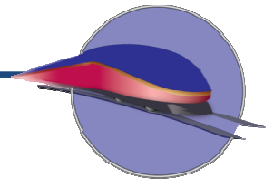


Service Development Program Application Form

High-Speed Intercity Passenger Rail (HSIPR) Program



Applicants interested in applying for funding under the FY10 Service Development Programs solicitation are required to submit this application form and other required documents as outlined in Section H of this application. List and describe any supporting documentation submitted in Section G. Applicants should reference the FY10 Service Development Programs Notice of Funding Availability (NOFA) for more specific information about application requirements. If you have questions about the HSIPR program or this application, please contact the Federal Railroad Administration (FRA) at HSIPR@dot.gov.

Applicants must use [this](#) form by entering the required information in the gray narrative fields, check boxes, or drop-down menus. Submit this completed form, along with any supporting documentation, electronically by uploading it into GrantSolutions.gov by 5:00 p.m. EDT on August 6, 2010.

A. Point of Contact and Applicant Information

Applicant must ensure that the information provided in this section matches the information provided on the SF-424 forms.

(1) Name the submitting agency: Florida Department of Transportation, Florida Rail Enterprise		Provide the submitting agency Authorized Representative name and title: Kevin J. Thibault, P.E., Executive Director, Florida Rail Enterprise		
Street Address: 605 Suwannee Street, MS #57	City: Tallahassee	State: FL	Zip Code: 32399-405	Authorized Representative telephone: 850-414-5220 Authorized Representative email: kevin.thibault@dot.state.fl.us
Provide the submitting agency Point of Contact (POC) name and title (if different from Authorized Representative): Nazih K. Haddad, P.E., Chief Operating Office, Florida Rail Enterprise		Submitting agency POC telephone: , Florida Rail 850-414-4534 Submitting agency POC email: nazih.haddad@dot.state.fl.us		
(2) List the name(s) of additional State(s) applying (if applicable):				

B. Eligibility Information

Complete the following section to satisfy requirements for applicant eligibility.

- (1) Select the appropriate box from the list below to identify applicant type.** Eligible applicants are listed in Section 3.1 of the NOFA.
- State
 - Amtrak
 - Group of States
 - Amtrak in cooperation with a State or States

If selecting one of the applicant types below, additional documentation is required to establish applicant eligibility. Please select the appropriate box and submit supporting documentation to demonstrate applicant eligibility, as described in Section 3.2 of the NOFA to GrantSolutions.gov and list the supporting documentation under “Additional Information” in Section G.2 of this application.

- Interstate Compact
- Public Agency established by one or more States

- (2) Verify the status of eligibility documentation including the dates of issue and how documentation can be verified by FRA.** Verify any completed EA or Final EIS document that demonstrates satisfaction of “Service NEPA” for the proposed Service Development Program by indicating if documents are submitted through GrantSolutions.gov or referenced through a public active URL. See Section 4.2.5 and Appendices 2.1 and 2.2 of the NOFA as references. Second-tier project NEPA documents for projects within the program may also be included. A NEPA decision document (Record of Decision or Finding of No Significant Impact) is not required for an application but must be issued by FRA prior to award of a construction grant. Any eligibility documents should be listed in Section G.2 of this application.

Service Development Planning

Documentation	Date <i>(mm/yyyy)</i>	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link
<input checked="" type="checkbox"/> Service Development Plan	<i>10/2009</i>	<input checked="" type="checkbox"/>	www.dot.state.fl.us/planning/economicstimulus/hsr/

Service NEPA Documents

Documentation	Date <i>(mm/yyyy)</i>	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link
<input type="checkbox"/> Final Environmental Assessment (EA)	<i>mm/yyyy</i>	<input type="checkbox"/>	
<input type="checkbox"/> Final Environmental Impact Statement (EIS)	<i>mm/yyyy</i>	<input type="checkbox"/>	

FRA Decision Documents for Service Development Programs			
Documentation	Date (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link
<input type="checkbox"/> Finding of No Significant Impact (FONSI)	mm/yyyy	<input type="checkbox"/>	
<input checked="" type="checkbox"/> Record of Decision (ROD)	05/2010	<input checked="" type="checkbox"/>	www.floridahighspeedrail.org/uploads/Tampa-Orlando_Final_Signed_ROD.pdf
Documentation (select from the list of choices)	Date (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link
Final Environmental Impact Statement (EIS)	05/2010	<input checked="" type="checkbox"/>	www.floridahighspeedrail.org/uploads/FHSR_Reevaluation_FRA_addressed_5-2-R1.pdf
Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	
Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	
Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	
Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	
Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	
Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	
Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	
Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	
Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	

C. Corridor Service Overview

Respond to the following questions to help put this application into the context of the long-term vision and related work for the HSIPR corridor service.

(1) Provide a brief narrative explaining how this Service Development Program relates to the long-term vision of the HSIPR corridor.

The Tampa-Orlando segment of the Florida High Speed Rail Program will be the first HSR Express service in the United States. This segment has won \$1.25 billion of ARRA funds in the competition held in 2009 based on its promise to deliver true HSR to the US. This is also the first leg of the Florida system, which will be followed by a connection from Orlando to Miami that is currently undergoing NEPA evaluation. The long term vision of true HSR in this country will be anchored with this first segment between Tampa and Orlando.

(2) List other HSIPR projects or activities related to this Service Development Program application. This includes any pending or selected planning, PE/NEPA, FD/Construction, and other Service Development Program activities or projects. The purpose of this list is to identify overlapping or complementary applications, programs, or projects. Click on the drop-down menu to select the FRA solicitation and to indicate if the project was previously selected.

	Project, Activity, or Service Development Program Name ¹	FRA Solicitation	Federal Funding Request (in thousands of dollars)	Status	Does This Project Include Activities That Overlap with Any Projects Included in This Service Development Plan Application?
1	Miami to Orlando Passenger High Speed Rail Corridor Investment Plan	FY10 Planning	\$ 8,000.00	Announcement Pending	No
2		Track 1a	\$	Announcement Pending	Yes
3		Track 1a	\$	Announcement Pending	Yes
4		Track 1a	\$	Announcement Pending	Yes
5		Track 1a	\$	Announcement Pending	Yes
6		Track 1a	\$	Announcement Pending	Yes
7		Track 1a	\$	Announcement Pending	Yes
8		Track 1a	\$	Announcement Pending	Yes
9		Track 1a	\$	Announcement Pending	Yes
10		Track 1a	\$	Announcement Pending	Yes
11		Track 1a	\$	Announcement Pending	Yes
12		Track 1a	\$	Announcement Pending	Yes
13		Track 1a	\$	Announcement Pending	Yes
14		Track 1a	\$	Announcement Pending	Yes
15		Track 1a	\$	Announcement Pending	Yes
17		Track 1a	\$	Announcement Pending	Yes
18		Track 1a	\$	Announcement Pending	Yes

¹ Please detail each activity for which HSIPR funding is being requested, or which is directly related to the Corridor Service. For example, if a related Track 1a Project application was already submitted, that application should be separately listed below. If the project covered by that same 1a application is also being submitted as an element of a Track 2 Program, indicate the program when listing the project.



19		Track 1a	\$	Announcement Pending	Yes
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D. Executive Summary

Answer the following questions about the proposed program.

(1) Provide a Service Development Program name. The Service Development Program name must consist of the following elements, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor name; and (3) a Service Development Program descriptor that will concisely identify the program’s focus (e.g., HI-Fast Corridor-Main Stem).

FL-TAMPA ORLANDO MIAMI - HSR EXPRESS TAMPA ORLANDO

(2) Indicate the appropriate corridor name where the Service Development Program is located and identify the start and end points as well as major integral cities along the route.

The Tampa-Orlando-Miami Corridor will be a phased implementation in two phases. Phase 1, the subject of this application, will connect Tampa and Orlando. Phase 2 will connect Orlando and Miami with intermediate stops in West Palm Beach, Fort Lauderdale and potentially other cities along the route.

(3) Indicate the anticipated duration, in months, for this Service Development Program (e.g., 36).

Number of Months: 60

(4) Indicate the anticipated funding information for the Service Development Program below. This information must match the SF-424 documents, and dollar figures must be rounded to the nearest whole dollar. When the non-Federal match percentage is calculated, it must meet or exceed 20 percent of the total project cost.

Federal Funding Request	Non-Federal Match Amount	Total Project Cost	Non-Federal Match Percentage of Total
\$ 1,123,642,000	\$ 280,910,000	\$ 1,404,552,000	20 %

(5) Indicate the source, amount, and percentage of matching funds for the Service Development Program provided in Section C.4. Identify supporting documentation that will allow FRA to verify the funding source. Click on the prepopulated fields to select the appropriate response from the list of choices. Also, list the percentage of the total project cost represented by each non-Federal funding source.

Non-Federal Funding Sources	New or Existing Funding Source?	Status of Funding ²	Type of Funds	Dollar Amount	% of Total Project Cost	Describe Any Supporting Documentation to Help FRA Verify Funding Source
State-Florida Rail Enterprise	New	Committed	Cash	\$ 280,910,000	20 %	Section 341.303(5)(c), Florida Statutes
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	

² **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., statutory authority) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state capital investment program or appropriation guidance. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted (i.e., the funds have not yet received statutory approval). Examples include debt financing in an agency-adopted capital investment program that has yet to be committed in the near future. Funds will be classified as budgeted when available funding cannot be committed until the grant is executed or due to the local practices outside of the project sponsors 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 capital investment program.



	New	Committed	Cash	\$	%	
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(6) Provide a project abstract outlining the Service Development Program. Briefly summarize the program in 4-6 sentences. Capture the milestones, outcomes, and anticipated benefits that will result from implementing the Service Development Program.

This SDP will result in the establishment of the first HSR Express service in the United States by connecting downtown Tampa to the Orlando International Airport. When revenue service begins in 2015, approximately hourly service between these cities will be provided at speeds in excess of 168 mph and a non-stop travel time of well under an hour. Proven technology will be used and be fully compatible and interoperable between this first and future phases. The length of the first Phase from Tampa to Orlando is 85 miles. This service will alleviate congestion and offer alternative transportation from existing highways, while reducing dependence on foreign oil. Florida's anticipated growth will be managed more efficiently and smartly through the introduction of HSR.

(7) Provide a Service Development Program narrative. Include the elements below when describing the main features and characteristics of the Service Development Program. Please limit the response to 12,000 characters.

- How this Service Development Program is organized into phases or groups of component projects.³ Include a description of the activities and the measurable outcomes of each phase or group of activities;
- The location(s) of the Service Development Program's component projects including name of rail line(s), State(s), and relevant jurisdiction(s) (include a map in supporting documentation);
- Substantive activities of the Service Development Program (e.g., specific improvements intended);
- Service(s) that would benefit from the Service Development Program, the stations that would be served, and the State(s) where the service operates;
- Anticipated service design of the corridor or route with specific attention to any important changes that the Service Development Program would bring to the fleet plan, schedules, classes of service, fare policies, service quality standards, train and station amenities, etc.;
- How the Service Development Program was identified through a planning process and how the Service Development Program is consistent with an overall plan for developing high-speed or intercity passenger rail service, such as a State Rail Plan or plans of local/regional metropolitan planning organizations;
- How the Service Development Program will fulfill a specific purpose and need in a cost-effective manner;
- Any use of new or innovative technologies;
- Any use of railroad assets or rights-of-way, and potential use of public lands and property;
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the Service Development Program; and
- Any PE/NEPA activities to be undertaken as part of the Service Development Program, including but not limited to design studies and resulting program documents, the approach to agency and public involvement, permitting actions, and other key activities and objectives of this PE/NEPA work.

• The Tampa-Orlando-Miami Service Development Program is organized in two Phases. Phase 1 will consist of new High Speed Rail Express service from Tampa to Orlando and will begin revenue service in 2015. Phase 2 will connect Orlando and Miami and has initiated its NEPA process that is planned for completion in 2012 (subject to funding). Construction to Miami could begin in 2013 and be completed in approximately 2018. Future extensions around the State of Florida have been anticipated in the development of a Statewide Vision plan prepared in 2001 (Attachment 1 - Vision Plan)

• The attached map (Attachment 2 – System Map) shows the two Phases of development planned for this SDP, named the Tampa-Orlando-Miami Corridor in the State of Florida. This Corridor will traverse through the following counties: Phase 1: Hillsborough, Polk, Osceola, Orange; Phase 2 (to be confirmed through NEPA): Osceola or Brevard, Martin, St. Lucie, Indian River, Palm Beach, Broward, and Miami-Dade.

• This Service Development Program will consist of “Greenfield” construction of a new High Speed Rail ("HSR") system. Phase 1 is being implemented and will consist of an exclusive use corridor between downtown Tampa and the Orlando International Airport. The project lies primarily in the median of Interstate 4 and along other highway corridors with full separation from roadway traffic.

³ The work to complete Service Development Programs can be organized into individual phases. Phases should produce meaningful and measurable service outcomes (e.g., trip time, frequency, or operational reliability) upon completion. Each phase is made up of one or more component projects that are necessary to deliver the outcome(s).

- This SDP will introduce High Speed Rail Express service to the State of Florida and in fact to the country as a whole as the first such implementation. The 85 mile corridor from Tampa to Orlando will have five stations: downtown Tampa, Lakeland/Polk County, Walt Disney World, Orange County Convention Center, and the Orlando International Airport.
- The service that will be created will be world-class HSR service as exists in Europe and Asia. For Phase 1 from Tampa to Orlando, five trainsets are anticipated with individual capacity of approximately 250 passengers. Two classes of service are anticipated and reliability will be near 100%. Trains will be fully equipped with state of the art amenities and services. Frequency is anticipated as hourly service between Tampa and Orlando, and more frequent service between Orlando International Airport and the two attraction stations at the Orange County Convention Center (International Drive) and Walt Disney World. A one way trip from Tampa-Orlando is anticipated to cost \$30 as a one-time fare, with fares much lower for regular users. Stations will also be world-class attractive and inviting meeting places with concessions, retail and other amenities typically offered at top HSR stations, with appropriate scaling and context to fit the location. This service is planned to begin revenue service in 2015. This route will also be planned to accommodate the additional service requirements that will be required once Phase 2 from Orlando to Miami is implemented. The HSR service between these two segments will be fully compatible and interoperable.
- The Tampa-Orlando-Miami Corridor was designated a HSR corridor in the early 1990's. Much planning has occurred over the last three decades to build HSR in this corridor. Of most recent relevance is the completion of the Final Environmental Impact Statement and obtainment of a Record of Decision from the Federal Railroad Administration ("FRA") for the Tampa-Orlando Corridor in May 2010. The Orlando to Miami segment is undergoing a new NEPA evaluation through the State's Project Development & Environmental (PD&E) study that also began in May, 2010. The Florida Department of Transportation ("FDOT") is currently updating its State Rail Plan which includes HSR service in this corridor.
- The implementation of HSR service in the Tampa-Orlando-Miami Corridor will fulfill a need to provide alternative and affordable transportation to resident Floridians and millions of annual visitors. Growth projections, while currently slow due to the economic downturn, are anticipated to return and quickly position Florida as the third most populous state in the nation. Over 80 million visitors per year add to the need for transportation, and that figure is also anticipated to keep growing. This corridor is one of the busiest roadway corridors in the State, connecting two thirds of the State's population. Anticipated growth demands new modes as there is little room for more highways. Air service is virtually non-existent from Tampa-Orlando, and from Orlando to Miami the regional air service is expected to put future strain on the major international airports that will more effectively manage long-haul flights. HSR is an ideal solution to connect these cities based on international experience documenting the distances at which HSR works best. Benefit Cost analyses performed for both Phase 1 and Phase 2 are positive. The Tampa-Orlando Corridor is beginning implementation and FDOT will be updating its Service Development Plan later in 2010/early 2011 based on updated capital cost estimates and investment grade ridership studies.
- As the first implementation of HSR Express service in the United States, the Tampa-Orlando Corridor will result in the introduction of new yet proven HSR technology to the country. The Florida Rail Enterprise ("FRE") is working closely with the FRA Office of Safety to set a process that will allow technologies that are operating HSR services around the world to compete for this work in Florida. The interest in being the first in the US to provide this service is substantial from technologies from around the globe including France, Germany, Spain, Japan, South Korea, China and perhaps others. High speed trains capable of operating at speeds in excess of 200 miles per hour are expected in Florida. As the first implementation in the country, the current plan is for the selected technology to obtain a Rule of Particular Applicability to operate in this Tampa-Orlando Corridor, with full compatibility and inter-operability for future extensions starting with Orlando-Miami.
- The Tampa-Orlando Corridor is leading implementation of true HSR service in the US in large part due to the State's vision in planning for this service in its highway corridors. The Tampa Orlando segment will operate in a corridor that is over 92% publicly owned. Through the first Statement of Work between FDOT and FRA, the State of Florida is in the process of acquiring the remaining parcels. The Orlando to Miami extension is similarly anticipated to largely traverse adjacent to existing highway corridors that are publicly owned already. In addition to the train corridor, the Station sites property status is as follows: Tampa station – in the process of acquiring required parcels; Lakeland/Polk station site has not been determined and is expected to either be purchased or part of a long term lease agreement; Walt Disney World has committed to donate the site for a station on its property; Orange County Convention Center station will be at the planned Intermodal Center site owned by Orange County and will likely be operated on a lease agreement; and the final station is at Orlando International Airport that is also anticipated to be operated on a long-term lease agreement. No existing rail property is part of this HSR program between Tampa to Orlando.
- There will be no shared use of service with other rail in the Tampa-Orlando Corridor which will operate as exclusive use. There are plans to offer connections to commuter rail in the future at the Orlando International Airport.
- All NEPA work has been completed for the Tampa-Orlando Corridor and a Record of Decision has been obtained from the FRA. The NEPA evaluation is underway for the Orlando-Miami segment.

(8) Indicate the type of expected capital investments included in the Service Development Program. Check all that apply.

- | | |
|---|---|
| <input checked="" type="checkbox"/> New rail lines | <input type="checkbox"/> Rolling stock refurbishments |
| <input type="checkbox"/> Additional main-line tracks | <input checked="" type="checkbox"/> Rolling stock acquisition |
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input checked="" type="checkbox"/> Support facilities (yards, shops, administrative buildings) |
| <input type="checkbox"/> Track rehabilitation | <input type="checkbox"/> Grade crossing improvements |
| <input checked="" type="checkbox"/> Major interlockings | <input checked="" type="checkbox"/> Electric traction |
| <input checked="" type="checkbox"/> Station(s) | <input type="checkbox"/> Other (please describe): |
| <input checked="" type="checkbox"/> Communication, signaling, and control | |

(9) Indicate the anticipated service objectives for the Service Development Program for which you are applying. Check all that apply.

- | | |
|---|--|
| <input type="checkbox"/> Additional service frequencies | <input type="checkbox"/> Increases in operational reliability |
| <input type="checkbox"/> Improved on-time performance of passenger trains | <input checked="" type="checkbox"/> New service on new route |
| <input type="checkbox"/> Reroute existing service | <input type="checkbox"/> Service quality improvements |
| <input type="checkbox"/> New service on existing IPR route | <input type="checkbox"/> Increased average speeds/shorter trip times |
| <input type="checkbox"/> Increases in ridership | <input type="checkbox"/> Other (please describe): |

Briefly clarify your response(s) if needed:

(10) If appropriate, subdivide the Service Development Program into phases (groups of projects) and identify each phase on separate rows of the table.⁴ Detail the service benefits to be realized after completion of each phase on the corresponding row. At the bottom of the table, provide the anticipated service benefits upon completion of the entire Service Development Program. Use as many rows as necessary; if the Service Development Program cannot be subdivided, summarize the information for the entire Service Development Program in the first row.

Phase	Title ⁵	Frequencies ⁶		Scheduled Trip Time (in minutes)		Average Speed (mph)		Top Speed (mph)		Reliability – Provide Either On-Time Performance Percentage or Delay Minutes	
		Current	Future	Current	Future	Current	Future	Current	Future	Current	Future
I.	Tampa-Orlando HSR	N/A	32	N/A	48	N/A	100	N/A	168+	N/A	1-2
II.	Orlando-Miami HSR	N/A	40	N/A	120	N/A	TBD	N/A	200+	N/A	TBD
III.											
IV.											
V.											
VI.											
VII.											
VIII.											
Provide the Cumulative Service Outcome (Aggregate Benefits of all Phases)											

⁴ The work to complete Service Development Programs can be organized into individual phases. Each phase should produce meaningful and measurable service outcomes (e.g., trip time, frequency, and/or operational reliability) upon completion. Each phase is made up of one or more component projects that are necessary to deliver the outcome(s).

⁵ Title should be a brief descriptive name for the phase.

⁶ Frequency is measured in daily one-way train operations. One daily round-trip operation should be counted as two daily one-way train operations.

(11) Provide information on the component projects within each phase of the Service Development Program identified in Section D.10 above. For each phase, please list all the projects in the sequence they will be completed. This section is unlocked- the applicant can add rows as needed for additional projects and phases.

PHASE I.		<i>Tampa-Orlando HSR Express</i>	
Project Name	Short Project Description	Project Cost (in thousands of dollars)	
1	Tampa-Orlando Early Works Safety	Barrier installation, corridor clearing Tampa-Orlando	
2	DBOM&F Tampa-Orlando	Design-Build-Operate-Maintain & Finance Contract for implementation of High Speed Rail in Tampa-Orlando	
3		\$ 000	
4		\$ 000	
5		\$ 000	
Phase I. Total Cost			\$ 2,654,000

PHASE II.		<i>Orlando-Miami HSR Express</i>	
1	PD&E/NEPA for Orlando-Miami	NEPA work for the Orlando-Miami Corridor using FDOT Project Development & Environmental study process	
2	DBOM&F Orlando Miami	Design-Build-Operate-Maintain & Finance Contract for implementation of High Speed Rail extension from Orlando to Miami	
3		\$ 000	
4		\$ 000	
5		\$ 000	
Phase II. Total Cost			\$8,030,000 (TBD)

PHASE III.		<i>[Insert Title from Section D.10]</i>	
1		\$ 000	
2		\$ 000	
3		\$ 000	
4		\$ 000	
5		\$ 000	
Phase III. Total Cost			\$ 000

PHASE IV.		<i>[Insert Title from Section D.10]</i>	
1		\$ 000	
2		\$ 000	
3		\$ 000	
4		\$ 000	

5			\$ 000
Phase IV. Total Cost			\$ 000

E. Response to Evaluation Criteria

Provide a separate response to the following evaluation criteria to demonstrate how the proposed Service Development Program will achieve each criterion.

(1a) Potential Transportation Benefits

Demonstrate the potential of the proposed Service Development Program investment to achieve transportation benefits in a cost-effective manner:

- Supporting the development of intercity high-speed rail service;
- Generating improvements to existing high-speed and intercity passenger rail service, as reflected by estimated increases in ridership (as measured in passenger miles), increases in operational reliability (as measured in reductions in delays), reductions in trip times, additional service frequencies to meet anticipated or existing demand, and other related factors;
- Generating cross-modal benefits, including anticipated favorable impacts on air or highway traffic congestion, capacity, or safety, and cost avoidance or deferral of planned investments in aviation and highway systems;
- Creating an integrated intercity passenger rail network, including integration with existing intercity passenger rail services, allowance for and support of future network expansion, and promotion of technical interoperability and standardization (including standardizing operations, equipment, and signaling);
- Encouragement of intermodal connectivity and integration through provision of direct, efficient transfers among intercity transportation and local transit networks at train stations, including connections at airports, bus terminals, subway stations, ferry ports, and other modes of transportation;
- Enhancing intercity travel options;
- Ensuring a state of good repair of key intercity passenger rail assets;
- Promoting standardized equipment (or rolling stock), signaling, communications, and power;
- Improved freight or commuter rail operations in relation to proportional cost-sharing (including donated property) by other benefiting rail users;
- Equitable financial participation in the project's financing, including, but not limited to, consideration of donated property interests or services; financial contributions by freight and commuter rail carriers commensurate with the benefit expected to their operations; and financial commitments from host railroads, non-Federal governmental entities, nongovernmental entities, and others;
- Encouragement of the implementation of positive train control (PTC) technologies (with the understanding that 49 U.S.C. 20147 requires all Class I railroads and entities that provide regularly scheduled intercity or commuter rail passenger services to fully institute interoperable PTC systems by December 31, 2015); and
- Incorporating private investment in the financing of capital projects or service operations.

Type response here:

- The Tampa-Orlando leg of the Tampa-Orlando-Miami Service Development Program will become the first HSR Express implementation in the US and as such will serve as a national model for the development of intercity high-speed rail service. This will also serve as the first leg of a full system that will first connect Central and South Florida and then expand intercity HSR service throughout the State of Florida and beyond.
- The proposed service will be new and offer a reliable transportation alternative that is efficient and green. Ridership projections are strong and currently being verified through an updated study as part of Statement of Work #1 between FRA and the FDOT.
- The introduction of HSR in the Tampa-Orlando-Miami Corridor is an important tool for the State of Florida to manage future growth in its constrained geography that has limited ability to support additional highway expansions. By preserving a corridor for this purpose, the FDOT has been visionary in planning for this alternative and managing the anticipated continuation of growth in the State. While there is virtually no air service between Tampa and Orlando, the expansion from Orlando to Miami will contribute to long term relief on the International airports along this corridor that will increasingly try to use air slots for long-haul flights.
- The Tampa-Orlando-Miami Corridor will be the first implementation of the strategic "Vision for High Speed Rail in America." As such, this system will be advanced with mindful attention to all the important lessons learned from around the world and from previous US rail experience. The system will be planned for seamless integration with planned and existing fixed guide-way and transit systems; full compatibility and interoperability from the first leg into future expansions; and, will be planned and built with a system-wide approach to standardization of component elements.

- Intermodal connectivity is understood to be critical to the success of the Tampa-Orlando-Miami HSR system. This is recognized not only by the work being done by FDOT to advance the HSR system, but by the immediate reaction to this success from local transit agencies to work towards a cohesive and seamless transfer of passengers onto local transit. Two examples at each end of the Tampa-Orlando corridor bear this out: the SunRail system in Orlando is about to begin construction of its first Phase and with advancement of a connection to the HSR system at the Orlando International Airport. In Tampa, the Hillsborough Area Transit Authority (HART) is studying a light rail connection from the downtown HSR station to Tampa International Airport that will become much closer to reality if the referendum for transit passes this November. Florida really “gets it” in terms of the importance of making smart transit connections to make the system work properly.
- The implementation of this Service Development Program will offer a new intercity travel option that does not currently exist in the Tampa-Orlando-Miami Corridor.
- The FDOT, through its FRE, is working closely with FRA to develop a Rule of Particular Applicability (RPA) for the rolling stock, signaling, communications, power and other system components of a fully functional and world class High Speed Rail system. This development is being done to address the first leg and future expansions with fully interoperable and standardized systems.
- As an exclusive use corridor for intercity passenger rail, the planned HSR program will not impact freight service or other existing rail systems.
- The first leg of the Tampa-Orlando-Miami Service Development Program is being procured as a Public Private Partnership including a financing component. This will result in a true partnership between federal, state and private entities to finance the system and make it a reality. A federal investment of \$1.25 billion is already committed. The State, through the passage of the Florida Rail Act in 2009, has created a mechanism to allow for Florida to share in the investment by, for example, offering a 20% match in this application. Finally, the interest from private entities to invest in the Florida HSR program, which will be the pilot for the entire nation, is huge and will be quantified through the response to the Request for Proposal (“RFP”) that will be issued in 2011.
- As the first implementation of HSR Express in the nation, Positive Train Control will be provided in this corridor.
- The private entities that will propose on the Tampa-Orlando HSR project will be asked to assume ridership revenue risk and to invest in the system as a whole through the RFP. Details of the terms under which these component parts are to be included in the RFP are being developed as part of the first Grant/Cooperative Agreement including Statement of Work #1. As noted above, the interest in this program is huge from established and experienced entities from around the world with existing HSR systems. They understand and recognize the need to invest and assist with financing in order to be competitive.

(1b) Other Public Benefits

Describe the potential and actual contributions the proposed Service Development Program would make toward achieving transportation benefits in a cost-effective manner:

- Environmental quality and energy efficiency and reduction in dependence on foreign oil, including use of renewable energy sources, energy savings from traffic diversions from other modes, employment of green building and manufacturing methods, reductions in key emissions types, and the purchase and use of environmentally sensitive, fuel-efficient, and cost-effective passenger rail equipment;
- Promoting interconnected livable communities, including complementing local or state efforts to concentrate higher-density, mixed-use, development in areas proximate to multi-modal transportation options (including intercity passenger rail stations);
- Improving historic transportation facilities; and
- Creating jobs and stimulating the economy. Although this solicitation is not funded by the Recovery Act, these goals remain a top priority of this Administration. Therefore, Service Development Program applications will be evaluated on the extent to which the project is expected to quickly create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit economically distressed areas, as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. 3161) (“Economically Distressed Areas”).

Type response here:

One of the many benefits of HSR is its efficiency as a transportation mode. This allows HSR projects to provide significant reductions in fossil fuel use as well as the associated reduction in greenhouse gas and other emissions. The Tampa to Orlando Corridor is a good example of this. However, there are enhanced factors that set Florida and the Tampa-Orlando Corridor apart from other opportunities from an environmental return on investment perspective. Further, as congestion in the corridor increases over time and the potential for renewable power comes on-line as

discussed below, the quantitative information presented here is likely to prove conservatively low in terms of overall environmental benefit.

To determine the changes in fuel use and emissions due to the implementation of HSR between Tampa and Orlando, a comparison of energy use with and without a HSR option was made. This comparison was made based on data for energy use per passenger mile of travel for various travel modes published by the US DOE in the Transportation Energy Data Book: Edition 28-2009. Energy for all modes is based on passenger miles of travel (PMT) and energy use is expressed in terms of btu's. HSR ridership information used is consistent with ridership numbers presented and discussed elsewhere in this application. The analysis includes both provisions for trips diverted to HSR as well as the impact of induced trips due to greater mobility. It is assumed that all trip diversion will be from passenger auto, and that trips occurring by short haul air between these cities are minimal. Induced trips are assumed to be 5% of total PMT.

Change in energy use is calculated as follows:

$(\text{Total PMT (rail)} * \% \text{diverted(car)} * (\text{btu per PMT(rail)} - \text{btu per PMT(car)})) + (\text{Total PMT(rail)} * \% \text{induced} * (\text{btu per PMT(rail)}))$

Btu's were converted to gallons of fossil fuel and then to carbon emissions based on data from US DOE and US EPA. Based on these assumptions, the reduction in Fossil Fuel use is projected to be 580,000 gallons in the 1st year of operation (2015), 673,000 in the 5th (2020) and 780,000 in the 10th (2025). Reductions in CO2 emissions are projected to be 5,100 metric tons in the 1st of operation, 5,900 metric tons in the 5th and 6,900 metric tons in the 10th. As discussed, using electricity as the power source for locomotives, this information may be a very conservative estimate, particularly with the potential for renewal energy discussed below. Even without a "breakthrough" renewable energy source, savings are still likely to be understated due to probable advancements in electric power production efficiency and emissions.

Reduction in fuel use also results in reduction of other pollutants. Based on output from the Mobile 6.2 model and projected changes in travel by mode as described above, in 2015 a reduction in VOC of 45 metric tons, CO of 650 metric tons and NOX of 58 metric tons can be expected. Reductions in 2020 are projected to be 44 metric tons of VOC, 698 metric tons of CO and 51 metric tons of NOX. Reductions in 2025 are projected to be 41 metric tons of VOC, 746 metric tons of CO and 40 metric tons of NOX.

As a virtual Greenfield project, the Tampa-Orlando High Speed Rail Corridor has the opportunity to take advantage of all advances in green methodologies from building design to energy efficient rail equipment. This can include building design including Leadership in Environmental Energy Design (LEED) certification for all buildings as well as taking advantage of renewable energy sources in both motive power and operations.

While it is not possible to fully quantify at this time, there is no doubt that Florida is in an ideal position to develop clean, renewable sources of energy. Given its "Sunshine State" moniker, the potential for photovoltaic (solar) is obvious. This would be most likely to occur through inclusion of solar power sources for buildings and equipment needed for corridor operation. Opportunities to harness solar power for motive power will also be taken advantage of to the maximum extent possible.

In terms of the technology and equipment anticipated for this Tampa-Orlando Corridor, there will be a requirement in the RFP that the proposed technology be proven HSR with existing system(s) in operation in other parts of the world. All such systems are highly fuel efficient and clean, primarily through the use of electricity as their propulsion power source.

The implementation of HSR in the Tampa Orlando Corridor will greatly enhance the promotion of livable communities in the vicinity of HSR stations. The strongest example of this is the concerted effort being made by the City of Tampa and other local agencies to build the downtown HSR station as a focal point for smart development. This will include walkable distances to the station from nearby residences, businesses and other points of interest. Similarly, the planned connections to other transit modes at each of the stations will allow residents from the communities along the corridor to exist in an automobile-free environment while living a high quality life.

As a new "greenfield" system, there are no relevant historic preservation opportunities in this HSR implementation. JOBS: Injection of capital infrastructure spending into the area of the HSR Orlando-Tampa Corridor will lead to

direct construction and related professional services jobs, as well as indirect jobs supporting the suppliers of materials and equipment. In turn, these direct and indirect jobs support additional jobs within the region's economy (induced impacts), all of which can generate a relatively quick boost to the regional economy, contributing to economic improvement and recovery. Following the initial construction/capital investment activity, there will be ongoing operations and maintenance expenditures for the initially constructed facilities, equipment, and associated services. Operations and maintenance contracts will include the hiring of employees and purchasing of supplies and services, which can be measured in terms of economic impacts. Direct expenditures for operations and maintenance of the facilities and systems represent direct economic benefits, and give rise to indirect and induced benefits for the estimation of the total impacts. The construction (including design engineering) impacts of the four-year construction period are estimated to amount to about 23,000 combined direct, and about 48,800 combined total jobs. Please note that the operations-related jobs of about 600 direct and 1,100 total continue throughout the operating horizon. These impacts are only expenditure (on design/engineering, construction, and operations) based, and do not include other impact types such as those related to travel efficiency savings or additional development in the corridor that would also be expected to occur.

Job creation has already occurred through the issuance of the first grant for the Tampa-Orlando project at \$66.6 million from FRA to the FDOT. Many of those hired already to work on this program were unemployed, demonstrating a successful stimulus benefit.

Additional effort is being made by FDOT to create jobs. The creation of the Early Works Safety Project, while holding other tangible benefits, is being advanced in large part to provide more opportunities to Floridians at this time of very high unemployment. The work in this contract is targeted to the existing labor pool skills and local contracting community, and is planned to begin construction in the Spring of 2011.

(2) Sustainability of Benefits

Identify the likelihood of realizing the proposed Service Development Program's benefits, including:

- The quality of a Financial Plan that analyzes the financial viability of the proposed rail service;
- The quality and reasonableness of revenue and operating and maintenance cost forecasts for the benefiting intercity passenger rail service(s);
- The availability of any required operating financial support, preferably from dedicated funding sources for the benefiting intercity passenger rail service(s);
- The quality and adequacy of project identification and planning;
- The reasonableness of estimates for user and non-user benefits for the project;
- The reasonableness of the operating service plan, including its provisions for protecting the future quality of other services sharing the facilities to be improved;
- The comprehensiveness and sufficiency, at the time of application, of agreements with key partners (including the railroad operating the intercity passenger rail service and infrastructure-owning railroads) that will be involved in the operation of the benefiting intercity passenger rail service, including the commitment of any affected host-rail carrier to ensure the realization of the anticipated benefits, preferably through a commitment by the affected host-rail carrier(s) to an enforceable on-time performance of passenger trains of 80 percent or greater;
- The favorability of the comparison between the level of anticipated benefits and the amount of Federal funding requested; and
- The applicant's contribution of a cost share greater than the required minimum of 20 percent.

Type response here:

- The Tampa-Orlando Corridor Financial Plan was presented in the October 2009 application, which has now been approved for implementation through a \$1.25 billion award, and the first installment of this award has been issued through the first Grant/Cooperative Agreement including the \$66.6 million in Statement of Work #1. That financial plan showed a positive Benefit-Cost ratio, with revenues exceeding costs, assuming conservative ridership assumptions with no captive market revenues. That plan assumed federal investment in the infrastructure, while the private sector assumes revenue risk. Two events have occurred since the Financial Plan was submitted strengthening the financial outlook for the project considerably: 1- the \$1.25 billion award (100% federal) noted above; and 2- the passage of the Florida Rail Act, which empowers the FRE to assist with project financing of the 20% local match that will now be required on future federal awards. The private sector has responded strongly to these events, as demonstrated by the extraordinary interest from entities from around the world with proven HSR experience and expertise.

A revised Financial Plan for 2010 has been prepared reflecting these factors and is included as Attachment 3 (2010

Financial Plan)

- Through the first Grant/Cooperative Agreement, including Statement of Work #1, the FDOT is undertaking a more thorough and current assessment of all project revenues and costs. This work includes an updated ridership and revenue study that will focus on providing more current data and examination of connectivity alternatives at stations. In addition, engineering is being advanced to 30% on the project to provide more reliable capital, operating and maintenance costs. Sample operating plans and rail simulations will be applied to more detailed alignments and station layouts being developed.
- The Tampa-Orlando Corridor is forecast to operate with positive financials, and therefore not require operating financial support. This project will be implemented through a Public Private Partnership in which the private entity proposing will be required to assume ridership risk. The recently enacted Florida Rail Act has made state funding available for passenger rail starting in 2014.
- Planning for the Florida High Speed Rail Corridor has been occurring for decades. The Tampa Orlando Corridor has achieved a FEIS and a Record of Decision from FRA. The high speed rail project is included in the latest Florida State Rail Plan.
- The Tampa-Orlando project will reduce congestion and emissions in the corridor improving the ability of passenger and freight movement, and improving air quality. According to a 2002 Technical Report on the benefits of the HSR in the corridor, the present value of the combined users' benefits (system revenues and consumer surplus) and benefits to the public at large (less highway congestion and emissions savings) amounts to over \$2 billion (in year 2000 dollars) and resulting in a ratio of benefits to costs of 1.27. According to the same report, thousands of additional jobs would be created and sustained (mostly, but not only in the corridor area) over the project life horizon. With these additional jobs, increased household income, and also higher property valuation particularly around the stations, will be created. Moreover, according to the 2002 Florida High Speed Rail Economic Benefit and Cost Impact Study (by Dr. Tim Lynch, Florida State University Center for Economic Forecasting), the general conclusion is that "benefits from implementing a version of high speed ground transportation across the most highly populated urbanized areas of Florida will, over time generate benefits that are considerably in excess of system costs." In summary, implementation of the HSR service between the metro areas of Orlando and Tampa, will bring upon time savings and reliability improvements associated with it, and it can be expected that increased ridership on the rail system would facilitate a higher degree of economic interaction among the cities and attractions along the train route, leading to potentially higher productivity and efficiency with less emissions translating into increased competitiveness, economic activity, employment and other longer-term economic benefits.
- An Operating Plan was included in the Service Development Program as part of the Tampa-Orlando Track 2 Application in October, 2009. As noted above, FDOT is conducting an updated ridership study in 2010, and will be updating this operating plan based on new forecasts and other revised data about the program. As an exclusive-use corridor, there is no requirement to share the rail facilities with other services.
- FDOT plans to enter into a long term Public Private Partnership for operation of the Tampa-Orlando High Speed Rail Corridor. The RFP and final Agreement will require a standard of operating service that will be well in excess of 90% reliability. This is a reasonable requirement and assumption based on the exclusive-use nature of this corridor with no rail crossings. No other agreements are required on this corridor to operate the HSR service.
- As noted previously, the Tampa-Orlando Corridor is forecast to operate at a positive Benefit-Cost ratio. Many of the assumptions behind the previous study are currently being refined and updated through Statement of Work #1.
- FDOT will commit to a 20% match to the federal funds received as a result of this application. That amount may be exceeded based on the type of procurement being advanced for implementation of the Tampa-Orlando High Speed Rail system. This Public Private Partnership procurement will invite, encourage and favor private investment in the system. This may result in additional contributions in excess of the 20% share to which the State is committing. Based on the level of private interest shown so far in the opportunity to become the first true HSR system in the US, FDOT is confident this amount will be exceeded through private investment.

(3) Project Delivery Approach

Describe the risk associated with delivery of the Service Development Program within budget, on time, and as designed:

- The applicant's financial, legal, and technical capacity to implement the project, including whether the application depends upon receipt of any waiver(s) of Federal railroad safety regulations that have not been obtained;
- The applicant's experience in administering similar grants and projects, including a demonstrated ability to deliver on prior FRA financial assistance programs;

- The soundness and thoroughness of the cost methodologies, assumptions, and estimates for the proposed project;
- The reasonableness of the schedule for project implementation;
- The thoroughness and quality of the Project Management Plan;
- The timing and amount of the project's future noncommitted investments;
- The overall completeness and quality of the application, including the comprehensiveness of its supporting documentation;
- The adequacy of any completed engineering work to assess and manage/mitigate the proposed project's engineering and constructability risks;
- The sufficiency of system safety and security planning;
- The project's progress, at the time of application, towards compliance with environmental protection requirements;
- The readiness of the project to be commenced; and
- The timeliness of project completion and the realization of the project's anticipated benefits.

Type response here: The FDOT, through its FRE, is working closely with the FRA and its Program Management Oversight Consultant to properly identify, quantify and mitigate the risks on this first implementation of HSR Express service in the US.

- FDOT/FRE has demonstrated its financial, legal and technical capacity to implement this project as recognized by its selection as one of the top three recipients (\$1.25 B) of ARRA funds based on its October 2009 Track 2 application. This is being further supported with the work being advanced through Statement of Work #1 between FRA and FDOT.
- FDOT/FRE's ability to administer grants and projects of this magnitude has been recognized by FRA as noted above.
- FDOT/FRE is going through an intensive Preliminary Engineering exercise to validate cost assumptions and estimates as part of the first Grant/Cooperative Agreement including Statement of Work #1.
- A detailed schedule is being developed and maintained for the Tampa-Orlando Project as part of the scope of Statement of Work #1.
- A Project Management Plan is included in the first Grant/Cooperative Agreement including Statement of Work #1 and will be refined and modified to adjust organization structure as the implementation proceeds into future phases of the program.
- The recently enacted Florida Rail Act allows the State of Florida to begin using a dedicated funding source for passenger rail in the amount of \$60 million/year beginning in 2014.
- Detailed engineering work is being performed as the major task for the first Grant/Cooperative Agreement including Statement of Work #1. This effort is identifying and allowing opportunity to mitigate engineering and other issues prior to advancing into construction.
- Safety and security plans are being developed in close coordination with the FRA's Office of Safety for the Tampa-Orlando project as part of the first Grant/Cooperative Agreement including Statement of Work #1.
- FRA has issued a Record of Decision for the Tampa-Orlando project in May, 2010. FDOT is working diligently to achieve similar approval from the Federal Highway Administration. A process with the FRA's Environmental Office is being developed to update any necessary components as a result of resolving engineering issues that arise.
- The Tampa-Orlando project is on schedule and plans to open to revenue service in 2015. Construction work can begin as soon as 2011 for the Early Works Safety Project.

F. Technical Components

Address the sections below with information on the technical components of the Service Development Program.

- (1) Indicate if you are requesting to be considered a “Standard Capital Project” as described in Section 1.3.1 of the NOFA.⁷**
 Consider this application to be a “Standard Capital Project.”
 Consider this application to be a “Major Capital Project.”

Explain your response:

While many other criteria may also trigger the designation of "Major Capital Project", the projected cost of the Tampa-Orlando Corridor being close to \$3 billion will automatically confirm this designation.

- (2) Indicate the operational independence of the Service Development Program.⁸**
 This program is operationally independent. This program is not operationally independent.

Briefly clarify your response:

The Tampa-Orlando High Speed Rail Corridor will be an exclusive-use and independently operated with no shared service.

- (3) Provide Right-of-Way Owner(s) information in the program area.** Where railroads currently share ownership, identify the primary owner. Click on the prepopulated fields to select the appropriate response from the list of choices.

Type of Railroad	Railroad Right-of-Way Owner	Route-Miles	Track-Miles	Status of Agreements to Implement Projects
Other/Special Situations	N/A	N/A	N/A	No Host Railroad Involved
Other/Special Situations				No Host Railroad Involved
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place

- (4) Name the Intercity Passenger Rail Operator and provide the status of the agreement.** If applicable, provide the status of agreement with the partner that will operate the planned passenger rail service (e.g., Amtrak). Click on the prepopulated field to select the appropriate response from the list of choices.

Name of Operating Partner:	Status of Agreement:
TBD	Operations being competitively bid

⁷ Please note, that administratively, three primary distinctions exist between the Major and Standard Capital Project designation when applied to a Service Development Program: 1) the approach to the environmental review process; 2) FRA’s use of a Letter of Intent (LOI) to contingently commit funds to the Service Development Program (as described in Section 2 of the NOFA); and 3) the project delivery tools required and used by FRA in managing the Service Development Program.

⁸ A Service Development Program is considered to have operational independence if, upon being implemented, it will result in a minimal operating segment of new or substantially improved high-speed or intercity passenger rail service that demonstrates tangible and measurable benefits, even if no additional investments in the same service are made.

(5) Provide information about the existing rail services within the Service Development Program area (e.g., freight, commuter, and intercity passenger). Click on the prepopulated field to select the appropriate response from the list of type of service.

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 ⁹ Within Project Boundaries
		Passenger	Freight		
Intercity Passenger	Not yet available	>150 mph	N/A	84	32
Freight					
Freight					
Freight					
Freight					
Freight					
Freight					
Freight					
Freight					

(6) Estimate the share of benefits that will be realized by nonintercity rail services and provide the approximate cost share provided by the beneficiary.¹⁰ Click on the prepopulated fields to select the appropriate response from the lists of type of beneficiary, anticipated share of benefits, and approximate cost share. If more than five types of nonintercity passenger rail are beneficiaries, please provide additional information in a separate supporting document, and list it in Section G.2 of this application.

Type of Nonintercity Passenger Rail	Expected Share of Benefits	Approximate Cost Share
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%

(7) Describe the rolling stock type. Describe the fleet of locomotives, cars, self-powered cars, and/or train sets that are intended to provide service upon completion of the Service Development Program. Note if the equipment is already owned or needs to be acquired.

Proven existing HSR technology capable of achieving speeds in excess of 186 mph will be required in the RFP for the Tampa-Orlando Corridor. Based on this requirement, FDOT anticipates a steel-wheel, steel-rail electric system. The competition will be open to all technologies that can demonstrate achievement and proven, demonstrable service under all project required conditions.

⁹ One daily round-trip operation should be counted as two daily one-way train operations.

¹⁰ Benefits include service improvements such as increased speed, on-time performance, improved reliability, and other service quality improvements.

G. Additional Information

Provide a response to the following, as necessary, for your Service Development Program.

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

PROJECT FINANCING - THE IMPORTANCE OF SUCCESS WITH THIS APPLICATION

The FDOT, through the FRE, appreciates the opportunity to apply for additional federal funding through this application, and is confident it has met or exceeded all required response requirements. FDOT also acknowledges and reiterates its appreciation for the \$1.25 billion in funds awarded for the implementation of the first HSR Express system in the US between Tampa and Orlando. Having stated that, FDOT must emphatically bring to FRA's attention how critical it is for the success of this program that this current application be accepted and that a substantial additional award be made to this program. There are two critical points to be made to support this position, given that all application requirements are met:

1- As of the date of this application, there are no additional committed federal funds to the HSR program beyond what is available for 2010. Florida has the only current opportunity to deliver true HSR Express in the US, yet has less than 50% of the project cost covered so far. It is critical that Florida be provided additional federal funding to ensure its success given the uncertainty of future funding streams. The success of this program will be a catalyst for true HSR permeating throughout the US.

2- The RFQ/RFP process for the Public Private Partnership to Design, Build, Operate, Maintain and Finance the Tampa-Orlando HSR Corridor will be initiated in late 2010 and be well underway in the Spring of 2011. It will be critical for private entities that are to bid on this system to be confident in the amount of available public financing that has been secured as part of the financial plan for this project. Providing additional federal funds to this program, with a state funding mechanism in place to fulfill the required 20% match, will send the strongest message of confidence to private entities that this is indeed a wise program in which to invest.

COMPLIANCE WITH JULY 1, 2010 FEDERAL REGISTER NOTICE OF FUNDING AVAILABILITY FOR HIGH SPEED INTERCITY PASSENGER RAIL

This Service Development Program Application is fully compliant with the Notice of Funding Availability requirements. Supporting documents are including in part (2) below as required.

(2) Please provide a document title, filename, and description for all supporting documents. Ensure that these documents are uploaded to GrantSolutions.gov with your application and use a logical naming convention.

Document Title	Filename	Description and Purpose
Attachment 1 - Vision Plan	Attachment 1- Vision Plan.pdf	Statewide Vision for HSR in Florida prepared in 2001, demonstrating long term vision to bring HSR to the State.
Attachment 2- System Map	Attachment 2- System Map.pdf	Service Development Program for Florida HSR has two components: Phase 1- Tampa to Orlando; Phase 2- Orlando to Miami.
Attachment 3 - 2010 Financial Plan	Florida High speed Rail Financial Plan.doc	Updates the 2009 Financial Plan based on acceptance of the Tampa-Orlando program and award of \$1.25 billion as well as the passage of the Florida Rail Act, which provides a mechanism for the State of Florida to contribute towards the program.
Attachment 4 - 2009 ARRA Funding Documentation	Attachment 4 - 2009 ARRA Funding documentation.doc	The July 1, 2010 NOFA has requirements for Previous Funded SDP's. This Attachment explains how Florida meets these requirements.
Attachment 5 - 2009 Track 2 Corridor Program Data Form	Corridor Program Data Form 2009ARRA.xls	This Track 2 Form shows the breakdown of the \$1.25 bill. ARRA award for Tampa-Orlando.

H. Checklist of Application Materials

Use this section to determine the thoroughness of your Service Development Program application prior to submission.

Documents	Format
1. Application Form	
<input checked="" type="checkbox"/> HSIPR Service Development Program Application Form [This Form]	Form
2. Budget and Schedule Form	
<input checked="" type="checkbox"/> HSIPR Service Development Program Budget and Schedule Form	Form
3. OMB Standard Forms	
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	Form
<input checked="" type="checkbox"/> SF 424C: Budget Information-Construction	Form
<input checked="" type="checkbox"/> SF 424D: Assurances-Construction	Form
4. FRA Assurances Document	
<input checked="" type="checkbox"/> FRA Assurances Document (See Section 4.2.4 of the NOFA)	Form
5. Service Development Supporting Documentation	
<input checked="" type="checkbox"/> Service Development Plan (See Section 3.5 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> NEPA Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
6. Service Delivery Supporting Documentation	
<input checked="" type="checkbox"/> Project Management Plan (See Section 4.2.6 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> Financial Plan (See Section 4.2.6 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> System Safety Plan (See Section 4.2.6 of the NOFA)	No Specified Format
<input checked="" type="checkbox"/> Railroad and Project Sponsor Agreements (See Section 4.2.6 of the NOFA)	No Specified Format
7. Optional Supporting Documentation	
<input type="checkbox"/> Preliminary Engineering (PE) and/or Final Design (FD) Documentation (See Section 4.2.7 of the NOFA)	No Specified Format
<input type="checkbox"/> Other Relevant and Available Documentation (See Section 4.2.7 of the NOFA)	n/a

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**.