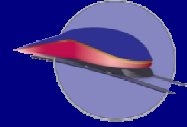


Service Development Program Budget and Schedule Form



Welcome to the Service Development Program Budget and Schedule Form. To begin, save this Excel workbook to your computer and open the file. The buttons below will help you to easily navigate the forms contained in this file. To get started click on the button labeled "1. General Info."

Note 1: Yellow cells require you to enter values and blue cells are set up to auto-populate based on formulas that are embedded in the forms. If you have questions about this form or the formulas and calculations contained herein, please email the HSIPR Program Manager at HSIPR@dot.gov.

Note 2: For purposes of this application, "Fiscal Year (FY)" refers to the Federal fiscal year (October 1- September 30).

Color Key for Completing this Form:

Cell Type/Color:	Applicant Should Input a Value	Template will Auto-Populate (see note 1 above)	FRA Use Only: Applicant Does Not Complete
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General Info (click here first)	
Capital Cost Info. (Standard Cost Categories for reference)	
Detailed Capital Cost Budget	Annual Capital Cost Budget
Instructions for Operating & Financial Sheets	Operating & Maintenance Info
Operating & Financial Performance	
Sustainability Sheet	Analysis of Funding Sources for Sustainability
Program Schedule	

General Information

Below, please indicate the Service Development Program name. The Service Development Program name must be identical to the name listed in the Application Form. Limited to 50 characters, the name must consist of the following elements, each separated by a hyphen: (1) the State abbreviation of the State submitting this application; (2) the route or corridor name that is the subject of the related Corridor Service Overview; and (3) a descriptor that will concisely identify the Corridor Program's focus (e.g., HI-Fast Corridor-Main Stem)

1. Please enter the requested data into the yellow cells.
This information will auto-populate other areas of the form.

Service Development Program Name (same as on Application Form) **FL-Florida East Coast Corridor-Amtrak Service**

Application Assumptions

1. Please use this section to capture two separate sets of assumptions that will enter the costs shown in subsequent sheets. The contingency rate is the allowance for uncertainties in projected costs. The Annual Inflation Rate will be used to convert between 2011 constant dollars and Year of Expenditure dollars. Enter the assumed annual inflation rate for each category for each year, with the exception of 2010 and 2011. Inflation rates for 2010 and 2011 are not used in Year of Expenditure calculations in other sections of this form.

Cost Categories*	Contingency Rate Assumption (%)	Annual Inflation Rate Assumptions by Year (%)									
		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Categories for Detailed Capital Cost Budget											
10 Track Structures and Track	5.0%			3.5%	3.5%	3.5%					
20 Stations, Terminals, Intermodal	10.0%			3.5%	3.5%	3.5%					
30 Support Facilities: Yards, Shops, Admin. Bldgs											
40 Sitework, Right of Way, Land, Existing Improvements & Special Conditions	5.0%			3.5%	3.5%	3.5%					
50 Communications & Signaling	10.0%			3.5%	3.5%	3.5%					
60 Electric Traction											
70 Vehicles	5.0%			3.5%	3.5%	3.5%					
80 Professional Services (applies to Cats. 10-60)				3.5%	3.5%	3.5%					
90 Unallocated Contingency	n/a			3.5%	3.5%	3.5%					
100 Finance Charges	n/a			3.5%	3.5%	3.5%					
Category for Operating, Financial, and Sustainability information		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019**
Operating, Financial, Sustainability Information-- All-Purpose Inflation Rates											

* See "Capital Cost Info." for definitions and explanations of the Standard Capital Cost (SCC) Categories.

** For 2019 Operating, Financial, and Sustainability Inflation Assumptions, enter a single annual inflation rate for 2019 that will be used for 2019 and all subsequent years.

If not using the FRA formulas, please describe your methodology in the space provided below as well as listing any supporting documentation.

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FRA Standard Cost Categories for Capital Projects/Programs*		Notes
10 TRACK STRUCTURES & TRACK		
10.01	Track structure: Viaduct	Include elevated track structure of significant length consisting of multiple spans of generally equal length
10.02	Track structure: Major/Movable bridge	Include all elevated track structures with a movable span, and/or with a span of significant length (generally of approximately 400' or longer)
10.03	Track structure: Undergrade Bridges	Include elevated track structure of greater than 20 feet that does not fall into 10.01 and 10.02
10.04	Track structure: Culverts and drainage structures	Include all minor undergrade passageways (generally of 20 feet or less in width)
10.05	Track structure: Cut and Fill (> 4' height/depth)	Include grading and subgrade stabilization of roadbed
10.06	Track structure: At-grade (grading and subgrade stabilization)	All grading and subgrade stabilization of roadbed not included under cost categories 10.01 through 10.05 and 10.07
10.07	Track structure: Tunnel	Definition self-explanatory
10.08	Track structure: Retaining walls and systems	Definition self-explanatory
10.09	Track new construction: Conventional ballasted	Include all ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.10	Track new construction: Non-ballasted	Include all slab, direct fixation, embedded, and other non-ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.11	Track rehabilitation: Ballast and surfacing	Include undercutting, ballast cleaning, tamping, and surfacing not associated with new track construction
10.12	Track rehabilitation: Ditching and drainage	Definition self-explanatory
10.13	Track rehabilitation: Component replacement (rail, ties, etc)	Definition self-explanatory
10.14	Track: Special track work (switches, turnouts, insulated joints)	Include minor turnouts and interlocking, such as crossovers and turnouts at the ends of passing tracks
10.15	Track: Major interlockings	Significant interlockings at major stations and where routes converge from three or more directions
10.16	Track: Switch heaters (with power and control)	Include cost of power distribution equipment from commercial power source to interlocking location
10.17	Track: Vibration and noise dampening	Definition self-explanatory
10.18	Other linear structures including fencing, sound walls	Definition self-explanatory
20 STATIONS, TERMINALS, INTERMODAL		
		As associated with stations, include costs for rough grading, excavation, station structures, enclosures, finishes, equipment; mechanical and electrical components including HVAC, ventilation shafts and equipment, station power, lighting, public address/customer information systems; safety systems such as fire detection and prevention, security surveillance, access control, life safety systems, etc. Include all construction materials and labor regardless of who is performing the work.
20.01	Station buildings: Intercity passenger rail only	Definition self-explanatory
20.02	Station buildings: Joint use (commuter rail, intercity bus)	Definition self-explanatory
20.03	Platforms	Definition self-explanatory
20.04	Elevators, escalators	Definition self-explanatory
20.05	Joint commercial development	Construction at station sites intended to support non-transportation commercial activities (shopping, restaurants, residential, office space). Do not include cost of incidental commercial use of station space intended for use by passengers (newsstands, snack bar, etc). Costs may not be allowable for Federal reimbursement.
20.06	Pedestrian / bike access and accommodation, landscaping, parking lots	Include sidewalks, paths, plazas, landscape, site and station furniture, site lighting, signage, public artwork, bike facilities, permanent fencing
20.07	Automobile, bus, van accessways including roads	Include all on-grade paving
20.08	Fare collection systems and equipment	Include fare sales and swipe machines, fare counting equipment
20.09	Station security	Definition self-explanatory
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		
30.01	Administration building: Office, sales, storage, revenue counting	Definition self-explanatory
30.02	Light maintenance facility	Include service, inspection, and storage facilities and equipment
30.03	Heavy maintenance facility	Include heavy maintenance and overhaul facilities and equipment
30.04	Storage or maintenance-of-way building/bases	Definition Self-explanatory
30.05	Yard and yard track	Include yard construction and track associated with yard
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		
		Include all construction materials and labor regardless of who is performing the work.
40.01	Demolition, clearing, site preparation	Include project/program-wide clearing, demolition and fine grading
40.02	Site utilities, utility relocation	Include all site utilities-storm, sewer, water, gas, electric
40.03	Hazardous material, contaminated soil removal/mitigation, ground water treatments	Include underground storage tanks, fuel tanks, other hazardous materials and treatments, etc.
40.04	Environmental mitigation: wetlands, historic/archeology, parks	Include other environmental mitigation not listed
40.05	Site structures including retaining walls, sound walls	Definition self-explanatory
40.06	Temporary facilities and other indirect costs during construction	Definition self-explanatory
40.07	Purchase or lease of real estate	If the value of right-of-way, land, and existing improvements is to be used as in-kind local match to the Federal funding of the project/program, include the total cost on this line item. In backup documentation, separate cost for land from cost for improvements. Identify whether items are leased, purchased or acquired through payment or for free. Include the costs for permanent surface and subsurface easements, trackage rights, etc.

FRA Standard Cost Categories for Capital Projects/Programs*		Notes
40.08	Highway/pedestrian overpass/grade separations	Other than the grade separations included in this line item, highway-rail grade crossing safety enhancements generally fall under 50.06.
40.09	Relocation of existing households and businesses	In compliance with Uniform Relocation Act

FRA Standard Cost Categories for Capital Projects/Programs*		Notes
50 COMMUNICATIONS & SIGNALING		
50.01	Wayside signaling equipment	Definition Self-explanatory
50.02	Signal power access and distribution	Definition Self-explanatory
50.03	On-board signaling equipment	Include on-board cab signal, Automatic Train Control (ATC), and Positive Train Control (PTC) related equipment
50.04	Traffic control and dispatching systems	Definition self-explanatory
50.05	Communications	Definition self-explanatory
50.06	Grade crossing protection	Includes all types of highway-rail grade crossing safety enhancements except for grade separation projects, which fall under 40.08.
50.07	Hazard detectors: dragging equipment high water, slide, etc.	Definition self-explanatory
50.08	Station train approach warning system	Definition self-explanatory
60 ELECTRIC TRACTION		
60.01	Traction power transmission: High voltage	Definition self-explanatory
60.02	Traction power supply: Substations	Definition self-explanatory
60.03	Traction power distribution: Catenary and third rail	Definition self-explanatory
60.04	Traction power control	Definition self-explanatory
70 VEHICLES		
Include professional services associated with the vehicle component of the project/program. These costs may include agency staff oversight and administration, vehicle consultants, design and manufacturing contractors, legal counsel, warranty and insurance costs, etc.		
70.00	Vehicle acquisition: Electric locomotive	Definition self-explanatory
70.01	Vehicle acquisition: Non-electric locomotive	Definition self-explanatory
70.02	Vehicle acquisition: Electric multiple unit	Definition self-explanatory
70.03	Vehicle acquisition: Diesel multiple unit	Definition self-explanatory
70.04	Veh acq: Loco-hauled passenger cars w/ ticketed space	Include cars with coach space, sleeping compartments, etc.
70.05	Veh acq: Loco-hauled passenger cars w/o ticketed space	Include dedicated food service, lounge, baggage and other service support cars
70.06	Vehicle acquisition: Maintenance of way vehicles	Definition self-explanatory
70.07	Vehicle acquisition: Non-railroad support vehicles	Include hi-rail bucket trucks, and other highway vehicles
70.08	Vehicle refurbishment: Electric locomotive	Definition self-explanatory
70.09	Vehicle refurbishment: Non-electric locomotive	Definition self-explanatory
70.10	Vehicle refurbishment: Electric multiple unit	Definition self-explanatory
70.11	Vehicle refurbishment: Diesel multiple unit	Definition self-explanatory
70.12	Veh refurb: Passeng. loco-hauled car w/ ticketed space	Include coaches, sleeping cars, etc.
70.13	Veh refurb: Non-passeng loco-hauled car w/o ticketed space	Include food service, lounge, baggage and other service support cars
70.14	Vehicle refurbishment: Maintenance of way vehicles	Definition self-explanatory
70.15	Spare parts	Definition self-explanatory
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)		
80.01	Service Development Plan/Service Environmental	Cat. 80 applies to Cats. 10-60. Cat. 80 includes all professional, technical and management services related to the design and construction of infrastructure (Cats. 10 - 60) during the preliminary engineering, final design, and construction phases of the project/program (as applicable). This includes environmental work, design, engineering and architectural services; specialty services such as safety or security analyses; value engineering, risk assessment, cost estimating, scheduling, ridership modeling and analyses, auditing, legal services, administration and management, etc. by agency staff or outside consultants.
80.02	Preliminary Engineering/Project Environmental	
80.03	Final design	
80.04	Project management for design and construction	
80.05	Construction administration & management	
80.06	Professional liability and other non-construction insurance	
80.07	Legal; Permits; Review Fees by other agencies, cities, etc.	
80.08	Surveys, testing, investigation	
80.09	Engineering inspection	
80.10	Start up	
90 UNALLOCATED CONTINGENCY		
Includes unallocated contingency, project/program reserves. Document allocated contingencies for individual line items on Detailed Capital Cost Budget.		
100 FINANCE CHARGES		
Include finance charges expected to be paid by the project/program sponsor/grantee prior to either the completion of the project or the fulfillment of the FRA funding commitment, whichever occurs later in time. Finance charges incurred after this date should not be included in Total Project Cost. Derive finance charges from the project's financial plan, based on an analysis of the sources and uses of funds.		

*NOTE: To help evaluate and compare the costs of different applications FRA has developed 10 main Standardized Capital Cost Categories. These are provided to establish consistency in the use of the worksheets. The SCC cost breakdown is based on a traditional Design Bid Build model. If your project is Design Build, to the best of your ability, separate construction costs from design, administration, testing, etc. Put all construction costs in 10 through 60. Put design, administration, testing, etc. in "80 Professional Services." If you are not sure where to put a certain element of the project, consider the issue in general terms, using this sheet as a guide.

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Detailed Capital Cost Budget

Instructions:
To assist FRA in comparing projects, this form provides a breakdown of capital cost using Standard Cost Categories (SCCs). Definitions of FRA's SCCs can be found in the "Capital Cost Info" tab of this workbook. The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. Enter values in the yellow cells below. You should only provide data for those costs categories associated with this project; leave others blank.
2. The light blue cells will auto-populate based on the Contingency rates entered in "General Info."
3. Explain any large discrete, identifiable and/or unique capital investments in the space provided at the bottom of this form. Where an explanation is appropriate, place an asterisk in the far right column to denote that an explanation is provided. Please include the reference to the Cost Category number in your explanation. Example: "10.07: Tunnel at xxxx [location], x.x miles in length, consists of one twin-tube New Austrian Tunneling Method tunnel with cross-passages located every .25 miles."
4. For purposes of this application "Base Year Dollars" are Fiscal Year (FY) 2011 Dollars.

Program Name: FL-Florida East Coast Corridor-Amtrak Service

Applicant Inputs					Total Allocated Cost (Thousands of Base Yr FY11 Dollars)	Allocated Contingency (Thousands of Base Yr/FY 11 Dollars)	TOTAL COST (Thousands of Base Yr/FY 11 Dollars)	Explanation Provided? (if so use *)
Unit	Quantity	Unit Cost (Thousands of Base Yr/FY 11 Dollars)	Non-Unit Based Costs					
10 TRACK STRUCTURES & TRACK					\$ 16,989,525	\$ 849,476	\$ 17,839,001	
10.01	Track structure: Viaduct	Miles			\$ -	\$ -	\$ -	
10.02	Track structure: Major/Movable bridge				\$ -	\$ -	\$ -	
10.03	Track structure: Undergrade Bridges		\$ -		\$ -	\$ -	\$ -	
10.04	Track structure: Culverts and drainage structures	#			\$ -	\$ -	\$ -	
10.05	Track structure: Cut and Fill (> 4' height/depth)	Miles			\$ -	\$ -	\$ -	
10.06	Track structure: At-grade (grading and subgrade stabilization)	Miles	1.00	\$ 26,667	\$ 26,667	\$ 1,333	\$ 28,000	* 10% allocated
10.07	Track structure: Tunnel				\$ -	\$ -	\$ -	
10.08	Track structure: Retaining walls and systems	Miles			\$ -	\$ -	\$ -	
10.09	Track new construction: Conventional ballasted		\$ 7,263,810		\$ 7,263,810	\$ 363,191	\$ 7,627,001	
10.10	Track new construction: Non-ballasted				\$ -	\$ -	\$ -	
10.11	Track rehabilitation: Ballast and surfacing		\$ 5,821,905		\$ 5,821,905	\$ 291,095	\$ 6,113,000	
10.12	Track rehabilitation: Ditching and drainage				\$ -	\$ -	\$ -	
10.13	Track rehabilitation: Component replacement (rail, ties, etc)				\$ -	\$ -	\$ -	
10.14	Track: Special track work (switches, turnouts, insulated joints)		\$ 3,877,143		\$ 3,877,143	\$ 193,857	\$ 4,071,000	
10.15	Track: Major interlockings				\$ -	\$ -	\$ -	
10.16	Track: Switch heaters (with power and control)				\$ -	\$ -	\$ -	
10.17	Track: Vibration and noise dampening				\$ -	\$ -	\$ -	
10.18	Other linear structures including fencing, sound walls	Miles			\$ -	\$ -	\$ -	
20 STATIONS, TERMINALS, INTERMODAL					\$ 26,080,000	\$ 2,608,000	\$ 28,688,000	
20.01	Station buildings: Intercity passenger rail only		\$ 4,105,455		\$ 4,105,455	\$ 410,546	\$ 4,516,001	
20.02	Station buildings: Joint use (commuter rail, intercity bus)				\$ -	\$ -	\$ -	
20.03	Platforms		\$ 17,203,636		\$ 17,203,636	\$ 1,720,364	\$ 18,924,000	
20.04	Elevators, escalators		\$ 2,727,273		\$ 2,727,273	\$ 272,727	\$ 3,000,000	
20.05	Joint commercial development				\$ -	\$ -	\$ -	
20.06	Pedestrian / bike access and accommodation, landscaping, parking lots		\$ 2,043,636		\$ 2,043,636	\$ 204,364	\$ 2,248,000	
20.07	Automobile, bus, van accessways including roads				\$ -	\$ -	\$ -	
20.08	Fare collection systems and equipment				\$ -	\$ -	\$ -	
20.09	Station security				\$ -	\$ -	\$ -	
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS					\$ -	\$ -	\$ -	
30.01	Administration building: Office, sales, storage, revenue counting				\$ -	\$ -	\$ -	
30.02	Light maintenance facility				\$ -	\$ -	\$ -	
30.03	Heavy maintenance facility				\$ -	\$ -	\$ -	
30.04	Storage or maintenance-of-way building/bases				\$ -	\$ -	\$ -	
30.05	Yard and yard track				\$ -	\$ -	\$ -	
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS					\$ 31,859,006	\$ 1,592,950	\$ 33,451,956	
40.01	Demolition, clearing, site preparation		\$ 1,031,429		\$ 1,031,429	\$ 51,571	\$ 1,083,000	
40.02	Site utilities, utility relocation		\$ 514,286		\$ 514,286	\$ 25,714	\$ 540,000	* 20% allocated
40.03	Hazardous material, contaminated soil removal/mitigation, ground water treatments				\$ -	\$ -	\$ -	
40.04	Environmental mitigation: wetlands, historic/archeology, parks				\$ -	\$ -	\$ -	
40.05	Site structures including retaining walls, sound walls				\$ -	\$ -	\$ -	
40.06	Temporary facilities and other indirect costs during construction		\$ 2,277,100		\$ 2,277,100	\$ 113,855	\$ 2,390,955	* 10% allocated
40.07	Purchase or lease of real estate		\$ 28,036,191		\$ 28,036,191	\$ 1,401,810	\$ 29,438,001	
40.08	Highway/pedestrian overpass/grade separations				\$ -	\$ -	\$ -	
40.09	Relocation of existing households and businesses				\$ -	\$ -	\$ -	

	Unit	Quantity	Unit Cost (Thousands of Base Yr/FY 11 Dollars)	Non-Unit Based Costs	Total Allocated Cost (Thousands of Base Yr FY11 Dollars)	Allocated Contingency (Thousands of Base Yr/FY 11 Dollars)	TOTAL COST (Thousands of Base Yr/FY 11 Dollars)	Explanation Provided? (If so use *)
50 COMMUNICATIONS & SIGNALING								
50.01	Wayside signaling equipment				\$ 26,464,545	\$ 2,646,455	\$ 29,111,000	
50.02	Signal power access and distribution			\$ 8,746,363	\$ 8,746,363	\$ 874,636	\$ 9,620,999	
50.03	On-board signaling equipment				\$ -	\$ -	\$ -	
50.04	Traffic control and dispatching systems				\$ -	\$ -	\$ -	
50.05	Communications				\$ -	\$ -	\$ -	
50.06	Grade crossing protection			\$ 17,718,182	\$ 17,718,182	\$ 1,771,818	\$ 19,490,000	
50.07	Hazard detectors (dragging equipment, , slide, etc.)				\$ -	\$ -	\$ -	
50.08	Station train approach warning system				\$ -	\$ -	\$ -	
60 ELECTRIC TRACTION								
60.01	Traction power transmission: High voltage				\$ -	\$ -	\$ -	
60.02	Traction power supply: Substations	#			\$ -	\$ -	\$ -	
60.03	Traction power distribution: Catenary and third rail	#			\$ -	\$ -	\$ -	
60.04	Traction power control				\$ -	\$ -	\$ -	
Construction Subtotal (10-60)					\$ 101,393,076	\$ 7,696,881	\$ 109,089,957	
70 VEHICLES								
70.00	Vehicle acquisition: Electric locomotive	#			\$ -	\$ -	\$ -	
70.01	Vehicle acquisition: Non-electric locomotive	#			\$ -	\$ -	\$ -	
70.02	Vehicle acquisition: Electric multiple unit	#			\$ -	\$ -	\$ -	
70.03	Vehicle acquisition: Diesel multiple unit	#			\$ -	\$ -	\$ -	
70.04	Veh acq: Loco-hauled passenger cars w/ ticketed space	#	1	\$ 105,000,000	\$ 105,000,000	\$ 5,250,000	\$ 110,250,000	
70.05	Veh acq: Loco-hauled passenger cars w/o ticketed space	#			\$ -	\$ -	\$ -	
70.06	Vehicle acquisition: Maintenance of way vehicles	#			\$ -	\$ -	\$ -	
70.07	Vehicle acquisition: Non-railroad support vehicles	#			\$ -	\$ -	\$ -	
70.08	Vehicle refurbishment: Electric locomotive	#			\$ -	\$ -	\$ -	
70.09	Vehicle refurbishment: Non-electric locomotive	#			\$ -	\$ -	\$ -	
70.10	Vehicle refurbishment: Electric multiple unit	#			\$ -	\$ -	\$ -	
70.11	Vehicle refurbishment: Diesel multiple unit	#			\$ -	\$ -	\$ -	
70.12	Veh refurb: Passeng. loco-hauled car w/ ticketed space	#			\$ -	\$ -	\$ -	
70.13	Veh refurb: Non-passeng loco-hauled car w/o ticketed space	#			\$ -	\$ -	\$ -	
70.14	Vehicle refurbishment: Maintenance of way vehicles	#			\$ -	\$ -	\$ -	
70.15	Spare parts				\$ -	\$ -	\$ -	
80 PROFESSIONAL SERVICES								
80.01	Service Development Plan/Service Environmental				\$ 21,027,165	\$ -	\$ 21,027,165	
80.02	Preliminary Engineering/Project Environmental				\$ -	\$ -	\$ -	
80.03	Final Design			\$ 2,247,078	\$ 2,247,078	\$ -	\$ 2,247,078	
80.04	Project management for design and construction			\$ 6,087,196	\$ 6,087,196	\$ -	\$ 6,087,196	
80.05	Construction administration & management			\$ 1,593,039	\$ 1,593,039	\$ -	\$ 1,593,039	
80.06	Professional liability and other non-construction insurance			\$ 3,718,666	\$ 3,718,666	\$ -	\$ 3,718,666	
80.07	Legal; Permits; Review Fees by other agencies, cities, etc.			\$ 1,635,098	\$ 1,635,098	\$ -	\$ 1,635,098	
80.08	Surveys, testing, investigation			\$ 654,039	\$ 654,039	\$ -	\$ 654,039	
80.09	Engineering inspection			\$ 796,520	\$ 796,520	\$ -	\$ 796,520	
80.10	Start up			\$ 490,529	\$ 490,529	\$ -	\$ 490,529	
80.10	Start up			\$ 3,805,000	\$ 3,805,000	\$ -	\$ 3,805,000	
Subtotal (10-80)					\$ 227,420,241	\$ 12,946,881	\$ 240,367,122	
90 UNALLOCATED CONTINGENCY								
Subtotal (10-90)							\$ 7,965,196	
100 FINANCE CHARGES								
Subtotal (10-100)							\$ 248,332,318	
TOTAL CAPITAL COSTS (10-100)							\$ 1,593,039	
							\$ 249,925,357	

Space provided for additional descriptions of capital costs.
See Example under "Instructions" above. Please include references to specific Cost Category numbers.

Annual Capital Cost Budget

Instructions:

This form provides a breakdown by year of the capital costs entered in the previous "Detailed Capital Cost Budget". The data you enter in this form should be drawn from budget estimates or analysis you have available for your project.

1. In the yellow cells in the "Base Year/ FY 2011 Dollars" table, enter the annual dollar figures for each cost category in thousands of Base Year/FY 2011 Dollars. If you have allowable 2010 expenditures, record those in the 2011 cost category fields.
2. In the "Base Year/ FY 2011 Dollars" table, the numbers in the "Double Check Total" column will auto-populate from the "Detailed Capital Cost Budget" in the previous tab. The numbers in the "Base Year/FY 11 Total" column will be the sum of the annual data entered to the left. The two columns should match for each Standard Cost Category. If the entries in the "Double Check Total" column are not identical, the Base Year/FY 11 values you entered in the previous tab do not match the values entered in this tab.
3. The light blue cells in the Year of Expenditure (YOE) table will auto-populate using Inflation rates from the "General Info" tab.

Program Name: FL-Florida East Coast Corridor-Amtrak Service

BASE YEAR FY 2011 DOLLARS (Thousands)	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total in Base Yr / FY 11 Dollars*	Check Figures Taken from Detailed Budget†
10 TRACK STRUCTURES & TRACK		\$ 8,919,500	\$ 8,919,500							\$ 17,839,000	\$ 17,839,001
20 STATIONS, TERMINALS, INTERMODAL		\$ 14,344,000	\$ 14,344,000							\$ 28,688,000	\$ 28,688,000
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS										\$ -	\$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		\$ 16,725,978	\$ 16,725,978							\$ 33,451,956	\$ 33,451,956
50 COMMUNICATIONS & SIGNALING		\$ 14,555,500	\$ 14,555,500							\$ 29,111,000	\$ 29,111,000
60 ELECTRIC TRACTION										\$ -	\$ -
70 VEHICLES	\$ 36,750,000	\$ 36,750,000	\$ 36,750,000							\$ 110,250,000	\$ 110,250,000
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	\$ 12,616,299	\$ 5,677,334	\$ 2,733,531							\$ 21,027,164	\$ 21,027,165
90 UNALLOCATED CONTINGENCY		\$ 3,982,598	\$ 3,982,598							\$ 7,965,196	\$ 7,965,196
100 FINANCE CHARGES	\$ 531,013	\$ 531,013	\$ 531,013							\$ 1,593,039	\$ 1,593,039
Total Program Cost (10-100)	\$ 49,897,312	\$ 101,485,923	\$ 98,542,120	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,925,355	\$ 249,925,357

YEAR OF EXPENDITURE (YOE) DOLLARS	2011	2012	2013	2014	2015	2016	2017	2018	2019	YOE Total**
10 TRACK STRUCTURES & TRACK	\$ -	\$ 9,231,683	\$ 9,554,791	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,786,474
20 STATIONS, TERMINALS, INTERMODAL	\$ -	\$ 14,846,040	\$ 15,365,651	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,211,691
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	\$ -	\$ 17,311,387	\$ 17,917,286	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,228,673
50 COMMUNICATIONS & SIGNALING	\$ -	\$ 15,064,943	\$ 15,592,215	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,657,158
60 ELECTRIC TRACTION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
70 VEHICLES	\$ 36,750,000	\$ 38,036,250	\$ 39,367,519	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 114,153,769
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	\$ 12,616,299	\$ 5,876,041	\$ 2,928,227	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,420,566
90 UNALLOCATED CONTINGENCY	\$ -	\$ 4,121,989	\$ 4,266,259	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,388,247
100 FINANCE CHARGES	\$ 531,013	\$ 549,598	\$ 568,834	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,649,446
Total Program Cost (10-100)	\$ 49,897,312	\$ 105,037,930	\$ 105,560,782	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 260,496,025

* For the purpose of this application, base year dollars are considered FY 2011 dollars.

**Year-of-Expenditure(YOE) dollars are inflated Base Year dollars. Applicants must determine their own inflation rate and enter it on the "General Info" tab. Applicants should also explain their proposed inflation assumptions (and methodology, if applicable) in the Application Form.

† As a convenience to applicants in cross-checking their figures, this column shows the "Total Costs" by category in FY 2011 dollars carried over from the "Detailed Capital Cost Budget" sheet.

If not using the FRA-provided formulas, please describe your methodology in the space provided below as well as listing any supporting documentation.

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Instructions for Operating and Financial Sheets

Service Development Program applicants are required to project their corridor service's operating and financial performance at least through the tenth full year of operation (a longer period is required for the capital asset renewal charge -- see below).

The sheet "Operating & Maintenance Info." lays out an approach to passenger rail cost accounting and projection that accords with that employed by Amtrak in its recently-implemented "APT" system. The O&M cost categories in the "Operating and Financial Perf." sheet draw on the cost categories in the "Operating & Maintenance Info." sheet. If you have employed other approaches to O&M cost estimation, show the totals in the red-shaded cells for Year 1, Year 5, and Year 10 and provide supporting documentation describing your O&M cost projection methods. Otherwise, if your O&M projections support the O&M line items detailed in the form, enter your data and the total O&M expense will auto-calculate.

With respect to the "Capital Asset Renewal Charge" (CARC): please note that this is not a charge for the use of assets initially provided or renewed under the HSIPR program. Instead, it is an annualized allowance for future asset replacement, refurbishment, and expansion. Categories that would describe investments that together make up the CARC are shown in the lower section of the Operating and Financial Performance form. If your method of projecting future capital asset renewals and costs does not support the categories shown in the form, enter your totals in the red-shaded cells labeled "Total capital asset renewal charge (annualized amounts)." If your methodology supports the line items on the form, please fill in the individual category entries and the total will auto-populate. In either case, you will need to explain your methodology and procedures in supporting documentation.

An illustrative methodology for estimating the CARC follows. It can be applied to the total CARC, or to its constituent line items.

- Develop a schedule for the nature and expected cost (in FY 2011 dollars) of capital asset renewals, expansions, and additions for years 1 through 30 of the program's operation. Assign projected costs to the years in which they are expected to occur.
- Calculate the present value of the future expenditures thus assigned, based on the OMB-approved discount rate of 7 percent.
- Annualize the present value by calculating the equal annual payments over 30 years that would equate to the present value at the approved discount rate.

The annualized number will be the CARC, and should be entered on the appropriate row(s) of the Operating and Financial Performance Spreadsheet.

Operating and Maintenance Information (Standard O&M Cost Categories for Reference)	
Category/Subcategory	Definition
100 Maintenance of Way (MoW)	
101 MoW Track	Maintenance work on track assets along the right-of-way, including the roadbed, rails, cross-ties, ballast, and grade crossings.
102 MoW Communications & Signal	Maintenance work on Communications & Signal assets, including telegraph, telephone, radio systems; train signal and interlocking systems; and buildings, right-of-way, or other facilities supporting and housing these assets and systems.
103 MoW Electric Traction	Operation of electric propulsion systems and maintenance work on electric transmission assets, including catenary and support apparatuses; transmission systems; power substations; and building and structures housing these systems.
104 MoW Bridges & Buildings	Maintenance work on physical assets, including tunnels, bridges, culverts, overhead highway bridges, signs, and ancillary buildings.
105 MoW Support	General support for front-line MoW activities (Track, Communications & Signal, Electric Traction and Buildings & Bridges), including management and supervision; training; material control and procurement; support for capital projects; and other general support
200 Maintenance of Equipment (MoE)	
201 MoE Turnaround	Cleaning, inspection, and minor repairs of rolling stock both prior to departure and en-route.
202 Loco Maintenance	Maintenance of train locomotives, including both preventive/scheduled maintenance and as-needed maintenance due to locomotive failures, bad orders, freeze damage, wrecks, and so on. Does not include major repairs and overhauls or other capital work.
203 Car Maintenance	Maintenance of train cars, including passenger coaches, dining cars, sleeping cars, and baggage cars. Includes both preventive/scheduled maintenance and as-needed maintenance due to car failures, bad orders, freeze damage, wrecks, and so on.
204 Major Repairs - Expensed	Repairs to rolling stock, components or equipments performed in major overhaul facilities or backshops that are not capitalizable.
205 MoE Support	General support for front-line MoE activities, including managerial, administrative, material control, and other activities in support of turnaround servicing, rolling stock maintenance and repair, and component work.
300 Transportation	
301 Onboard Services (OBS)	Services provided to customers onboard trains, including food and beverage, entertainment, sleeping car services, and so on. Included are direct and indirect labor charges of OBS employees providing services onboard trains; commissary management and sup
302 Trainmen & Enginemen (T&E)	Direct labor and indirect labor-related costs of enginemen (train engineers who operate locomotives) and trainmen (conductors in overall control of trains) as well as general support for and management of T&E employees and crew bases.
303 Yard	Activities required to support the movement of train equipment in preparation for revenue service, including moving trains between the yard and station, train makeup and breakup, moving equipment to and from mechanical facilities, and managerial costs.
304 Fuel	Diesel fuel costs for trains used in passenger service. Includes fuel costs only.
305 Power - Electric Traction	Electric power costs for trains used in passenger service. Includes power costs only.
306 Train Movement	Activities associated with moving passengers from endpoint to endpoint, including train dispatching, signal or interlocking operations, and the operations of any control or operations center(s).
307 Train Movement-Railroad Services	Costs for services provided by other railroads, including infrastructure access, leasing of equipment, purchased fuel, equipment maintenance or repairs, dispatching and signal services, and station costs.
308 Transportation Support	Support and management of front-line train operations activities, including the costs of general and assistant superintendents, railroad foremen and assistant foremen, and other transportation operations-related activities.
400 Sales and Marketing	
401 Sales	Field sales and sales administration, travel agent services, and commercial account services, including expenditures for travel agency commissions, credit card commissions, and airline system access fees.
402 Information & Reservations	Reservation services to both the general public other distribution channels, such as travel agencies, including the costs of call centers and information systems required to support reservation services.
403 Marketing	Marketing and sales support activities, including market research, customer relations, advertising, production of timetables, and sales promotions.
500 Stations	
501 Stations	Station service activities, including ticketing, cleaning and maintenance, lounge operation, red cap and porter services, baggage services, stationmaster and usher activities, snow and ice removal, and training and supervision of staff.

<i>Operating and Maintenance Information (Standard O&M Cost Categories for Reference)</i>	
Category/Subcategory	Definition
600 Police, Security & Environmental Safety	
601 Police and Security	Traditional police patrolling activities and surveillance, intelligence, and counterterrorism efforts in support of train service, facilities, and right-of-way.
602 Environmental & Safety	Activities to ensure and oversee environmental, health, and safety of employees and customers, including environmental and safety compliance.
700 General and Administrative	
701 Corporate Administration	Managerial and administrative activities that are enterprise-wide in scope and support all operations of the project or enterprise.
702 Centralized Services	Services that are enterprise-wide in scope, including IT, payroll operations, human resources, accounting, procurement, and so on.
Total Operating and Maintenance Costs – for Purposes of HSIPR Program Application	Note: Does not include charges for return on, or return of, capital.

Operating Information and Financial Performance							
Instructions: 1. Input the operating and financial information in the yellow cells. (Dollar values are in millions of 2011 constant dollars except as noted.) 2. Ensure the light blue cells have auto populated with data based on the imbedded equations 3. Do not input information in cells with hatch marks. 4. If there is no "Comparable Existing Service," leave the FY 2010 and FY 2011 columns blank.							
			Service Development Program Name		FL-Florida East Coast Corridor-Amtrak Service		
			For Comparable Existing Service Only:		Projections for Full Years of Operation Following Program Completion		
Line No.	Formula (e = entry)	Line Items	<i>(Use best estimates for full-year FY 2011 data)</i>		First full year	Fifth full year	Tenth full year
Indicate the fiscal year - use yyyy format as shown for 2010 and 2011			2010	2011	2014	2019	2024
Physical, production, and traffic factors for the corridor program							
1	e	Route-miles, total	412	412	346	346	346
2	e	Typical trip time over entire route (hours)	9.1	9.1	6.3	6.1	6.1
3	=line 1 / line 2	Average train speed (mph) over entire route	45.3	45.3	54.6	56.9	56.9
4	e	Top operating speed (mph)	79	79	90	90	90
5	e	Trains per day (round-trips)(average over the course of a year)	2.0	2.0	2.0	5.0	5.0
6	e	Trains per day (round-trips)(typical weekday)	2.0	2.0	2.0	5.0	5.0
7	e	Passenger-Trips, Thousands			169	211	223
8	e	Passenger-Miles, Thousands			78,350	87,150	87,150
9	=line 28 / line 8	Average fare per passenger-mile (FY 2010 dollars, three decimals)	-	-	\$0.020	\$0.036	\$0.036
10	=line 8 / line 7	Average trip length (miles)	-	-	463.6	413.0	390.8
Effect on other modes-traffic in the city-pairs served:							
11	e	Percent of air traffic diverted					
12	e	Percent of intercity auto traffic diverted					
12a	e	If comparable service now exists: Percent of intercity rail traffic diverted					
13	e	Percent of intercity bus traffic diverted					
Rail corridor traffic by source (thousands of passenger-miles):							
14	e	Diverted from air					
15	e	Diverted from auto					
16	e	Diverted from conventional/previous rail					
17	e	Diverted from bus					
18	e	Induced					

			Service Development Program Name		FL-Florida East Coast Corridor-Amtrak Service		
			For Comparable Existing Service Only:		Projections for Full Years of Operation Following Program Completion		
Line No.	Formula (e = entry)	Line Items	<i>(Use best estimates for full-year FY 2011 data)</i>		First full year	Fifth full year	Tenth full year
Rail corridor traffic by source (percentage distribution of total):							
19	=line 14 / line 8	Diverted from air			-	-	-
20	=line 15 / line 8	Diverted from auto			-	-	-
21	=line 16 / line 8	Diverted from conventional/previous rail			-	-	-
22	=line 17 / line 8	Diverted from bus			-	-	-
23	=line 18 / line 8	Induced			-	-	-
Operating efficiency factors							
24	e	Train-miles, thousands			256	644	730
25	=line 8 / line 24	Passenger-miles per train mile	-	-	306	135	119
26	e	Seat-miles, thousands			204,984	489,676	540,059
27	=line 8 / line 26	Load factor	-	-	38%	18%	16%
Operating results and continuing investments - Thousands of FY 2011 dollars except where noted							
			FY 2011 dollars	FY 2012 dollars	FY 2011 Dollars	FY 2012 Dollars	
Revenues (do not include any public subsidies):							
28	e	Passenger transportation revenue (for Comparable Existing Service ONLY, enter either FY 2011 dollars (thousands) in yellow cells OR FY 2012 dollars (thousands) in the blue cells)			\$1,600	\$3,100	\$3,100
29	e	Income from creditable ancillary activities					
30	=line 28 + line 29	System revenues			\$1,600	\$3,100	\$3,100
Operating and maintenance expenses: (See "O&M Line Item Contents" sheet)							
31	e	Maintenance of way (MOW)			\$4,100	\$11,600	\$11,600
32	e	Maintenance of equipment (MOE)			\$900	\$4,700	\$4,700
33	e	Transportation			\$800	\$2,200	\$2,200
34	e	Sales and marketing			\$200	\$370	\$370
35	e	Stations			\$400	\$800	\$800
36	e	Police, Security, and Environmental Safety			\$100	\$300	\$300
37	e	General and administrative			\$500	\$1,640	\$1,640
38	=sum of lines 31 through 37	Total O&M expense			\$7,000	\$21,610	\$21,610
39	= line 30 - line 38	Operating surplus/(deficit). (State operating (subsidy) for FY 2009 and 2010 if there is a comparable existing service. Otherwise leave blank for those years. For Comparable Existing Service ONLY, enter either FY 2011 dollars (thousands) in yellow cells OR FY 2012 dollars (thousands) in the blue cells. For rough comparability with any future deficits, express the (subsidy) as a negative number)			\$ (5,400)	\$ (18,510)	\$ (18,510)
40	=line 39 / line 8	Operating surplus/(deficit) per passenger-mile, in dollars (three decimals). (State operating (subsidy) per passenger-mile for FY 2009 and 2010, in FY 2011 dollars, if there is a comparable existing service)			\$ (0.069)	\$ (0.212)	\$ (0.212)

			Service Development Program Name		FL-Florida East Coast Corridor-Amtrak Service		
			For Comparable Existing Service Only:		Projections for Full Years of Operation Following Program Completion		
Line No.	Formula (e = entry)	Line Items	<i>(Use best estimates for full-year FY 2011 data)</i>		First full year	Fifth full year	Tenth full year
<i>Capital asset renewal charges: Annualized amounts providing for capital expenditures expected after completion of initial construction. The annualized amounts would be based on a long-term projection. Provide methods and assumptions in supporting documentation.</i>							
41	e	Fixed infrastructure - capitalized MOW					
42	e	Fixed infrastructure - subsequent expansions					
43	e	Vehicles -capitalized MOE - overhauls, refurbishments etc.					
44	e	Vehicles - fleet replacements					
45	e	Vehicles - fleet expansions					
46	e	All other					
47	=sum of lines 41 through 46	Total capital asset renewal charge (annualized amounts)			-	-	-
48	=line 39 - line 47	Surplus/(deficit) after capital asset renewal charge			\$ (5,400)	\$ (18,510)	\$ (18,510)
49	calc. from line 48	Is there a projected (deficit) and thus, a Funding Requirement?			Yes	Yes	Yes
50	calc. from line 48	If there is a Funding Requirement, express it in absolute dollars in this row, and carry it over to the Sustainability Sheet.			\$5,400	\$18,510	\$18,510

Service Development Program Name			FL-Florida East Coast Corridor-Amtrak Service		
Sustainability					
Instructions: The upper half of this sheet will auto-populate from data in "Operating and Financial Perf". In the lower half of the sheet, please indicate the sources from which the 2008 and 2009 operating subsidies were supplied and projected sources for annual funding requirements once the Program is in service. Please provide any additional information or clarifications as supplemental documentation. All Dollars in Thousands.					
Funding Requirements (from "Operating and Financial Perf." sheet)	Thousands of Dollars				
	Comparable existing Service (if any)		First full year of operation	Fifth full year of operation	Tenth full year of operation
	Indicate the fiscal year:		2014	2019	2024
	2010	2011			
Funding Requirement in <u>FY 2011 Constant Dollars</u> <i>(State operating subsidy for FY 2010 and FY 2011 if existing service)</i>	-	-	\$5,400	\$18,510	\$18,510
Funding Requirement (Year-of-Expenditure Dollars) <i>(State operating subsidy for FY 2010 and FY 2011 if existing service)</i>	-	-	\$5,785	\$20,522	\$20,522
Sources of Funds (Year-of-Expenditure Dollars). Note: <u>Projected sources to cover operating deficits cannot include Federal funds.</u>					
Source No.	Source Description				
(1)	Preliminary FDOT Distribution				
(2)	Source of funds Five Year Work Program				
(3)	Final methodology on cost distribution between Amtrak and FDOT				
(4)	to be determined in subsequent methodology.				
(5)					
(6)	Amtrak to cover operating deficit for Silver Star Service				
(7)					
(8)					
(9)					
(10)					
Total Available to Meet Requirement	\$0	\$0	\$5,785	\$20,522	\$20,522
Funding (Gap) to be Filled:	\$0	\$0	(\$0)	\$0	\$0

Service Development Program Name	FL-Florida East Coast Corridor-Amtrak Service
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Analysis of Funding Sources for Sustainability
(Refer to the Sustainability Sheet. In this table, projected sources to cover operating deficits cannot include Federal funds.)

Source No.	Source Description	Percent of Annual Funding Need Covered			New or Existing Funding Source?	Status of Funding *	Types of Funds	Describe Uploaded Supporting Documentation to help FRA verify funding source
		In First Year of Operation	In Fifth Year of Operation	In Tenth Year of Operation				
		2014	2019	2024				
(1)	Preliminary FDOT Distribution	100%	100%	100%	Existing Source	Planned	State Transportation Trust Fund, Phase 1 only	
(2)	Source of funds Five Year Work Program	-	-	-				
(3)	Final methodology on cost distribution between Amtrak and FDOT	-	-	-				
(4)	to be determined in subsequent methodology.	-	-	-				
(5)	-	-	-	-				
(6)	Amtrak to cover operating deficit for Silver Star Service	-	-	-	Existing Source	Committed	National System, Intercity Trains	
(7)	-	-	-	-				
(8)	-	-	-	-				
(9)	-	-	-	-				
(10)	-	-	-	-				
Total all sources		100%	100%	100%				

* **Explanation of "Status of Funding"**: Committed sources are programmed funds that have all the necessary approvals (e.g. legislative or by referendum) to be used to fund the proposed operation without any additional action. These funds have been formally programmed and budgeted. Examples include dedicated or approved tax revenues, or cash reserves that have been dedicated to the proposed operation.

Budgeted: This category is for funds that have been budgeted and/or programmed for use in the proposed operation but remain uncommitted, i.e., the funds have not yet received statutory approval. An example would be a budget that has been submitted to the Legislature but not approved.

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 operating or capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

The above examples are illustrative. Applicants are free to provide other substantiated approaches to meeting the funding requirements to offset projections of both operating deficits and capital asset renewal charges.

