilitate commuter rail services.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): The Central Florida Passenger Rail Corridor will connect to the future Florida High Speed Rail Tampa-Orlando corridor, commuter rail, and the conceptual light rail system. An additional phase of the program will also service downtown Orlando to Jacksonville.

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

(D) State(s) in which the benefiting service(s) is/are located: Florida

(8) Project/program type:

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

- | | |
|--|--|
| <input type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Refurbishments |
| <input type="checkbox"/> Track-Rehabilitation | <input type="checkbox"/> Rolling Stock Acquisitions |
| <input type="checkbox"/> Track-New Construction | <input type="checkbox"/> Stations, Terminals |
| <input checked="" type="checkbox"/> New Rights-of-Way | <input type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input type="checkbox"/> Major Interlockings | <input type="checkbox"/> Grade Crossing Improvements |
| <input type="checkbox"/> Communications, Signaling, Control | <input type="checkbox"/> Electric Traction |
| <input type="checkbox"/> Other (<i>Please describe</i>): | |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): The acquisition of a 61-mile Class I freight corridor that ranges in width from 35-feet to 200-feet. Proposed improvements to the corridor include double tracking, a new signalization system, and station improvements. These improvements to the corridor will be fully compliant with FTA/FRA regulations.

(C) Service attributes (Check all that apply):

Additional Frequencies on Existing Route

Improved On-Time-Performance on Existing Route

New Service

Increased Average Speeds/Shorter Trip Times

Other (Please describe):

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

Construction start date:

Acquisition of corridor right of way - By December 2009

December 2009 for Orlando-Volusia County segment;

2011 for Orlando - Osceola County segment

Construction completion date:

October 2011 for Orlando-Volusia;

2013 for Orlando Osceola segment

Service improvements realized: New Multi-Regional Passenger Rail service and connection to High Speed Rail/Intercity Rail

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles	n/a	Commuter Rail 51,976,990 Orlando-Jacksonville TBD High Speed Rail Orlando-Tampa 121,412,000	<input type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	n/a	Commuter Rail 56 per day Orlando-Jacksonville TBD High Speed Rail Orlando-Tampa 14 to 22	<input type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)	n/a	100%	<input type="checkbox"/>	<input type="checkbox"/>
Top speed (mph)	n/a	Commuter Rail 79mph Orlando-Jacksonville 79 mph High Speed Rail Orlando-Tampa 150 mph	<input type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)	n/a	Commuter Rail 45mph Orlando-Jacksonville TBD High Speed Rail Orlando-Tampa 86 mph	<input type="checkbox"/>	<input type="checkbox"/>

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

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars) (Note: preapplication estimates will not be binding):
Central Florida Rail Passenger Corridor right of way is \$432 million. This purchase price is supported by two independent appraisals (November/December 2008) and are consistent with the Federal Uniform Relocation Act.

(12) Will your project/program proposal include matching funds?

(A) Yes If yes, as what percentage of total costs? 60% of total capital costs for development of commuter rail.

No

(B) Proposed source(s) of capital matching funds (*Please check all that apply*):

State Local Private Other (*Please specify*): FTA N/A Not sure

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). FDOT has invested right of way for High Speed Rail, buses for connectivity and capital for commuter rail for the multi-use Rail Corridor.

Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

Yes No Not sure

(A) If additional operating funding is required, what would be the source? (*Select the appropriate option by clicking the gray box to activate the dropdown menu*):

Other If other is selected, please specify: Annual contributions from state and local sources for commuter rail.

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

Other If other is selected, please specify: High Speed Rail/Intercity Rail TBD. Commuter Rail and Bus Service Complete. Outlined within executed Interlocal Agreements.

D. What preparation have you done?

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

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? Yes No Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? Yes No Not sure

(A) Who are your partners & what are their commitments?

- (18) **Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, “owner(s)” may also include operator(s) under trackage rights or lease agreements.) (If more than two railroads, please include additional information in question 24.)

Railroad owner 1 (Name):	CSX Transportation for commuter rail
Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):	Master Agreement in place
Railroad owner 2 (Name):	CSX Transportation for Intercity Rail/High Speed Rail to Jacksonville
Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):	Host railroad consulted, but support is not final

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

Operations being competitively bid

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): 25% to 50%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? Yes No N/A Not sure

(B) Which track is the best fit for your project/program?

- (21) Anticipated HSIPR funding track (Click on the appropriate option from the dropdown menu shaded in gray):

Track 1 (Projects) FD/Construction

If unsure, please explain:

- (22) Anticipated application filing date (Check the appropriate box):

2009 – first round

Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

(C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): Florida Department of Transportation has done extensive work towards acquiring (i.e. agreement with property owner, boundary survey, environmental documentation, utility clearance) the Central Florida Rail Passenger Corridor. Additional help will be needed to fund the right of way acquisition of the Central Florida Rail Passenger Corridor. Technical assistance from the FRA has been extremely advantageous as FDOT has planned the acquisition of the multi-use corridor.

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional. The acquisition of the Central Florida Rail Passenger Corridor will ensure that all multi-modal transit connections are accommodated. The capital improvements to the corridor have been designed to accommodate commuter rail, intercity rail, and freight movements along the 61-mile multi-regional corridor. This includes the addition of double track, and a signalization system that will accommodate and ensure the safety of the movement of passenger and freight trains as well as improve on-time performance of Intercity Passenger Rail. The planned Florida High Speed Rail Tampa-Orlando corridor will be connected to the Central Florida Rail Passenger Corridor initially by rubber-tired express bus service and eventually a fixed guideway light rail system that has been locally approved from the Orange County Convention Center to the Orlando International Airport. In addition, the acquisition of the corridor will be the first leg of a Intercity Rail/High Speed Rail connection from Orlando and Jacksonville. Support for acquisition of the corridor is strong, led by Governor Crist, and supported by state and local elected officials, businesses and private citizens.

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