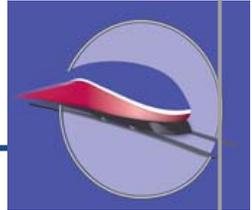


# Preapplication for HSIPR Program

OMB No. 2130-0583



## Preapplication instructions:

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

## A. Who are you?

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

State

Amtrak

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

Group of States

Interstate Compacts

Public Agency established by one or more States

Amtrak in cooperation with a State or States

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

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

(4) Application point of contact (POC):

Nazih K. Haddad

POC title:

Manager, Passenger Rail Development

Street address:

605 Suwannee Street

City:

Tallahassee

State:

FL

Zip code:

32399-0467

Telephone number:

(850) 414-4534

Fax: (850) 414-4508

Email: [nazih.haddad@dot.state.fl.us](mailto:nazih.haddad@dot.state.fl.us)

## What is your project?

(5) Project/program name: Florida High Speed Rail Program

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):  
 Florida's HSR Vision Plan (attached) envisions eventual statewide service, starting in the FRA-designated Tampa-Orlando-Miami Corridor. With the 2017 timeframe for project completion under ARRA Track 2, Florida proposes a full build-out of this corridor based on advancement of specific projects with milestones that will be defined in the full application. Florida is the only State that offers the opportunity to begin construction of a new HSR Express project in under two years: Tampa to Orlando (95 mi). The advancement of the Orlando-Miami segment will proceed simultaneously with environmental and engineering work. A financial model that relies on private sector assumption of operation and maintenance costs is planned and deemed viable based on previous ridership forecasts and demonstrated private sector interest in assuming this cost in exchange for ridership revenues. FDOT has invested heavily in the preservation of a HSR envelope in the median of the I-4 corridor and will contribute such available right of way.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): Attached maps show the two corridor components. Tampa-Orlando will have five stations from downtown Tampa to Orlando International Airport (OIA). Orlando-Miami will start at OIA and terminate at the Miami Intermodal Center with other intermediate stations.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): Florida proposes new HSR Express service in the federally designated Tampa-Orlando-Miami corridor with select station locations and supporting feeder systems, providing world-class passenger rail service for millions of residents and visitors. The Orlando-Tampa segment will represent our first phase starter segment.

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

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

(8) Project/program type:

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

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

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): A state-of-the-art High Speed Rail system is planned for the Tampa-Orlando-Miami corridor. The system will include all necessary infrastructure and rolling stock components to construct and operate a new system, including stations, maintenance facilities, and feeder systems. The system will be fully compliant with applicable FRA regulations. Florida’s flat geography will limit the infrastructure cost and complexity.

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

- Additional Frequencies on Existing Route
- Improved On-Time-Performance on Existing Route
- New Service
- Increased Average Speeds/Shorter Trip Times
- Other (*Please describe*):

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

Construction start date:

October 2011 for Orlando-Tampa;

2013 for Orlando - Miami segment

Construction completion date:

October 2014 for Orlando-Tampa;

2017 for Orlando Miami segment

Service improvements realized: New High Speed Rail service

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

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	n/a	Tampa-Orlando 121,412,000 Orlando-Miami TBD	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	n/a	Tampa-Orlando 14 to 22 for Orlando-Miami; TBD	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	n/a	100%	<input type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	n/a	Tampa-Orlando 150mph Orlando-Miami Over 180mph	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	n/a	Tampa-Orlando 86mph Orlando-Miami 102mph	<input type="checkbox"/>	<input type="checkbox"/>

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

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
Orlando-Tampa project capital costs: \$3,500 million for infrastructure, rolling stock and right-of-way. Orlando-Miami: \$8,000 million for infrastructure and rolling stock only; right of way TBD. Under the application, FDOT would seek \$2,500 million to build the Orlando-Tampa project and an additional \$30 million to complete the FEIS and reach a Record of Decision (ROD) for the Orlando-Miami project.

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

(A)  Yes If yes, as what percentage of total costs? 30%: \$1 billion right of way cost

No

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

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

(13) If an in-kind match is expected, provide a brief description of the asset (*less than 100 characters*). FDOT has invested heavily in preserving the right of way in the I-4 corridor. Local investments made for access to HSR at Orl and Miami Airports

### Operating Costs

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

Yes  No  Not sure

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

Other If other is selected, please specify: Private sector will cover operating costs through farebox revenue

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

Other If other is selected, please specify: A DBOM&F contract is planned with a private sector partner

## D. What preparation have you done?

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

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> SEE Q 23 & 24	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> SEE Q 23 & 24	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> SEE Q 23 & 24	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> SEE Q 23 & 24	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> SEE Q 23 & 24	<input type="checkbox"/>
Tier 1 Programmatic (or “service”) NEPA (Identify document from dropdown menu)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> SEE Q 23 & 24	<input type="checkbox"/>
Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> SEE Q 23 & 24	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> SEE Q 23 & 24	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2003; Updating '09	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2005; Updating '09	<input type="checkbox"/>
Environmental Impact Statement (EIS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2003; Updating '09	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2003; Updating '09	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2003; Updating '09	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

Railroad owner 1 (Name):

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):

No host railroad involved

Railroad owner 2 (Name):

Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):

No host railroad involved

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

Operations being competitively bid

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

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

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

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

Track 2 (Programs)

If unsure, please explain:

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

2009 – first round

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

## (C) What help do you need?

(23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): As will be noted in (D) (24) below, Florida has performed much previous work in the Miami-Orlando-Tampa Corridor over the last decade, and some of it needs minor updating. While an FEIS was completed and approved by the FRA in 2005 for the Tampa-Orlando project, we have yet to complete the same level of work completed for the Miami-Orlando segment. A summary statement is attached describing the environmental work activities completed for this segment. FDOT would like to discuss with FRA the requirements to meet the intent of a programmatic type of document based on updating previous work completed in 1999 for this Miami-Orlando segment.

## (D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional.

(D) (15) Florida has performed extensive previous work on the entire Tampa-Orlando-Miami corridor. Based on this previous work, and consistent with the FRA's concurrence (5/09) of the Florida High Speed Rail Strategic Implementation Studies Scope of Work, FDOT is already advancing work that will result in a project specific FEIS and ROD for Tampa-Orlando. Our application will seek funding to complete an FEIS for the Orl-Mia segment. A milestone schedule will be included in the application.

(D) (17) Not applicable. No host railroad is utilized.

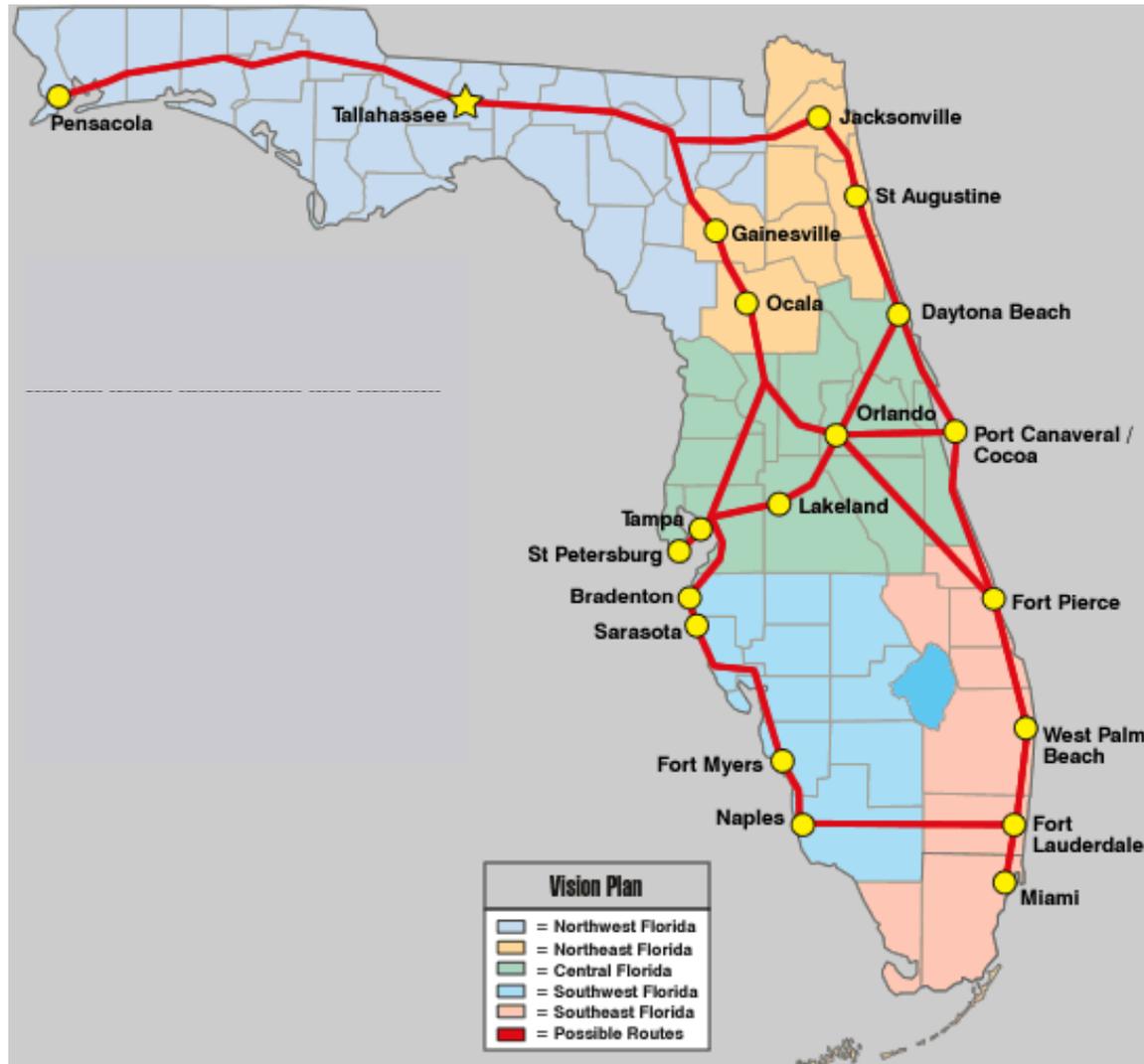
-Support for HSR in Florida is strong, led by Governor Crist, and supported by state and local elected officials, businesses and private citizens.

-Florida has demonstrated there is strong private sector interest in participating in the development of HSR in Florida. Based on the strong ridership projections, the private sector has previously indicated willingness to assume the cost of operating and maintaining the system.

-Expertise and Resources. FDOT has a long and recent history of building large projects, and can take this on. There is also significant institutional memory and HSR expertise that will be tapped for this initiative.

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 16 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**.

# 2001 Florida HSR Vision Plan





## Summary of Previous Environmental work activities conducted for the Miami-Orlando-Tampa project:

The most recent work effort conducted on the Miami-Orlando-Tampa high speed rail project was administered and managed by the Florida DOT in the late 1990s. The Department was in the process of working towards an Environmental Impact Statement for this corridor when funding was discontinued. The engineering effort had analyzed alternative routes/alignments (including CSX, Turnpike and I-95) and developed conceptual plans including horizontal and vertical profiles and station locations. A ridership study and economic impact analysis was completed. The project had completed the environmental scoping process including Advance Notification and Class of Action Determination. Notice of Rule Development and the FDOT Certification Application had reached submittal of the Final Drafts to FRA. An extensive public involvement process throughout the corridor limits was underway. The environmental documentation included Chapters 1 and 2 of the EIS, extensive supporting technical memorandums of various environmental impact analyses of the alternative alignments and the preparation of the Public Involvement Summary Report through the alternative meetings phase. At the time of termination of the FOX project, a draft DEIS was under preparation, but was not completed.