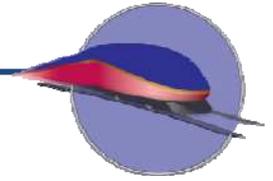


# Service Development Program Application Form

## 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](mailto: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](http://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.

|   |                             |   |                                |  |
|---|-----------------------------|---|--------------------------------|--|
| <b>(1) Name the submitting agency:</b><br>Florida Department of Transportation, d b a Florida Rail Enterprise   |                             | <b>Provide the submitting agency Authorized Representative name and title:</b><br>Kevin Thibault, P.E. -- Executive Director, Florida Rail Enterprise |                                |  |
| <b>Street Address:</b><br>605 Suwannee Street<br>Mail Station 57  | <b>City:</b><br>Tallahassee | <b>State:</b><br>FL   | <b>Zip Code:</b><br>32399-0450 | <b>Authorized Representative telephone:</b><br>(850) 414-5210<br><b>Authorized Representative email:</b><br>kevin.thibault@dot.state.fl.us |
| <b>Provide the submitting agency Point of Contact (POC) name and title (if different from Authorized Representative):</b><br>Nazih Haddad, P.E. -- COO, Florida Rail Enterprise |                             | <b>Submitting agency POC telephone:</b> (850) 414-4534<br><b>Submitting agency POC email:</b> nazih.haddad@dot.state.fl.us                            |                                |  |
| <b>(2) List the name(s) of additional State(s) applying (if applicable):</b><br><br>N/A   |                             |   |                                |  |

## 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<br><i>(mm/yyyy)</i> | Describe How Documentation Can Be Verified (choose one) |          |
|--|--------------------------|---|----------|
|  |                          | Submitted in GrantSolutions                             | Web Link |
| <input checked="" type="checkbox"/> Service Development Plan | 08/2010                  | <input checked="" type="checkbox"/>                     |          |

### Service NEPA Documents

| Documentation   | Date<br><i>(mm/yyyy)</i> | Describe How Documentation Can Be Verified (choose one) |          |
|---|--------------------------|---|----------|
|   |                          | Submitted in GrantSolutions                             | Web Link |
| <input checked="" type="checkbox"/> Final Environmental Assessment (EA) | 10/2009                  | <input checked="" 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<br>(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 type="checkbox"/> Record of Decision (ROD)                 | mm/yyyy           | <input type="checkbox"/>                                |          |
| Documentation (select from the list of choices)                   | Date<br>(mm/yyyy) | Describe How Documentation Can Be Verified (choose one) |          |
|   |                   | Submitted in GrantSolutions                             | Web Link |
| Final Environmental Assessment (EA)                               | 08/2010           | <input checked="" 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"/>                                |          |
| 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 potential for high-speed intercity passenger rail service to address Florida's mobility needs has a long history. The connection between the Jacksonville and Miami markets has been included within the State of Florida's "2006 Intercity Passenger Rail Vision Plan" (see Attachment G1) and again in the "2009 Florida Rail System Plan: Policy Element" (see Attachment G2). The plan is an update to the 2006 plan and builds upon previous rail planning efforts, including this project. The plan found that the intercity travel market will grow from slightly over 100 million trips in 2006 to nearly 200 million trips by 2020, and 320 million trips by 2040. This increase will add pressure to existing transportation facilities and call for the development of substantial new infrastructure to meet the demand.

This project has been developed in response to this policy plan by seeking to meet the objective of providing intercity passenger rail service between Jacksonville and Miami. The project ties into the overall Florida Vision Plan by developing this service in concert with a number of other passenger rail initiatives (see Attachment G3, Map 3). These other rail initiatives include enhanced corridor service between Jacksonville and Orlando, High Speed Rail between Orlando and Tampa and between Orlando and Miami, and collector/distributor systems between the longer intercity passenger rail systems in Tampa, Orlando, Jacksonville, and Miami.

**(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 <sup>1</sup> | FRA Solicitation | Federal Funding Request<br>(in thousands of dollars) | Status               | Does This Project Include Activities That Overlap with Any Projects Included in This Service Development Plan Application? |
|----|---|------------------|--|----------------------|--|
| 1  | N/A   | Track 1a         | \$   | Announcement Pending | Yes  |
| 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  |

<sup>1</sup> 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.



|    |  |          |    |                      |     |
|----|--|----------|----|----------------------|-----|
| 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 |
| 19 |  | Track 1a | \$ | Announcement Pending | Yes |

## 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 - Florida East Coast Corridor - Amtrak Service

**(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 Florida East Coast Corridor - Amtrak Service consists of restoring intercity passenger rail service along nearly 350 miles of Florida's east coast between Jacksonville and Miami via the existing Florida East Coast (FEC) Railway, and rebuilding the connector track (crossover) to the existing South Florida Rail Corridor (SFRC) (see Attachment G3, Map 1). The northern terminus will be the existing Jacksonville Amtrak station, with an ultimate terminus at the future Jacksonville Regional Transportation Center (JRTC) that is currently under development by others. The southern terminus will be the Miami Central Station (MCS) at the Miami Intermodal Center (MIC) project. The corridor traverses 11 counties along Florida's east coast: Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, Palm Beach, Broward, and Miami-Dade. Station locations will be located at the cities of Jacksonville, St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Ft. Pierce, Stuart, West Palm Beach, Ft. Lauderdale and Miami.

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

Number of Months: 34

**(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 |
|-------------------------|--------------------------|--------------------|---------------------------------------|
| \$ 249,925,355          | \$ 123,300,000           | \$ 373,225,355     | 33 %                                  |

**(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 <sup>2</sup> | Type of Funds | Dollar Amount | % of Total Project Cost | Describe Any Supporting Documentation to Help FRA Verify Funding Source |
|-----------------------------|---------------------------------|--------------------------------|---------------|---------------|-------------------------|---|
|                             |                                 |                                |               |               |                         |   |

<sup>2</sup> Reference Notes: The following categories and definitions are applied to funding sources:

**Committed:** Committed sources are programmed capital funds that have all the necessary approvals (e.g., 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.



|                   |          |           |         |                |      |   |
|-------------------|----------|-----------|---------|----------------|------|---|
| State of Florida  | Existing | Committed | In-Kind | \$ 108,300,000 | 29 % | Detailed breakdown of state contribution is provided in the Financial Plan which is part of this application  |
| Local Governments | Existing | Committed | In-Kind | \$ 15,000,000  | 4 %  | Detailed breakdown of local in kind match is provided in the Financial Plan which is part of this application |
|                   | New      | Committed | Cash    | \$             | %    |   |
|                   | New      | Committed | Cash    | \$             | %    |   |
|                   | New      | Committed | Cash    | \$             | %    |   |

**(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.

The proposed Service Development Program reintroduces intercity passenger rail service on the FEC for communities along Florida's east coast between Jacksonville and Miami in the form of Amtrak service. Two Service Development options were proposed by Amtrak, Options D and E. Within these Service Development options, three phases of the proposed Florida East Coast Corridor - Amtrak Service were developed for consideration. Phase 1, which is the proposed service for this application, was the same for both Options D and E.

- Phase 1 consists of splitting the Amtrak Silver Star daily at Jacksonville so that one train continues on the Florida East Coast corridor to Miami (14 trips per week) and providing one additional daily roundtrip between Miami and Jacksonville over the Florida East Coast corridor (14 trips per week).

Service Development for Option D consisted of the following additional phases:

- Phase 2 includes the addition of three daily roundtrips between Miami and Cocoa over the FEC corridor (42 trips per week).
- Phase 3 would add one additional corridor train between Jacksonville and Cocoa, Monday through Friday.

Service Development for Option E consisted of the following additional phases:

- Phase 2 includes the addition of one additional roundtrip and two additional weekday roundtrips between Miami and Vero Beach (Option E) over the FEC corridor (34 trips per week).
- Phase 3 would include one roundtrip weekday train from Jacksonville to Cocoa for Option D and one roundtrip weekday train from Jacksonville and to Vero Beach.

For this application, Option D was assumed as the proposed Service Development Plan for the entire system, with Phase 1 being implemented.

Implementation of the proposed passenger rail service will vastly expand intermodal connection opportunities (i.e., airports, sea ports, existing and planned commuter rail, local transit, trolley and expanded bus service) as well as provide access to Florida's east coast attractions, vacation destinations, and business opportunities (both seasonal and year-round) in the Northeast, Mid-Atlantic, and Southeast areas to rail passengers. These improvements will enable passengers to travel 90 mph on a significant portion of the FEC resulting in travel time savings and better on-time performance.

**(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.<sup>3</sup> 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)

<sup>3</sup> 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).

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.

**ORGANIZATION:** The Florida East Coast Corridor - Amtrak Service is part of a larger overall multi-modal system that is related to four other projects currently proposed by others. These include: the existing Jacksonville Amtrak Station with an ultimate terminus at the planned Jacksonville Regional Transportation Center (JRTC); the Miami Amtrak Station which is part of the Miami Intermodal Center (MIC) project (currently under construction); the recently completed Tri-Rail Double Tracking project on the South Florida Rail Corridor (SFRC); and the South Florida East Coast Corridor Transportation Analysis (SFECCTA).

**LOCATION:** The Florida East Coast Corridor - Amtrak Service consists of restoring intercity passenger rail, in the form of Amtrak, on the existing FEC Railway from Jacksonville to West Palm Beach, with service continuing south to Miami on the existing SFRC Amtrak route (see Attachment G3, Map 1). The northern terminus will be the existing Jacksonville Amtrak Station, with an ultimate terminus at the proposed JRTC that is currently under development by others. The southern terminus will be the Miami Central Station (MCS) at the MIC which is currently under construction. The project corridor traverses 11 counties along Florida's east coast, extending south from Duval County to Miami-Dade County.

**ACTIVITIES:** Based on a service development plan jointly developed by FDOT, Amtrak and FEC, the project will use the existing rail infrastructure and right of way, to the extent possible, and provide improvements needed to operate the passenger trains up to 90 mph. The proposed infrastructure improvements include eight new stations on the FEC, new platforms (1,000 ft each) and new track sidings (2,500 ft each) at each proposed station; track signal controls; 29 curve miles of surface track work; upgrades to existing highway/pedestrian crossings; new railroad crossings at sidings only; and realignment of track at the Northwood Crossover in West Palm Beach.

**BENEFITING SERVICES:** The implementation of the proposed intercity passenger rail service will vastly expand intermodal connection opportunities. In addition to the existing Jacksonville Amtrak Station, the service program will serve eight new stations along Florida's east coast: St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Ft. Pierce, and Stuart. Intermodal connectivity is also proposed at the airports, seaport cruise terminals, existing and planned commuter rail systems, local transit, trolley and bus service, intercity bus terminals, and private taxi and/or shuttle services at these proposed stations. The Amtrak station at the MCS connects directly to Miami International Airport (MIA), commuter and urban rail systems, and the state's largest local bus system.

**SERVICE DESIGN:** Amtrak currently operates two intercity passenger trains between New York and Florida, Numbers 91/92 – the Silver Star and 97/98 – the Silver Meteor. The proposed service design will split the Silver Star daily in Jacksonville and add one FEC corridor train between Jacksonville and Miami to operate two round-trip trains daily – two northbound and two southbound – on the FEC corridor.

Additional rolling stock is needed to support the proposed service via the FEC, both to accommodate growth anticipated from expansion of service to new cities, and to provide the necessary types of cars for both portions of a train when it is divided in Jacksonville. The Silver Star and Silver Meteor typically consist of a combination of baggage, dining, sleeping and coach cars. First Class and Coach Class services will be operated on both the inland and coastal routes, consistent with Amtrak's current service quality standards for long distance trains. Train amenities include full dining service, first class sleeping accommodations, and checked baggage service. Station amenities will vary by location, but will be consistent with Amtrak's adopted station standards. Fare structure for the new service has not yet been determined, but will likely be consistent with the existing Amtrak fares in Florida.

**PLANNING PROCESS:** The potential for high-speed intercity passenger rail service to address Florida's mobility needs has a

long history. The connection between the Jacksonville and Miami markets has been included within the State of Florida's "2006 Intercity Passenger Rail Vision Plan" and again in the "2009 Florida Rail System Plan." This plan is an update to the 2006 plan and builds upon previous rail planning efforts, including this project. The plan found that the intercity travel market will grow from slightly over 100 million trips in 2006 to nearly 200 million trips by 2020, and 320 million trips by 2040. This increase will add pressure to existing transportation facilities and call for the development of substantial new infrastructure to meet the demand.

The proposed Florida East Coast - Amtrak Service has been developed in response to this policy plan by seeking to meet the objective of providing intercity passenger rail service between Jacksonville and Miami. The project ties into the overall Florida Vision Plan by developing this service in concert with a number of other passenger rail initiatives (see Attachment G3, Map 3). These other rail initiatives include enhanced corridor service between Jacksonville and Orlando, High Speed Rail between Orlando and Tampa and between Orlando and Miami, and collector/distributor systems between the longer intercity passenger rail systems in Tampa, Orlando, Jacksonville, and Miami.

**PURPOSE AND NEED:** The purpose of the project is to restore long distance passenger rail service along Florida's east coast and thereby enhance intercity transportation connectivity, mobility and economic development associated with the long distance intercity trains between New York and Miami and the future corridor service trains between Jacksonville and Miami.

**Connectivity –** Florida's east coast between Jacksonville and Miami is densely populated with several major population centers. There is no existing passenger rail service along Florida's east coast to serve intercity travel needs between these communities. In addition, some of the communities have limited or no scheduled airplane or bus service. Passenger rail service on the Florida East Coast corridor will provide an attractive alternative to automobile travel on a congested I-95, and public transportation service to persons who do not drive.

**Mobility –** Traffic congestion on I-95 and US-1 will continue to worsen as Florida grows. The urban and interregional highway facilities in the project corridor are currently heavily congested and are expected to be so even after planned capacity improvements are implemented. I-95 and US-1 are parallel north-south corridors that are currently congested, particularly during peak hours. Providing this alternate mode of travel will help limit increased traffic in this area and promote multi-modal travel along the east coast.

**Economic Development –** This project will put Floridians back to work. As of June 2010, the unemployment rate in the state of Florida reached 11.4 percent. Through the implementation of this project, it is anticipated that over 2,100 direct and indirect jobs will be created (see Attachment G4). In addition, redevelopment opportunities around the eight proposed station sites will contribute to the economic vitality of these communities along Florida's east coast.

**INNOVATIVE TECHNOLOGY:** The project will use the same equipment that Amtrak is currently using for the Silver Meteor and Silver Star service. Equipment for the future phases will examine the use of Tier Three engines, which provide significant environmental benefits over older locomotives. The existing wayside signal system on the FEC primarily consists of a cab signaling system with speed control, known as Automatic Train Control (ATC). ATC prevents train collisions and operates trains within specified speeds. It is expected that ATC will likely meet the FRA requirements on this corridor.

**USE OF EXISTING ASSETS AND PUBLIC LANDS:** Existing FEC track, signals, and grade crossings will be upgraded to accommodate passenger trains to travel at speeds of 90 mph. Minimal right-of-way acquisition will be required at the realignment of the Northwood Crossover in West Palm Beach and at some of the station sites. Several local municipalities are amenable to locating a dual-use facility on public property. Twenty-nine miles of surface track work along the existing rail line will allow for 90 mph speeds. Amtrak station facilities will be added to the MCS that is currently under construction.

**OTHER RAIL SERVICES:** Other rail services to benefit from this program include the freight services of the FEC and the passenger rail services of Tri-Rail on the SFRC. The project increases capacity along the corridor for freight service and facilitates the proposed extension of Tri-Rail commuter rail to Jupiter.

**PE/NEPA ACTIVITIES:** In October 2009, a Programmatic Environmental Assessment (PEA) was completed using an appropriate level of environmental review needed to meet Service NEPA compliance. This PEA was deemed appropriate because the impacts from the project had not been fully evaluated and early scoping efforts suggested that impacts did not appear to be significant. The results of the Service NEPA study indicated that additional engineering and environmental evaluations were needed before further consideration of federal funding.

As such, a draft Environmental Assessment (EA) was completed in August 2010 to meet Project NEPA compliance. This Project NEPA-level review analyzed each of the project components, identified a preferred alternative, and evaluated the environmental impacts. Throughout the EA process, FDOT has coordinated with local, state, and federal agencies and the public through the ETDM process, agency coordination meetings and public workshops. Public outreach to date has been extensive with more than 160 resolutions and letters of support. Concurrence letters have been received from the State Historic Preservation Office (SHPO), US Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS).

Further, FDOT consulted with FRA personnel to ensure that the draft EA was considered "substantially complete" in support

of this application.

**(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 checked="" type="checkbox"/> Rolling stock refurbishments                     |
| <input checked="" type="checkbox"/> Additional main-line tracks           | <input checked="" type="checkbox"/> Rolling stock acquisition                        |
| <input type="checkbox"/> Structures (bridges, tunnels, etc.)              | <input type="checkbox"/> Support facilities (yards, shops, administrative buildings) |
| <input checked="" type="checkbox"/> Track rehabilitation                  | <input checked="" type="checkbox"/> Grade crossing improvements                      |
| <input checked="" type="checkbox"/> Major interlockings                   | <input 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.

- Additional service frequencies
- Improved on-time performance of passenger trains
- Reroute existing service
- New service on existing IPR route
- Increases in ridership
- Increases in operational reliability
- New service on new route
- Service quality improvements
- Increased average speeds/shorter trip times
- Other (please describe): Restoration of service

Briefly clarify your response(s) if needed:

It is anticipated that an increase in overall statewide Amtrak ridership will be achieved by restoring passenger rail service along Florida's east coast serving the major population centers along this corridor. The proposed phases of the SDP were defined previously in Section D, Question (6) of this application.

**(10) If appropriate, subdivide the Service Development Program into phases (groups of projects) and identify each phase on separate rows of the table.**<sup>4</sup> 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 <sup>5</sup>  | Frequencies <sup>6</sup> |        | 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.  | Split Silver Star daily in Jacksonville and add one daily FEC corridor train between Jacksonville and Miami | 2                        | 4      | 394                              | 368    | 54                  | 57     | 79              | 90     | 85%  | approx 90% |
| II.   | Additional three daily FEC corridor trains between Cocoa and Miami  | 2                        | 10     | 394                              | 220    | 54                  | 57     | 79              | 90     | 85%  | approx 90% |
| III.  | Additional one FEC corridor train between Jacksonville and Cocoa, Monday through Friday                     | 2                        | 12     | 394                              | 138    | 54                  | 57     | 79              | 90     | 85%  | approx 90% |
| IV.   |   |                          |        |                                  |        |                     |        |                 |        |  |            |
| V.  |   |                          |        |                                  |        |                     |        |                 |        |  |            |
| VI.   |   |                          |        |                                  |        |                     |        |                 |        |  |            |
| VII.  |   |                          |        |                                  |        |                     |        |                 |        |  |            |
| VIII.   |   |                          |        |                                  |        |                     |        |                 |        |  |            |
| <b>Provide the Cumulative Service Outcome</b> |   |                          |        |                                  |        |                     |        |                 |        |  |            |

<sup>4</sup> 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).

<sup>5</sup> Title should be a brief descriptive name for the phase.

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

(Aggregate Benefits of all Phases)

**(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>Split Silver Star Service in Jacksonville</i>  |                       |
|----------------------------|--|---|-----------------------|
| Project Name               | Short Project Description                    | Project Cost (in thousands of dollars)  |                       |
| 1                          | Florida East Coast Corridor - Amtrak Service | Split Silver Star daily in Jacksonville and add one daily FEC corridor train between Jacksonville and Miami | \$ 249,925,355        |
| 2                          |  |   | \$                    |
| 3                          |  |   | \$                    |
| <b>Phase I. Total Cost</b> |  |   | <b>\$ 249,925,355</b> |

| PHASE II.                   |  | <i>Additional 3 FEC corridor trains</i>                            |                                  |
|-----------------------------|--|--|----------------------------------|
| 1                           | Florida East Coast Corridor - Amtrak Service | Additional three daily FEC corridor trains between Cocoa and Miami | \$ 115,000,000 for rolling stock |
| 2                           |  |  | \$                               |
| 3                           |  |  | \$                               |
| <b>Phase II. Total Cost</b> |  |  | <b>\$ 115,000,000</b>            |

115,

| PHASE III.                   |  | <i>Additional 1 FEC Corridor train</i>  |                                 |
|------------------------------|--|---|---------------------------------|
| 1                            | Florida East Coast Corridor - Amtrak Service | Additional one FEC corridor train between Jacksonville and Cocoa, Monday through Friday | \$ 25,000,000 for rolling stock |
| 2                            |  |   | \$                              |
| 3                            |  |   | \$                              |
| <b>Phase III. Total Cost</b> |  |   | <b>\$ 25,000,000</b>            |

## 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.

**SUPPORT INTERCITY HSR:** The proposed service will lead directly to the reintroduction of new intercity passenger rail service for communities along Florida's east coast, between Jacksonville and Miami by way of improved Amtrak service, connecting at the MIC to the second phase of the state's planned High Speed Rail project between Orlando and Miami.

**GENERATE IMPROVEMENTS TO EXISTING RAIL SERVICE:** No intercity passenger rail service currently exists on the FEC corridor. The project will provide access to Florida's east coast attractions, vacation destinations, and business opportunities (both seasonal and year-round) for Northeast, Mid-Atlantic and Southeast rail passengers. Today, the state is served by two Amtrak Auto Trains which provide service between Lorton, VA and Sanford, FL and four Amtrak Intercity Service trains (two northbound and two southbound) between New York and Miami. These trains enter the state via CSXT's A-Line and continue to Miami via CSXT's A-Line through Orlando to CSXT's S-Line and the SFRC to Miami (see Attachment G3, Map 2). The proposed plan is to split the Silver Star train in Jacksonville. Two southbound trains per day will continue to utilize CSXT's A-Line through Orlando to Miami with a return trip to Jacksonville via the A-Line and the SFRC. The new service will entail restored intercity passenger train service via the FEC. Improvements to the FEC infrastructure will include upgrades to the track structure and wayside signaling systems, new track structure, and grade crossing improvements. These improvements will enable passenger trains to achieve 90 mph through a significant portion of the Florida East Coast corridor, resulting in better on-time performance and travel time savings. With the proposed project improvements, travel time savings have been modeled at approximately 3 hours and 37 minutes, and ridership is expected to attract an additional 222,600

passengers each year.

**GENERATE CROSS-MODAL BENEFITS:** Opportunities for interconnectivity exist between the proposed Intercity Rail Service along the FEC with the existing commuter rail (Tri-Rail) and heavy rail (MetroRail) services in Miami, proposed expansion of Tri-Rail commuter rail service, proposed commuter rail service by the JTA in Jacksonville, and the proposed High Speed Rail corridor between Orlando and Miami. Additional cross-modal connections can be established with local bus and local trolley, regional bus, and bicycle/pedestrian facilities. Improved track, signal work and grade crossing upgrades will benefit both passenger and rail freight traffic traveling on the FEC.

The proximity of the FEC to Interstate 95 (I-95) also will provide a passenger rail mobility option for motorists traveling along the congested east coast of Florida. I-95 (recently identified as the deadliest road in the United States, according to National Highway Traffic Safety Administration data) runs along the entire east coast of Florida and is located within 5 miles of the Florida East Coast corridor for the length of the state. The project will divert some automobile traffic from the state and regional highway system, resulting in nominal reductions in traffic volumes and accidents on the roads and highways connecting the communities along Florida's east coast.

In addition, more than 30 percent of the state's airports are projected to be operating at more than 80 percent of capacity, the point at which additional capacity should be under construction. The project will provide an alternative mode choice to air travel and will assist in easing capacity constraints at airports.

Substantial additional capacity also is needed to enable seaports to meet expected growth in freight and cruise activity. The project will play a substantial role in assisting seaports in meeting growth related to increased cruise activity. The proposed stations in Titusville and Cocoa are in close proximity to Port Canaveral; the Fort Lauderdale stop is close to Port Everglades; and the Miami station is near the Port of Miami – this project will serve all major passenger cruise ports in the State of Florida. The project will also provide connections to other transportation modes, such as local transit, private shuttle and rental car service, to allow for smooth intermodal connections for cruise passengers to/from the state's three major ports.

Planned improvements along the line also will assist the FEC in better meeting expected growth in freight activities at nearby seaports in Jacksonville, Fort Pierce, Port Canaveral, Port Everglades, Palm Beach and the Port of Miami and from industrial/freight hubs along the corridor.

**CREATE AN INTEGRATED INTERCITY PASSENGER RAIL NETWORK:** The proposed Florida East Coast Corridor - Amtrak Service has been developed to meet the objective of providing intercity passenger rail service between Jacksonville and Miami. The project ties into the overall Florida Vision Plan by developing this service in concert with a number of other passenger rail initiatives (see Attachment G3). These other rail initiatives include enhanced corridor service between Jacksonville and Orlando, High Speed Rail between Orlando and Tampa and between Orlando and Miami, and collector/distributor systems between the longer intercity passenger rail systems in Tampa, Orlando, Jacksonville, and Miami. The purpose of the project is to restore long distance passenger rail service along Florida's east coast and thereby enhance intercity transportation connectivity, mobility, sustainability, and economic development associated with the long distance intercity trains between New York and Miami and the future corridor service trains between Jacksonville and Miami.

**ENCOURAGE INTERMODAL CONNECTIVITY:** Intermodal connections are planned at airports, passenger terminals at seaports, existing and planned commuter rail stations, local transit facilities, trolley and bus service, intercity bus terminals, private taxi and shuttle services, as well as bicycle/pedestrian facilities. The ultimate northern terminus in Jacksonville is planned to be at the JRTC, which will provide a connection to the JTA bus terminal, a JTA Skyway people mover station, bus rapid transit stations, a Greyhound bus terminal, two park-and-ride facilities, and a planned future commuter rail station.

In St. Augustine, connections will be provided to St. Augustine/St. Johns County Airport, a car rental facility at the airport, Sunshine Bus service, Old Town Trolley and future commuter rail. In Daytona Beach, intermodal connections are available to regional Votran bus service and a Greyhound bus terminal. In Titusville, intermodal connections are available to the Space Center Executive Airport, car rental at the airport, local bus service run by Space Coast Area Transit (SCAT), and private shuttle service to nearby Port Canaveral. In Cocoa, intermodal connections are available to local bus services operated by SCAT and private shuttle service to Port Canaveral. In Melbourne, intermodal connections are available to the Melbourne Airport, private shuttle service to Port Canaveral, and regional bus service provided by SCAT. In Vero Beach, intermodal connections are available to Indian River County's GoLine bus service. In Fort Pierce, intermodal connections are available to regional bus service provided by Treasure Coast Connector, local bus by Community Transit, and local trolley. In Stuart, intermodal connections are available to the

local Stuart Shuttle trolley and Community Coach bus service, as well as the regional Treasure Coast Connector bus service. All stations are also integrated to comprehensively planned bicycle/pedestrian networks that connect stations into urban centers and destinations.

The southern terminus will be the MCS at the MIC, which will provide connections to Miami International Airport (MIA) via the MIA Mover (an automated people mover system), Miami's Metrorail urban rapid rail system, a rental car facility, parking, local bus terminal for MetroBus, and a commuter rail station for existing and future Tri-Rail service.

**ENHANCE INTERCITY TRAVEL OPTIONS:** The implementation of the proposed service will vastly expand intercity travel options. At present, Florida's east coast between Jacksonville and Miami is densely populated with several major population centers, but it lacks passenger rail service to serve intercity travel needs. In addition, some of the communities have limited or no scheduled airplane or bus service. Passenger rail in the Florida East Coast corridor will provide an attractive alternative to automobile travel on heavily congested I-95, as well as a public transportation service to persons who do not drive.

In addition to the existing Jacksonville Amtrak Station, the project will serve new stations at eight east coast cities: St. Augustine, Daytona, Cocoa, Titusville, Melbourne, Vero Beach, Fort Pierce, and Stuart. Intermodal connections are planned to airports, seaport cruise terminals, existing and planned commuter rail, local transit facilities, trolley and bus service, intercity bus terminals, private taxi and shuttle services at these stations/cities, as well as bicycle/pedestrian networks. The Amtrak station at the MCS connects directly to Miami International Airport, commuter and urban rail systems, and the state's largest local bus system.

**ENSURE A STATE OF GOOD REPAIR:** The connection between the Jacksonville and Miami markets has been included within the State of Florida's "Intercity Passenger Rail Vision Plan" for decades, most recently in the August 2006 plan (see Attachments G1 and G2). The plan found the intercity travel market will grow from slightly more than 100 million trips in 2006 to nearly 200 million trips by 2020, and 320 million trips by 2040. This increase will add pressure to existing transportation facilities and require the development of substantial new infrastructure to meet those travel demands. As part of the proposed project, the existing FEC track, signals, and grade crossings will be upgraded to accommodate passenger train speeds of 90 mph for the program service. Right-of-way acquisition will be required at the proposed crossover in West Palm Beach and at some stations. In fact, several local municipalities are amenable to locating dual-use facilities on public property. Twenty-nine miles of surface track work along the existing rail line will allow for 90 mph speeds and, when complete, approximately 83% of the corridor will accommodate 90 mph service. Amtrak station facilities also will be added to the MCS that is now under construction.

**PROMOTE STANDARDIZED EQUIPMENT:** Rolling stock requirements were analyzed based on the Amtrak timetables, to include anticipated equipment rotations and the need for spare vehicles. Preliminary requirements for Phase 1 service consist of 24 vehicles (including 2 locomotives, 2 cab cars, 11 coaches, 1 food car, 4 baggage cars and 4 sleeper cars). Rolling stock is currently assumed to include all new equipment, but the fleet ultimately deployed on the FEC will likely include both new and rehabilitated equipment. At least three potential sources of equipment have been identified for the Florida East Coast Corridor - Amtrak Service: a procurement of new long distance cars; Amtrak-led procurement of a fleet of next-generation corridor cars and associated locomotives; and refurbishment of existing Amtrak cars. For Phase 2, an additional three locomotives plus 12 coaches would be needed for long distance service. Phase 3 would require one locomotive and four additional cars.

**IMPROVE FREIGHT OR COMMUTER RAIL OPERATIONS:** The proposed service is anticipated to provide benefits to other rail services, including commuter rail and freight. The existing infrastructure owner and freight operator, FEC, would benefit from the construction of new passing sidings, improved grade crossing protection installations, and signal system improvements. Although the proposed new sidings are needed to support intercity passenger train operation, they would also be available to provide additional operating flexibility to freight trains, as well. Similarly, new and/or expanded grade crossing protection equipment would increase the safety of freight as well as passenger train operations.

Other passenger rail systems would benefit, as well. Significant potential synergies exist between the proposed Amtrak service via the FEC and proposed commuter rail or other transit services on the FEC in the vicinity of Jacksonville and the southeast Florida region (Palm Beach, Broward, and Miami-Dade counties). The commuter rail service being studied by the JTA, for example, would potentially benefit from Amtrak's re-activation of the existing, former-FEC station in St. Augustine as well as from grade crossing protection improvements along the corridor. Similarly, the commuter rail/transit service being studied by FDOT in southeast Florida could potentially benefit from station, grade crossing, and signal system improvements in the segment between Jupiter and West Palm Beach where

the proposed Amtrak service and commuter rail service would overlap. The realignment of the Northwood connection will facilitate extending Tri-Rail commuter services north from West Palm Beach to Jupiter and potentially north into Martin, St. Lucie, and Indian River Counties. The project also is envisioned to supplement existing Tri-Rail commuter services by operating as an express train between Miami and West Palm Beach.

**ESTABLISH EQUITABLE FINANCIAL PARTICIPATION:** The majority of the capital funding for the project will come from the HSIPRP/PRIIA. However, it is anticipated that any station sites located on municipal right-of-way will be donated to the project. It is unknown at this stage of project development the amount of in-kind match associated with the right-of-way donation as final station locations are still being finalized. As the project moves forward through the project development process, the in-kind match will be identified and quantified. FDOT, through its Strategic Intermodal System (SIS) program, has invested more than \$38 million in rail capacity enhancements on the FEC. These capacity improvements to FEC rail infrastructure have enhanced the movement of freight throughout the east coast of Florida and facilitated the restoration of Intercity Passenger Rail Service along the FEC and should be included as part of the in-kind match.

In addition to the SIS money FDOT invested on the Florida East Coast corridor to facilitate the Florida East Coast Corridor - Amtrak Service, FDOT has invested state money on the SFRC to ensure that Tri-Rail, Amtrak Intercity Rail and the Florida East Coast Corridor - Amtrak Service are able to utilize the corridor. The spreadsheet contained in Attachment D of the Financial Plan is a summary of state and federal money invested on the SFRC. A portion of the capital projects listed in the Financial Plan is 100% state money with no federal match. This equates to nearly \$70 million in state money invested to ensure that future passenger rail projects such as the Florida East Coast Corridor - Amtrak Service will be able to utilize the SFRC. This money may also account for in-kind match. Finally, local jurisdictions along the corridor have made several improvements near station areas to facilitate implementation of the Florida East Coast Corridor - Amtrak Service. These locally funded projects are described in Attachment D of the Financial Plan and account for an approximate in-kind match of more than \$15 million.

In summary, the state and local governments have invested more than \$123 million in projects along the proposed project corridor to facilitate the implementation of the Florida East Coast Corridor - Amtrak Service. These dollars have not been matched with any federal dollars and can be used as an in-kind match for the project.

Throughout this study, FDOT also coordinated with local governments along the proposed corridor, as well as the cities where stations are proposed to be located. To date, more than 160 resolutions and letters of support for the project have been received from local governments, MPO Boards, regional planning councils, agencies, and state-wide organizations, including both public and private entities. (See Attachment G5).

Enhancements at the terminal stations in Jacksonville and Miami, as well as new passenger stations along the FEC Railway, are also proposed. Improvements to the Jacksonville station are proposed by others and are not included in this project. New Amtrak facilities are proposed at the MCS. Cities where the eight new stations are located have passed resolutions requesting the assistance of Florida's Governor and the Secretary of FDOT to prioritize the intercity rail component of the FEC Corridor project as part of the Federal Economic Stimulus package for the State of Florida and the state's transportation network. While the resolutions are not binding, they indicate broad consensus and local support for the project. Upon securing sufficient funding for the project, these eight local governments have agreed to enter into Interlocal Government Agreements with FDOT, including providing local support for station maintenance and leases. The station locations are also being integrated into local planning documents and masterplans to enhance their ridership, sustainability, and integration into the local and regional land use context. The Interlocal Agreements will describe the responsibilities of all parties regarding the acquisition, construction and ownership of the proposed passenger stations. Also included in the agreements will be the obligation of the local governments for operation and maintenance of the stations. The financial obligations of the FDOT and local government will be specified in these agreements. The financial obligations of the local governments will be used as "matching funds" for the secured stimulus funding.

The SFRTA operates Tri-Rail Commuter services in the south part of the project corridor. The SFRTA passed a resolution of support for the project, and authority staff indicates that the corridor capacity is sufficient for the FEC Amtrak service and coordination will continue. The Jacksonville Transportation Authority is planning commuter rail service in the north part of the project corridor and passed a resolution of support for the project, as well.

**ENCOURAGE IMPLEMENTATION OF PTC:** The existing wayside signal system on the FEC corridor is primarily Automatic Train Control (ATC), which is defined as cab signal with speed control. It is expected that ATC will likely meet the FRA requirements on this corridor. ATC is in service on FEC from Sunbeam, MP 9.8 just south of Bowden Yard, to North Miami, MP 359. ATC will ensure that train to train collisions will be prevented and that locomotive

engineers will operate within the specified speed parameters as designed.

**INCORPORATE PRIVATE INVESTMENT:** The 350-mile Florida East Coast Corridor - Amtrak Service program will provide the opportunity not only to move people more efficiently, but it will also provide new economic development opportunities at and beyond station areas, enhance sustainability and redevelopment efforts, and strengthen existing communities (see Attachment G6). The rail service will encourage increased visitation along the corridor for tourism, business, to second homes, visits to family and friends, sporting events and personal business activities in the project study area. New development and redevelopment of station areas in the eight communities that will realize new stations also is expected to attract significant private investment. The future development's permanent economic impacts could reach \$2 billion over the project's planning horizon, yielding up to \$259 million in annual earnings to the counties served by the FEC Rail Corridor program and up to 6,334 permanent jobs by 2021.

The FEC rail program also generates substantial gains in jobs and earnings and in so doing expands consumer spending in the nine-counties and the State of Florida. The total sales tax revenues that accrue to the State from project initiation through ten years of operations are estimated to exceed \$300 million. These revenues attributable to the FEC rail program will help to avoid reductions in State-provided essential services and spur private reinvestment. On a smaller scale (in the tens of millions dollars) the revenues to counties will contribute to maintenance of services.

### (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").

**ENVIRONMENTAL QUALITY AND ENERGY EFFICIENCY:** The Florida East Coast Corridor - Amtrak Service advances Florida's policies to improve environmental quality and positively effect climate change. The program will shift travel to Florida east coast destinations from automobiles, buses, and airlines to intercity passenger rail. The associated environmental benefits include reduced greenhouse gas (GHG) emissions and fuel consumption and will help reinforce urban development patterns along the coast. Traveling by intercity rail is a "greener" option, per passenger mile, than traveling either by car, bus, or airplane.

The average carbon dioxide (CO<sub>2</sub>) emissions per passenger mile traveling by rail are 0.18 kilogram (kg), compared with 0.21 kg for car travel and 0.35 kg for air travel (Carbonfund.org, 2007). A GHG emissions analysis was also completed for the FEC Corridor Amtrak Service as documented in the Draft Environmental Assessment (EA) that was completed in August 2010. Based on a comparison of the "Auto No Build" Alternative (automobiles only without additional trains) to the "Locomotive Full Build" Alternative, there is a substantial reduction in GHG emissions associated with the addition of two roundtrip Amtrak passenger trains per day. The analysis revealed a more than 50 percent reduction in CO<sub>2</sub> emissions.

Travel by rail is more energy-efficient than travel by air or private automobile. Since rail capacity can be increased at a relatively small incremental cost, any substantial increase in rail ridership (in this case, a projected 222,600 annual passengers) would arise from implementation of high-speed rail service along the FEC Railway, ultimately resulting in conservation of travel-related energy. On average, intercity passenger rail consumes 2,586 British thermal units (BTUs) per passenger mile as compared to 3,514 BTUs for automobiles, 3,101 BTUs for airplanes and 4,315 BTUs for buses (U.S. Department of Energy, 2009). Based on the energy analysis performed for this project, locomotive

travel is significantly more energy efficient than automobiles over the same project area. The locomotives are estimated to be more than 12.5 times more energy efficient.

Within the United States, transportation is the largest source of GHG emissions after electricity generation. With scientific recognition that GHG emissions are contributing to a long-term warming trend of the earth, there is an increasing realization that transportation, as a major contributor of GHGs, plays an important role in climate change policy and program decisions (US DOT, 2009). Further, rail service such as the FEC Amtrak project will help stimulate transit-oriented patterns of development, which tend towards mixed-use, compact, park-once-environments that further reduce trips on the roadway network.

The FDOT has recognized the importance that rail transportation can play in improving environmental quality. As stated in the 2009 Florida Rail System Plan: Policy Element, "Rail transportation can also play an important role in helping to reduce greenhouse gas emissions.... Rail transportation offers important environmental advantages due to its inherent energy and infrastructure efficiencies, as well as its potential to facilitate sustainable, compact transit-oriented development. From both an environmental and quality of life perspective, Florida should place a greater emphasis on rail transportation in the future." (FDOT, March 2009)

In accordance with Executive Order 07-128, the Florida Governor's Action Team on Energy and Climate Change was created to develop a comprehensive Energy and Climate Change Action Plan to guide the state in fully achieving or surpassing the statewide targets for GHG reductions as outlined in the Governor's Executive Order 07-127. In 2007, the Governor's Action Team on Energy and Climate Change released its findings and recommendations in a Phase 1 report, followed in 2008 by its final Phase 2 report entitled, "Florida's Energy and Climate Change Action Plan" (Governor's Action Team on Energy and Climate Change, 2007; 2008). Among the findings and recommendations related to addressing energy and climate change in relation to transportation were:

- Transportation is a major contributor to GHG emissions in Florida, accounting for about 46% of CO2 emissions statewide;
- Transportation sector GHG emissions in Florida are dominated by personal vehicle travel in cars and light trucks, which account for almost two-thirds of these emissions;
- Transportation-related GHG emissions are increasing, primarily due to strong growth in travel by motor vehicles in Florida;
- The FDOT projects that daily truck-miles traveled on state roads would increase by 527% to 201 million in 2050 and daily vehicle-miles traveled (VMT) on state roads are projected to exceed 1.1 billion by 2050, an increase of 240%;
- Reducing VMT is crucial to mitigating GHG emissions from the transportation sector;
- Reduce VMT by increasing the viability of multiple modes of travel and providing incentives to use modes other than single occupant vehicles (SOVs);
- Transit and rail are important GHG reduction strategies that should be implemented; and
- Develop and implement policies and strategies that include program funding and financial incentives that expand non-automobile infrastructure and provide modal alternatives to SOV travel (Governor's Action Team on Energy and Climate Change, 2008).

The project is consistent with the findings and recommendations of the Florida Energy and Climate Change Action Plan. The project would improve environmental quality and energy efficiency, while reducing the nation's dependence on domestic and foreign oil. Traveling by passenger rail versus other modes can contribute to VMT reduction and subsequent reduction of GHG emissions, would consume less energy and use less fuel, thus reducing the nation's dependence on oil.

Throughout the study area, the reduction of GHG emissions and improvement of air quality is a highly prioritized goal for local governments, regional planning councils, metropolitan planning organizations (MPOs), and other agencies. Specifically, these entities emphasize the expansion of mass transit, particularly on the FEC Railway, and multi-modal transportation networks, coupled with priority on compact urban form and the reduction of urban sprawl, as key mechanisms to help reduce GHG emissions.

Leadership in Environmental and Energy Design (LEED) will be implemented for the construction of the proposed eight stations (St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce, and Stuart).

The station's central downtown locations also enable them to serve as potential recharge facilities for alternative vehicles, which will further reinforce local energy plans. FDOT will work with each city to meet the requirements needed to achieve the LEED certified level at a minimum. As a result, the FDOT will strive to maximize debris diverted to landfills, increase the use of locally manufactured products, reuse or recycle materials and design and construct energy efficient buildings and stations.

**LIVABLE COMMUNITIES:** The restoration of intercity passenger rail service and future corridor service on the FEC Railway supports the community redevelopment activities underway along Florida's east coast, specifically in the eight communities proposed for Amtrak stations, and would help complete the state's multimodal transportation network. Stations are proposed adjacent to St. Augustine's historic district, inside Vero Beach's central business area, and in the community redevelopment areas of Daytona Beach, Titusville, Cocoa, Melbourne, Ft. Pierce and Stuart. These communities have been undergoing aggressive revitalization of their downtown areas for more than 20 years through improvements to structures and the creation of livable communities. All eight station cities have extensive community planning programs, including active community redevelopment agencies, main street programs, and historic preservation districts. In addition, all eight station locations either contain existing train stations (to be renovated) or are within historic downtown areas that were designed around c1900s train stations. A historic overview of the corridor is shown in Attachment G8.

The strong state and local commitment to redeveloping these communities has led to reinvestment and attracted residents, retail, restaurants, workplace and civic uses. The traditional downtowns maintain classic urban form, with gridded street networks and mixed-use neighborhoods that help reinforce sustainable patterns of development. The station areas and surrounding urban context are transit-supportive, pedestrian friendly, and well-integrated into local and regional roadway, transit and bicycle/pedestrian corridors (see Attachment G6). Station concept plans have been developed with substantial public input at the local and regional level to assist with the seamless integration of the station functions within the downtown areas and identify opportunities for enhanced community redevelopment over time. An overview of these concept plans, including illustrative station images and axonometric drawings are referenced in Attachment G9. Whether located adjacent to an airport or within a Central Business District (CBD), the proposed stations will feature direct transfers to a variety of other modes. Each station will allow intermodal connections to local and regional transit services provided by local agencies, airports with car rental facilities and other modes. At the northern end in Jacksonville, the system will eventually extend from the JRTC, connecting to the Jacksonville bus terminal and people mover system, bus rapid transit stations, regional bus terminal, two park-and-ride garages and a potential commuter rail station. In St. Augustine, connections will exist to St. Augustine/St. Johns County Airport, local bus and trolley service for the historic district, and future commuter rail. In Daytona Beach, connections exist to regional bus service and terminal and future premium transit on International Speedway Boulevard. In Titusville and Cocoa, intermodal connections exist to the Space Center Executive Airport, local bus service and private shuttle service to nearby Port Canaveral cruise terminals. In Melbourne, connections exist to the Melbourne Airport, regional bus and private shuttle service to Port Canaveral. Local buses service to Vero Beach, Ft. Pierce and Stuart are served by local trolley, local and regional bus, and park-and-ride facilities. The southern terminus, located at the MIC and adjacent to MIA, provides connections to MIA via the MIA People Mover, local Metrobus service, and the Tri-Rail commuter rail station.

**IMPROVING HISTORIC TRANSPORTATION FACILITIES:** As part of the Florida East Coast Corridor - Amtrak Service, there is a potential to improve three existing historic facilities and construct a new one. Four of the eight proposed Amtrak stations will involve the renovation of existing buildings (three former historic train stations in St. Augustine, Titusville, and Cocoa) and the addition of an ancillary structure for Amtrak operations adjacent to the historic railroad station building in Vero Beach. The proposed improvements will not impact the character or diminish the integrity of the resources' historical features; therefore, they will not change the eligibility of the historic train stations on the National Register of Historic Places (NRHP). Proposed renovations will be made in conformance with the U.S. Secretary of Transportation's "Standards for Rehabilitation and Guidelines for Rehabilitating Buildings" that preserve the historical and architectural value of these important resources.

**JOB CREATION AND ECONOMIC STIMULUS:** With implementation of the Florida East Coast Corridor - Amtrak Service, land use policies and resumed economic growth, the total value of commercial and residential development is projected to reach \$419 billion in 2021. This compares to a total parcel value baseline (no-build) forecast of \$417 billion in 2021 (see Attachment G4).

Of the 11 counties within the study area, 10 exceed the national average unemployment rate; St. Johns County is the only county in the study area that does not. In some counties, the unemployment is almost 50 percent higher than the national average. The direct effect from construction activities will add jobs for the construction industry and

suppliers. The spending created from these direct jobs will create employment opportunities across all occupation categories. Similarly, the continuing employment from Operations and Maintenance will have a direct effect on job creation, and indirect and induced effects that create employment opportunities across the occupational spectrum.

The construction of future commercial and residential development at the scale and type estimated for the study corridor will have an impact on the local economy because of increased demand for labor and increased spending on supplies and materials. The U.S. Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS II) multiplier were applied to provide direct, indirect and induced jobs and earnings in Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, and Palm Beach counties during construction. The analysis forecasts that future development associated with implementation of the FEC Corridor Amtrak Service Program could contribute up to \$141 million in household earnings and 3,753 person-year jobs to the study area in 2012. This amount grows to a cumulative \$1,691 million in household earnings and 44,994 person-year jobs by the tenth year of operations in 2021.

Along the project corridor, the estimated earnings and construction related jobs will result in over \$49 million in earnings, and 1,353 person-year jobs (FTE). All employment is measured on a full time equivalent (FTE) basis. Within the rest of the State of Florida, implementation of the FEC Corridor Amtrak Service Program will result in 550 new person-year jobs (FTE).

Project operations and maintenance represents significant recurring expenditures in the local economies of Duval, St. Johns, Flagler, Volusia, Brevard, Indian River, St. Lucie, Martin, and Palm Beach counties. As such, the FEC project will result in almost \$10 million in earnings, and 201 FTE jobs. Of the 201 jobs created along the project corridor, 146 are direct employment that creates a stimulus effect of an additional 55 jobs. By contrast, the Florida rest-of-state adds 24 jobs as measured by FTE. These impacts are for both the first and fifth year of operations as service levels are currently assumed to be the same for the five year time period.

The analysis indicates that implementing and operating the Florida East Coast Corridor - Amtrak Service creates a substantial number of indirect jobs. These indirect jobs are created from the spending of those employed as a result of the project. The indirect jobs include retail and wholesale trade, FIRE, services, health care, etc. Direct employment creates 1079 indirect jobs (1.03 indirect jobs for every 1.0 direct job), implying the project provides substantial economic stimulus to the project corridor and the State of Florida.

The number of potential permanent jobs was also estimated considering increased commercial density in the study area. With the addition of new office and retail space to existing parcels, passenger service could attract approximately 330 permanent jobs (in 2012) in Duval, St Johns, Flagler, Volusia, Brevard, St. Lucie, Indian River, Martin, and Palm Beach counties, increasing to approximately 3,300 permanent jobs by 2021. These new jobs and earnings will have impacts on the local economy, similar to those previously described for construction. Using US BEA RIMS II multipliers, an estimate was made of future direct, indirect, and induced permanent jobs and earnings from the new development. The future development's permanent economic impacts could include up to \$259 million in annual earnings to the counties served by the FEC Corridor Amtrak Service Program and up to 6,334 permanent jobs by 2021.

As evidenced by the analysis performed to date, the proposed project will stimulate job growth in the construction and transportation sectors. In addition to short-term construction jobs, this project will create long-term employment associated with ongoing attempts to economically revitalize the historical town centers along the project corridor.

## (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.

**FINANCIAL PLAN:** A Financial Plan has been developed for the Florida East Coast Corridor - Amtrak Service and has been attached as part of the application. The Financial Plan summarizes the methodologies utilized by Amtrak and FDOT in developing operating and maintenance and capital expenditures. In addition, the Financial Plan presents the cost sharing arrangement agreed to by FDOT and Amtrak for the operating deficit for the Phase 1 service which is a part of this application. All methodologies utilized within the cost estimating development are in line within accepted industry practices. All assumptions utilized within the Financial Plan have been properly sourced and noted. As shown throughout this application, based on the results of the collaboration between FDOT and Amtrak , the FEC Amtrak Passenger Service Corridor project is an extremely viable and good use of federal, state, local dollars. The project will benefit intercity passenger rail service along the east coast of the United States by providing another mobility option to tourists, business commuters, and residents along the east coast of Florida.

**QUALITY AND REASONABLENESS OF REVENUE AND OPERATING AND MAINTENANCE COST FORECASTS:** Amtrak is a government-owned corporation founded in 1971 to provide intercity passenger train service in the United States. Amtrak currently operates passenger service on 21,000 miles of track in the country, primarily owned by freight railroads, connecting more than 500 destinations in 46 states and three Canadian provinces. Phase 1 of the proposed service, which includes two northbound and two southbound train per day on the FEC corridor, is a part of the National Intercity Rail System (Silver Star) and would be an expansion of service provided elsewhere by Amtrak in the State of Florida and the nation. The Florida East Coast Corridor - Amtrak Service project would utilize the same revenue, operations and maintenance cost forecasts that Amtrak has employed elsewhere in the State and nation. Revenue forecasts for Options D and E Phases 1 and 2 were developed by Amtrak and are provided in the Service Development Plan attached as part of this application. Forecasted ticket revenues, ridership and passenger miles were provided by the Amtrak Market Research Department. Amtrak forecasts food and beverage revenue based on the per rider average for a comparable route. Food and beverage revenues for first class riders, where applicable (including sleepers) are adjusted for the food and beverage revenue transfer, which accounts for the food and beverage revenue being included in the ticket revenue forecast.

Amtrak also provided the operating costing methodology and assumptions for Option D Phases 1 and 2. A summary of the process that the Amtrak Financial Analysis Department follows in calculating the expected financial impact from proposed service changes to passenger rail service provided by Amtrak is provided below. A detailed description of the methodology used by Amtrak for the operating and maintenance forecasts is provided in the Service Development Plan attached as part of this application.

All estimates are based on specific information describing the proposed changes. This usually includes:

- The proposed schedule,
- The required additional equipment,
- The proposed changes to service, and
- Any proposed changes to operations.

Each proposal is reviewed by Finance employees familiar with Amtrak operations, data bases and financial systems. Each analysis is adapted to the specific intricacies of the request. Unit costs and averages used to calculate and allocate costs are specifically selected to fit the proposed service, schedule and operation.

Along with the forecasted change to riders, passenger miles, revenue, costs, net impact, and train miles, on most analyses, Amtrak also provides the cost recovery statistic and the cost per train mile to help facilitate the validation and understanding of the financial analysis.

**AVAILABILITY OF REQUIRED OPERATING FINANCIAL SUPPORT:** Since a portion of the Phase 1 service is a part of the National Intercity Rail System, Amtrak and FDOT will share the operating deficit for Phase 1. FDOT has committed to fund up to \$5.3 million a year of the projected operations and maintenance deficit for Phase 1 through FDOT’s 5-year Work Program. Maintenance at each of the eight stations will be paid by the local municipalities.

Resolutions of support and a commitment to fund maintenance are included in the resolutions provided in Attachment

G5 of this application.

**QUALITY AND ADEQUACY OF PROJECT IDENTIFICATION AND PLANNING:** The history of intercity passenger rail service along Florida's east coast from Jacksonville to Miami spans more than 100 years – from the completion of the FEC by Henry Flagler in 1896 to the recent proposal to restore passenger service along the corridor – and is intricately linked to the state's growth and development. The FDOT Florida Intercity Passenger Rail "Vision Plan" developed in August, 2006 found that the intercity travel market would grow from slightly more than 100 million trips in 2006 to nearly 200 million trips by 2020, and 320 million trips by 2040. This increase will add pressure to existing transportation facilities and calls for the development of substantial new infrastructure to meet the demand. The 2004 Passenger Rail Component of the Florida Rail Plan proposed four phases of improvements. Direct passenger service from Jacksonville to Miami via the FEC Railway was programmed as part of Phase 1 and Phase 3 of the plan, but was not initiated due to funding constraints. In June 2009, FDOT released the 2009 Florida Rail Policy Element, which was an update to the 2006 Florida Freight and Passenger Rail Plan and built upon previous rail planning efforts. The proposed project was developed in response to this policy plan. During the initial phases of project development in August 2009, the study team coordinated with federal and state regulatory and resource agencies, the cities where stations are proposed, and regional and other special-interest groups. In 2009, agencies applying for ARRA funding were required to complete an initial environmental review designated "Service NEPA". A Programmatic EA was determined as the appropriate environmental service for Service NEPA-level compliance because the impacts from the project (that is, nominal additional trains to an existing freight corridor, stations in urban settings that are requesting intercity service, limited adverse impacts with opportunities for further avoidance and minimization) had not been fully evaluated and early scoping efforts suggested that impacts did not appear to be significant. A Programmatic EA was completed for the project in October 2009. Identified alternatives were then screened as part of FDOT's Efficient Transportation Decision Making (ETDM) process, which consists of a desktop analysis of potential environmental effects to the social (human), cultural, natural and physical environment using Geographic Information System (GIS) databases to identify environmental resources in the area. The Project NEPA study began in May 2010 to analyze all reasonable alternatives that meet the purpose and need for the project to satisfy federal NEPA requirements. A public involvement program was established to provide further opportunity for agency and public input and was conducted concurrently with the preparation of the EA.

**REASONABLENESS OF ESTIMATES FOR USER AND NON-USER BENEFITS:** Substantial benefits are anticipated to accrue from the Florida East Coast Corridor - Amtrak Service, both to users and non-users of the service. The identified benefits would increase as the volume of rail service usage grows in future years, beyond the initial implementation phases. Benefits to users include: Public transportation access to cities that are automobile dependent, having neither scheduled air nor bus service; and a potentially more economical and/or comfortable public transportation option than air and/or bus service where provided. Benefits to non-users include: Job creation – temporary design and construction jobs during implementation, and permanent jobs associated with the ongoing operation and maintenance of the proposed service; Economic Development – potential stimulation of Transit-Oriented Development in proximity to proposed station locations; and Environmental Benefits – reduced emissions and fossil fuel consumption per passenger mile, relative to automobiles and airplanes.

**REASONABLENESS OF THE OPERATING SERVICE PLAN, INCLUDING PROTECTING THE FUTURE QUALITY OF OTHER SERVICES SHARING THE FACILITIES TO BE IMPROVED:** The proposed Florida East Coast Corridor - Amtrak Service improvements would benefit not only users of improved passenger rail service, but would provide cross-modal benefits, encouraging additional ridership on the existing commuter rail (Tri-Rail) and heavy rail (MetroRail) systems on the SFRC. The realignment of the Northwood connection also will facilitate extending Tri-Rail commuter services north from West Palm Beach to Jupiter and potentially north into Martin, St. Lucie and Indian River counties. The project also is envisioned to supplement existing Tri-Rail commuter services by operating as an express train between Miami and West Palm Beach. The existing infrastructure and freight operator, FEC, would benefit from construction of new passing sidings, improved grade crossing protection installation, and signal system improvements. Significant potential synergies exist between the proposed Amtrak service via the FEC and proposed commuter rail or other transit services on the FEC in the vicinity of Jacksonville and the southeast Florida region (Palm Beach, Broward, and Miami-Dade counties). The commuter rail service being studied by the Jacksonville Transportation Authority (JTA), for example, would potentially benefit from Amtrak's re-activation of the existing, former FEC station in St. Augustine, as well as from grade crossing protection improvements along the corridor. Similarly, the commuter rail/transit service being studied by FDOT in southeast Florida could potentially benefit from station, grade crossing and signal system improvements in the segment between Jupiter and West Palm Beach, where the proposed Amtrak service and commuter rail service would overlap.

**AGREEMENTS WITH KEY PARTNERS:** An initial draft of an Agreement in Principle (AIP) between FEC and

Amtrak was developed to begin a dialogue between both parties. The AIP addresses the provisions that will be included in the “host” agreement. This AIP includes provisions for accommodating FEC freight traffic both during the construction required by the FEC Amtrak Service project and during the resultant new Amtrak passenger service. The AIP also discusses the conditions agreed upon regarding the modification or construction of platforms at jointly shared Intercity Amtrak stations at St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce and Stuart. This AIP also focuses on the negotiation of an Operating Agreement for Amtrak service operating over FEC property. While the AIP has only been initiated and is yet to be executed, FEC has provided a Letter of Support for the project.

A Public Transportation Joint Participation Agreement for Rail Projects (JRPA) was also initiated between FDOT and FEC to allow for the funding of construction on the FEC right of way. This JRPA outlines the parameters by which, upon securing appropriate funding, FDOT will fund the infrastructure improvements along the FEC corridor required for the project. Terms included in this agreement are: those items that FEC must accomplish; project cost; FDOT departmental participation; retainage; project budget and payment provisions; the required accounting records; and requisitions and payments. This JRPA also stipulates that FEC shall not execute any contract or obligate itself in any manner requiring the disbursement of FDOT joint participation funds, including consultant, construction or purchase of commodities contracts or amendments thereto, with any third party with respect to the project without the written approval of FDOT. FEC also agrees to comply with provisions of Chapter 287, F.S. Consultants’ Competitive Negotiation Act. At the discretion of FDOT, the Railroad will involve FDOT in the Consultant Selection Process for all contracts. In all cases, FEC’s attorney shall certify to FDOT that selection has been accomplished in compliance with the Consultants’ Competitive Negotiation Act. By this agreement, FEC also agrees to carry out the project in conformance with all applicable environmental regulations including the securing of any applicable permits.

Amtrak, as authorized by 49 U.S.C. § 24101 et seq., is charged with operating intercity passenger rail service in the United States; and FDOT, a duly created agency of the State of Florida, is authorized by Florida Statutes, Chapter 341.302, to develop and implement a statewide rail program. Based on the above statutory authority and mutual desires, FDOT and Amtrak have entered into an Agreement in Principle, which is part of this application. This AIP outlines the intentions of the applicant (FDOT) and the intended operator (Amtrak) to implement, in three phases, the Florida East Coast Corridor - Amtrak Service. Implementation of this service is dependent on sufficient funding from the HSIPR Program. The AIP states the proposed Florida East Coast Amtrak Service will be done in three phases. Phase 1 consists of splitting the Silver Star daily at Jacksonville (14 trips per week) and providing one additional daily roundtrip between Miami and Jacksonville over the FEC corridor (14 trips per week). This phase includes the development of Amtrak stations in St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce and Stuart. Also included will be the development of a rail connection between the FEC corridor and CSX at Northwood in Palm Beach County. In order to implement this service and allow for its efficient operation, additional rolling stock and other capacity improvements to the FEC line will be required. Phase 2 includes the addition of three daily roundtrips between Miami and Cocoa over the FEC corridor (42 trips per week) upon the satisfactory completion of stations, facilities and other infrastructure improvements as identified in the first phase. Phase 3 would add one additional corridor train between Jacksonville and Cocoa, Monday through Friday. The AIP stipulates that FDOT and Amtrak will execute an agreement governing the provision by the State of stations, equipment maintenance facilities, and other facilities required for the improved service; the terms under which any Amtrak-owned equipment to be utilized for the improved service will be provided, including potential state payments for any associated capital costs and for use of such equipment; implementation of the improved service, including mobilization, satisfaction of safety requirements, regulatory compliance, training and qualification of employees, and state funding of associated costs incurred by Amtrak; and terms and conditions for operation of the improved service by Amtrak, including state funding of costs associated with the improved service in accordance with Amtrak’s then-current state supported service pricing policy as supplanted by the costing methodology developed under Section 209 of PRIIA.

Throughout this study, FDOT coordinated extensively with the local governments and communities along the proposed corridor, as well as the cities where stations are proposed to be located. To date, approximately 160 resolutions and letters of support for the project have been received from local governments, MPO Boards, agencies and statewide organizations, include both public and private entities (See Attachment G5). New passenger stations proposed by this project are located in eight cities: St. Augustine, Daytona Beach, Titusville, Cocoa, Melbourne, Vero Beach, Fort Pierce and Stuart. All of these cities have passed resolutions requesting the assistance of Florida’s Governor and the Secretary of FDOT to prioritize the intercity rail component of the FEC Corridor project (from Jacksonville to Miami) as part of the Federal Economic Stimulus Package for the State of Florida. While the resolutions are not binding, they indicate local consensus and local support for the project. Upon securing sufficient

funding for the project, these eight local governments will be expected to enter into Interlocal Government Agreements with FDOT. These Interlocal Agreements will describe the responsibilities and agreements of all parties regarding the acquisition, construction and ownership of the proposed passenger stations. Also included in the agreements will be the obligations of the local governments for operation and maintenance of the stations. The financial obligations of the FDOT and local governments will also be specified in these agreements. The local governments and the state have constructed a number of projects within the jurisdictions and along the SFRC to ensure the implementation of the Florida East Coast Corridor - Amtrak Service. These projects and amounts spent by the local jurisdictions and state are included as part of the Financial Plan for the project. The financial expenditures of the local governments and state will be used at “matching funds” for the secured stimulus funding.

**COMPARISON OF ANTICIPATED BENEFITS AND THE AMOUNT OF FEDERAL FUNDING REQUESTED:**

The project cost for Phase 1 is estimated at approximately \$250 million. As provided throughout this application, there are a number of benefits associated with the project, including public transportation access to cities that are automobile dependent, job creation – temporary design and construction jobs during implementation, and permanent jobs associated with the ongoing operation and maintenance of the proposed service; economic development – potential stimulation of Transit-Oriented Development in proximity to proposed station locations; and environmental benefits – reduced emissions and fossil fuel consumption per passenger mile, relative to automobiles and airplanes. This service will provide a mobility option to millions of citizens along the east coast of Florida that currently do not have access to passenger rail service. One interchange along an Interstate highway can cost in excess of \$250 million, providing a mobility choice to millions of citizens is an appropriate expenditure of tax payer dollars.

**CONTRIBUTION OF A COST SHARE GREATER THAN THE REQUIRED MINIMUM OF 20 PERCENT:** The majority of the capital funding for the project will come from the High Speed Intercity Passenger Rail Program (HSIPR) and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), which complement the American Recovery and Reinvestment Act of 2009 (ARRA). However, it is anticipated that any station sites located on municipal right-of-way will be donated to the project. It is unknown at this stage of project development the amount of in-kind match associated with the right-of-way donation due the fact that detailed right of way cost estimates will be initiated as part of final design of the project. As the project moves forward through the project development process, the in-kind match will be identified and quantified.

However, FDOT, through its Strategic Intermodal System (SIS) program, has invested more than \$38 million in rail capacity enhancements on the FEC. These capacity improvements to FEC rail infrastructure have enhanced the movement of freight throughout the east coast of Florida and facilitated the restoration of Intercity Passenger Rail Service along the FEC and should be included as part of the in-kind match.

In addition to the SIS money that FDOT has invested on the FEC corridor to facility the Florida East Coast Amtrak Passenger Corridor project, FDOT has invested state money on the SFRC to ensure that Tri-Rail, Amtrak Intercity Rail, and FEC Passenger Rail are able to utilize the rail corridor. The spreadsheet contained in Attachment D of the Financial Plan is a summary of state and federal money invested on the SFRC. A portion of the capital projects listed in the Financial Plan is 100% state money with no federal match. This equates to nearly \$70 million in state money investiture to ensure that future passenger rail projects such as the Florida East Coast Amtrak Corridor project will be able to utilize the SFRC. This money may also account for in-kind match. Finally, local jurisdictions along the corridor have made several improvements near station areas to facilitate implementation of the FEC Amtrak Passenger Corridor service. These locally funded projects are described in Attachment D of the Financial Plan and account for an approximate in-kind match of more than \$15 million.

In summary, the state and local governments have invested more than \$123 million in projects along the proposed project corridor to facilitate the implementation of the Florida East Coast Corridor - Amtrak Service. These dollars have not been matched with any federal dollars and can be used as an in-kind match for the project.

**(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.

**CAPACITY** – Florida is the 4th most populous state and has the 3rd largest state transportation budget. As the applicant, grant recipient, and lead agency for the Florida East Coast Corridor - Amtrak Service project, FDOT is a governmental agency and the principal administrative unit within the executive branch of state government responsible for the planning, design, construction, and maintenance of transportation within the State of Florida. Additional information on FDOT can be found at: <http://www.dot.state.fl.us/>. With an FY 2010/11 budget of \$6.9 billion, FDOT routinely manages large transportation projects. Most recently, FDOT has managed rail projects worth \$328 million in its Strategic Intermodal System program. Additionally, FDOT has a long history of developing large passenger rail projects, notably the acquisition of the SFRC and development of Tri-Rail commuter service. Chapter 341, Florida Statutes, contains the legal authority for FDOT to fund and undertake public transportation projects, including urban transit, commuter rail, and intercity rail. Also contained in Chapter 341, Florida Statutes is the legal authority for the State of Florida to plan, develop, and implement a high speed rail program.

FDOT also utilizes in-house right-of-way staff historically acquiring more than 1000 parcels per year statewide, with a five-year right-of-way acquisition program exceeding \$2.2 billion. Regarding statutory references/legal authority, Chapter 337, Florida Statutes, contains the legal authority for FDOT to acquire right-of-way for transportation purposes.

The Florida East Coast Corridor - Amtrak Service will not require approval by FRA for a waiver petition from a Federal railroad safety regulation.

**EXPERIENCE** - FDOT has experience managing rail investments and Corridor Programs as evidenced by Tri-Rail, which was started by FDOT in 1989, as an alternative to I-95 in the state's three highest-populated counties. The South Florida Regional Transportation Authority (SFRTA) operates the system.

The SFRC, owned by FDOT, runs through Dade, Broward and Palm Beach counties, nearly parallels I-95 and is shared with Amtrak passenger trains and CSX freight trains. Double-tracking of the system was completed in 2006, except for a segment over the New River in Fort Lauderdale, which was completed in April 2007.

The Double Track Corridor Improvement Program called for reconstruction along 72 miles of SFRC and a second mainline track parallel to the existing track. As part of the program, the Segment 5 Project was the final major phase of double tracking. This \$333.8 million project included the installation of 43.5 miles of second mainline track; upgrades to the existing signal system; construction of 11 new bridges; replacement and/or rehabilitation of 13 bridges; modification and renovation of 10 stations; acquisition of five locomotives and two cab cars, as well as enhancements to grade crossings - providing full closure at all 70 grade crossings. As a result, the SFRTA has expanded Tri-Rail operations of 50 trains per day.

In addition to Tri-Rail, FDOT is responsible for bringing Central Florida's SunRail system to fruition. FDOT and CSX have a contract and operating agreement to bring commuter rail to Central Florida – creating both convenience and new opportunities for Floridians who live and work along the 61-mile corridor from DeLand in Volusia County to Poinciana in Osceola County. Under the \$491 million agreement, of which \$59 million is a credit to FDOT for construction of grade separations, FDOT will own and control the 61-mile rail corridor. The agreement also transfers maintenance and train dispatching responsibilities to FDOT.

FDOT was also heavily involved in the planning, design, and construction funding of the Sunset Limited Amtrak service in north Florida. FDOT designed the stations and oversaw the construction of the improvements to the railroad infrastructure and the stations.

**COST METHODOLOGIES** - Grant funds are being requested to implement the Florida East Coast Corridor - Amtrak Service. The projected capital costs for the project were developed in coordination and consultation with FEC Railway and Amtrak. FDOT worked with FEC personnel to determine required upgrades to FEC infrastructure and associated costs. Construction of the improvements

within FEC right of way would be completed by Force Account under contract with FEC. FEC has a long history of designing and implementing improvements within their right of way. An allocated contingency of 5% was assigned to mitigate any potential cost overruns on the improvements within the FEC right of way.

Station costs were developed in full cooperation with Amtrak personnel, who have a long history of designing and constructing stations throughout the country. An allocated contingency of approximately 10% was assigned to the costs to mitigate any potential cost overruns to station costs.

Right-of-way estimates were performed by FDOT personnel. The Department acquires billions of dollars of right-of-way within the five-year work program and has proven procedures in place for estimating the cost of right-of-way needed for a project. FDOT estimates contain the assessed value of the right-of-way, relocation benefits, displacement benefits and damages for businesses. The estimates include built-in contingencies.

Throughout the project development process, the project will be evaluated for potential overruns and value engineering sessions will be conducted to ensure that cost overruns are mitigated.

**SCHEDULE** – Design and procurement are planned to begin immediately after grant approval, with construction targeted to commence in January 2011. The construction duration has been preliminarily estimated at 34 months, resulting in a forecasted date of construction completion and service inauguration of October 2013. Rolling stock procurement requires approximately 36 months to complete, and this process is considered to be already in-progress based on Amtrak programs to procure new long distance cars and to refurbish existing inoperative cars. This duration is consistent with an inauguration of service in October 2013. Further, procurement of new corridor equipment will not need to be completed until a date subsequent, consistent with the inauguration of corridor operations in Phase 2. Acquisition of non-railroad property to support station development may affect the implementation schedule, to the extent that one or more individual stations could be delayed if unforeseen problems are encountered relative to such property acquisition.

**PMP** – A Project Management Plan has been developed for the project and is included as part of this application. In summary, FDOT will be the lead agency responsible for implementation of the project. However, specific duties may be assigned to consultants, contractors, or other agencies. FDOT will be responsible for rail policy and procedures, as well as capital planning, regulatory compliance and financial management. The daily operations of the passenger service will be provided by Amtrak. Maintenance of the rail corridor will be the responsibility of the FEC.

FDOT has worked extensively with FEC, which owns most of the property on which the project is located. Design work within the FEC right-of-way will be managed by FEC with close coordination and review by FDOT and Amtrak. FEC may elect to utilize consultants for the design.

FDOT will manage the design, construction, and construction oversight of the eight stations. FDOT will use the services of a Program Management Consultant to monitor and oversee the design and construction process to ensure the work is completed according to the requirements and is delivered on-time and on-budget.

For those portions of the project that will involve construction within the right of way of FEC, the railroad will maintain full control and will manage and provide construction oversight. The final tie-in of the new construction will be completed by railroad work forces.

A Construction Engineering Inspection consultant will provide daily construction contract management/coordination and QA/QC for the project under the direction of FDOT and FEC.

Amtrak will manage the procurement of rail operating equipment from the development of specifications through delivery and final testing.

FDOT will manage the acquisition of any right-of-way beyond the current ownership of FEC. This acquisition will be in accordance with all applicable local, State and Federal guidelines and laws.

All station facilities will be designed in full compliance with state and national standards, including the Americans with Disabilities Act, and in full compliance with FEC requirements.

Interlocal Agreements will be signed with the eight cities where stations are proposed to delineate responsibilities in both the station construction and the long term maintenance and operation of the facilities. Provisions in these agreements will include a description of the required capital investments for the stations; will establish the foundation for joint-use agreements at the stations; will allow the

local government to retain concession and ancillary station revenues; will encourage cooperation for transit-oriented development; will require the local governments to provide security at the stations; and will detail the capital funding commitments, instruments and payment dates.

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

**NONCOMMITTED INVESTMENTS** – The first phase of Florida East Coast Corridor - Amtrak Service would consist of restoring intercity passenger service on the FEC Railway. To accommodate the passenger trains at 90 mph and continue FEC Railway's freight service, the construction of improvements is required. Equipment procurement is required for restoring intercity service. Amtrak will take the lead in procuring the equipment for the service, since Phase 1 is part of the national intercity system. Subsequent phase equipment needs will be procured by FDOT in coordination and consultation with Amtrak. Phases 2 and 3 of the Florida East Coast Amtrak Service add corridor trains to the FEC right-of-way. Phase 2 adds additional corridor service between Jacksonville and Miami and between Cocoa and Miami. A total of four trains daily (two northbound and two southbound) would be added between Jacksonville and Miami. An additional six trains daily (three northbound and three southbound) between Cocoa and Miami would be added as part of Phase 2 service. Phase 3 service adds additional corridor service between Jacksonville and Cocoa with two trains (one northbound and one southbound) Monday through Friday. The improvements constructed as part of Phase 1 were designed to accommodate the addition of corridor trains within Phases 2 and 3. The equipment and operation costs for the future phases are not a part of this grant application. Equipment costs for Phases 2 and 3 are estimated at \$116 million and \$25 million, respectively. The implementation of Phases 2 and 3 are dependent on ridership growth. FDOT, Amtrak, and FEC will coordinate to determine the implementation date of Phases 2 and 3.

**COMPLETENESS** – This application and supporting documentation has been developed in accordance with the requirements of the Federal Railroad Administration (FRA) for funding under the American Recovery and Reinvestment Act of 2009 (ARRA) High Speed Intercity Passenger Rail Program (HSIPR) and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). The interim guidance for the HSIPR/PRIIA was published in the Federal Register on July 1, 2010 (Vol. 75, No. 126, page 38344). Every portion of the application and supporting documentation has been completed. The FEC Amtrak Passenger Service Study Draft Environmental Assessment (August 2010) has been substantially completed in accordance with the requirements of the FRA.

**RISKS** – The service plan and all aspects of the project design and implementation are being developed with the full knowledge of, and in coordination with, the affected freight carriers and passenger rail agencies. Specifically, Amtrak and FDOT have had discussions with FEC, SFRTA (Tri-Rail), and CSXT. The design and implementation of the proposed service reflects the careful attention of Amtrak and FDOT to the needs and concerns of the existing freight operators – FEC and CSX – and to the minimization or avoidance of adverse impacts upon their operations and the service they provide to their freight customers. Similarly, the design and implementation of the proposed service will minimize or avoid adverse impacts upon the existing Tri-Rail commuter rail service in southeast Florida, and will attempt to anticipate the needs of other planned and proposed passenger services, such as commuter rail between Jacksonville and St. Augustine, as currently being studied by the Jacksonville Transportation Authority (JTA). The detailed coordination minimized the risk of the re-evaluation of the project's improvements during the finalization of the NEPA and design phases.

Uncertainties associated with the proposed service have been identified and will be closely managed as the project moves forward. A number of stakeholder agreements will need to be developed and approved as the project moves forward. An Agreement in Principle (AIP) between FDOT and Amtrak and a letter of support between FEC and Amtrak are in place. There are also resolutions in place with the host cities of the stations (see Attachment G5). Moving forward, the AIP will be expanded into contract documents, the resolutions will be expanded into Interlocal Agreements, and a Joint Rail Project Agreement (JRPA) will be entered into between FEC and FDOT. There are always uncertainties as contract documents are developed, however, these uncertainties are mitigated to a great extent by FDOT's prior experience with each of the stakeholders and by the overwhelming public support for the project. FDOT currently has an operating agreement in place with Amtrak for the SFRC. In addition, FDOT routinely enters into JRPA's with FEC and JPA's with cities throughout the State of Florida.

To mitigate any potential uncertainties as the project moves forward, FDOT will conduct a Risk Assessment early in the project development process. The Risk Assessment will consist of a workshop in which project participants including FRA will identify any

potential project uncertainties and rank these uncertainties. A Project Execution and Risk Management Plan will be developed and reviewed with FRA. The Project Execution and Risk Management Plan is a comprehensive approach to address uncertainty from a variety of sources. The risks will continue to be updated and monitored as the project moves forward.

**SAFETY/SECURITY** – FDOT has the motto “Safety is FDOT’s number one priority.” FDOT is committed to provide a safe, secure and reliable environment for its contractors, tenants, employees and passengers.

Amtrak has the guiding principle that “No Job Is So Important and No Service So Urgent That We Cannot Take The Time To Perform Our Work Safely.”

Therefore, the mission of all organizations with rail, maintenance, operations and construction responsibilities for the Florida East Coast Amtrak Service project is to perform all activities with a 100% commitment to safety.

The Florida East Coast Corridor - Amtrak Service project Safety and Security Management Plan (SSMP) will serve as the guiding document for the integration of safety and security activities throughout all phases of the project life cycle. The intent of the Plan is to establish roles, responsibilities, and communication channels of all organizations working within the corridor so that day to day implementation of key safety processes and procedures are effectively used to eliminate unsafe behaviors and practices that lead to accidents and injuries.

The Project SSMP will describe the integration of safety and security activities in every phase of the Project. The SSMP will identify who will perform these activities, and who will be responsible for oversight.

A Safety Integration Plan (SIP) will be developed for the project. This plan will be jointly developed by FDOT, FDOT Contractors and Consultants, FEC, CSXT and Amtrak. Designated representatives from these organizations will have sufficient authority and organizational freedom to assure effective implementation of the plan requirements. FDOT recognizes that the establishment of an effective Safety Integration Plan (SIP) is fundamental to the success of the Florida East Coast Amtrak Service Project.

Further information on the project Safety and Security Program is contained within the Project Management Plan (PMP) attached to this application.

The purpose of the Amtrak System Safety Program is to provide a comprehensive description of current safety-related policies, programs and practices that aid in the prevention of and response to accidents, injuries and illnesses. Amtrak defines system safety as a detailed method of applying scientific, technical, operating, and management techniques and principles for the timely identification of hazard risk, and initiation of actions to prevent or control these hazards throughout the system life cycle and within the constraints of operational effectiveness, time, and cost.

A full copy of Amtrak’s System Safety Program plan is a part of this application.

**ENVIRONMENTAL** – In 2009, FDOT completed a Programmatic EA for the FEC Amtrak Passenger Rail project. A Programmatic EA was determined as the appropriate environmental review for Service NEPA level compliance because the impacts from the project (that is, nominal additional trains to an existing freight corridor, stations in urban settings that are requesting intercity service, limited adverse impacts with opportunities for further avoidance and minimization) had not been fully evaluated and early scoping efforts suggested that impacts did not appear to be significant. The Programmatic EA document has been attached to this application.

In 2010, after consultation and coordination with FRA, FDOT prepared the draft Environmental Assessment (EA) for the FEC Amtrak Passenger Rail study from Jacksonville (Duval County) to Miami (Miami-Dade County, Florida).

The results of the technical assessment within the EA document indicate that there are no significant impacts associated with the implementation of the Florida East Coast Corridor - Amtrak Service. Throughout the EA process, FDOT coordinated with local, state, and federal agencies and the public through the ETDM process, agency coordination meetings, and public workshops. Concurrence letters have been obtained from the State Historic Preservation Office (SHPO), US Fish and Wildlife Service (USFWS), and National Marine Fisheries Service (NMFS). Throughout the document preparation, FDOT consulted with FRA personnel to ensure that the draft EA document was “substantially complete” at the time of the application.

**READINESS** – The history of intercity passenger rail service along Florida’s east coast from Jacksonville to Miami spans more than 100 years - from the completion of the FEC Railway by Henry Flagler in 1896 (Flagler Museum, 2010) to the recent proposal to restore passenger service - and is intricately linked to the state’s growth and development. Communities and the state along the FEC rail corridor have planned for passenger rail in land use and transportation projects at the station sites. As indicated throughout this application and supporting documents, there is an unprecedented amount of local support for the project. FDOT, Amtrak, FEC, and

local stakeholders view this project as a top priority for implementation in the state. Since the project has already received concurrence letters from federal and state environmental agencies, processing the final NEPA documents should not be an impediment in moving the project forward. Once the federal grant is awarded, FDOT will begin the process of designing the improvements and developing definitive agreements with Amtrak, FEC and the local governments.

**TIMELINESS OF BENEFITS** - Benefits are anticipated to accrue from the proposed Florida East Coast Corridor - Amtrak Service, both to users and non-users of the service. The identified benefits would increase as the volume of rail service usage grows in future years, beyond the initial implementation phases.

**Benefits to users:**

- **Mobility** - Public transportation access to cities that are automobile dependent, having neither scheduled air nor bus service; and, a potentially more economical and/or comfortable public transportation option than air and/or bus service where provided.

**Benefits to non-users:**

- **Job Creation** – Temporary design and construction jobs during implementation, and permanent jobs associated with the ongoing operation and maintenance of the proposed service.
- **Economic Development** – Potential stimulation of Transit Oriented Development in proximity to proposed station locations.
- **Environmental** – Reduced emissions and fossil fuel consumption per passenger mile, relative to automobiles and airplanes.

## 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.<sup>7</sup>**

Consider this application to be a “Standard Capital Project.”

Consider this application to be a “Major Capital Project.”

Explain your response:

Project cost exceeds \$100M and the proposed service speed is planned to be 90 mph.

**(2) Indicate the operational independence of the Service Development Program.<sup>8</sup>**

This program is operationally independent.     This program is not operationally independent.

Briefly clarify your response:

The proposed service is a new/restored passenger service that will not require additional capital investments to generate the stated benefits.

**(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       |
|--------------------------------|--|-------------|-------------|--|
| Regional or Short Line Freight | Florida East Coast (FEC) Railway                                   | 280.1       | 357.17      | No Agreement, but Host Railroad Supports Project |
| Commuter Railroad or Authority | Florida Department of Transportation (South Florida Rail Corridor) | 65.33       | 130.66      | Master Agreement in Place                        |
| 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:               |
|----------------------------|------------------------------------|
| Amtrak                     | Preliminary executed agreement/MOU |

<sup>7</sup> 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.

<sup>8</sup> 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 <sup>9</sup> Within Project Boundaries |
|---------------------|---|-------------------------------------|---------|---|---|
|                     |   | Passenger                           | Freight |   |   |
| Freight             | Florida East Coast Railway  |                                     | 60      | 280.1   | 21  |
| Freight             | CSX Transportation (operating on South Florida Rail Corridor owned by FDOT) |                                     | 60      | 65.33   | 15  |
| Commuter            | Tri-Rail (South Florida Regional Transportation Authority)                  | 79                                  |         | 65.33   | 50  |
| Intercity Passenger | Amtrak  | 79                                  |         | 65.33   | 4   |
| 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.**<sup>10</sup> 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%                  |
| Commuter                            | 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.

Additional rolling stock is needed to support the proposed service via the FEC, both to accommodate growth anticipated from expansion of service to new cities, and to provide the necessary types of cars for both portions of a

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

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

train when it is divided or split in Jacksonville. Rolling stock requirements were analyzed based on the Amtrak timetables, including anticipated equipment rotations and the need for spare vehicles. Preliminary requirements for Phase 1 service consist of 24 vehicles (including 2 locomotives, 2 cab cars, 11 coaches, 1 food car, 4 baggage cars and 4 sleeper cars). Rolling stock is currently assumed to include all new equipment, but the fleet ultimately deployed on the FEC will likely include both new and rehabilitated equipment. At least three potential sources of equipment have been identified for the Florida East Coast Corridor - Amtrak Service: a procurement of new long distance cars; Amtrak-led procurement of a fleet of next-generation corridor cars and associated locomotives; and refurbishment of existing Amtrak cars. For Phase 2, an additional three locomotives plus 12 coaches would be needed for long distance service. Phase 3 would require one locomotive and four additional cars.



## H. Checklist of Application Materials

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

| Documents   | Format              |
|---|---------------------|
| <b>1. Application Form</b>  |                     |
| <input checked="" type="checkbox"/> HSIPR Service Development Program Application Form [This Form]                                      | Form                |
| <b>2. Budget and Schedule Form</b>  |                     |
| <input checked="" type="checkbox"/> HSIPR Service Development Program Budget and Schedule Form  | Form                |
| <b>3. OMB Standard Forms</b>  |                     |
| <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                |
| <b>4. FRA Assurances Document</b>   |                     |
| <input checked="" type="checkbox"/> FRA Assurances Document (See Section 4.2.4 of the NOFA)   | Form                |
| <b>5. Service Development Supporting Documentation</b>  |                     |
| <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 |
| <b>6. Service Delivery Supporting Documentation</b>   |                     |
| <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 |
| <b>7. Optional Supporting Documentation</b>   |                     |
| <input checked="" type="checkbox"/> Preliminary Engineering (PE) and/or Final Design (FD) Documentation (See Section 4.2.7 of the NOFA) | No Specified Format |
| <input checked="" 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**.