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HSIPR Program Application Supporting Forms

Service Development Program Budget and Schedule Form



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

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

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

Color Key for Completing this Form:

Cell Type/Color:

Applicant Should
Input a Value

Template will Auto
Populate (see note
1 above)

FRA Use Only
Applicant Does
Not Complete

Buttons for Pages within this Form:

General Info and Assumptions (click here first)

Capital Cost Info. (Standard Cost Categories for reference)

Detailed Capital Cost Budget

Annual Capital Cost Budget

Instructions for Operating & Financial Sheets

Operating & Maintenance Info

Operating and Financial Performance

Sustainability Sheet

Analysis of Funding Sources for Sustainability

Program Schedule

General Information

Below, please indicate the Service Development Program name. The Service Development Program name must be identical to the name listed in the Application Form.

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

Service Development Program Name
(same as on Application Form)

Application Assumptions

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

Cost Categories*	Contingency Rate Assumption (%)	Annual Inflation Rate Assumptions by Year (%)									
		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Categories for Detailed Capital Cost Budget											
10 Track Structures and Track											
20 Stations, Terminals, Intermodal											
30 Support Facilities: Yards, Shops, Admin. Bldgs											
40 Sitework, Right of Way, Land, Existing Improvements & Special Conditions											
50 Communications & Signaling											
60 Electric Traction											
70 Vehicles											
80 Professional Services (applies to Cats. 10-60)											
90 Unallocated Contingency											
100 Finance Charges											

Category for Operating, Financial, and Sustainability information	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020**
Operating, Financial, Sustainability Information - All-Purpose Inflation Rates										

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

** For 2020 Operating, Financial, and Sustainability Inflation Assumptions, enter a single annual inflation rate for 2020 that will be used for 2020 and all subsequent years.

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

Empty space for methodology and supporting documentation.

Return to the Main Page

FRA Standard Cost Categories for Capital Projects/Programs*		Notes
10 TRACK STRUCTURES & TRACK		
10.01	Track structure: Viaduct	Include elevated track structure of significant length consisting of multiple spans of generally equal length
10.02	Track structure: Major/Movable bridge	Include all elevated track structures with a movable span, and/or with a span of significant length (generally of approximately 400' or longer)
10.03	Track structure: Undergrade Bridges	Include elevated track structure of greater than 20 feet that does not fall into 10.01 and 10.02
10.04	Track structure: Culverts and drainage structures	Include all minor undergrade passageways (generally of 20 feet or less in width)
10.05	Track structure: Cut and Fill (> 4' height/depth)	Include grading and subgrade stabilization of roadbed
10.06	Track structure: At-grade (grading and subgrade stabilization)	All grading and subgrade stabilization of roadbed not included under cost categories 10.01 through 10.05 and 10.07
10.07	Track structure: Tunnel	Definition self-explanatory
10.08	Track structure: Retaining walls and systems	Definition self-explanatory
10.09	Track new construction: Conventional ballasted	Include all ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.10	Track new construction: Non-ballasted	Include all slab, direct fixation, embedded, and other non-ballasted track construction on prepared subgrade, on new or existing rights-of-way
10.11	Track rehabilitation: Ballast and surfacing	Include undercutting, ballast cleaning, tamping, and surfacing not associated with new track construction
10.12	Track rehabilitation: Ditching and drainage	Definition self-explanatory
10.13	Track rehabilitation: Component replacement (rail, ties, etc)	Definition self-explanatory
10.14	Track: Special track work (switches, turnouts, insulated joints)	Include minor turnouts and interlocking, such as crossovers and turnouts at the ends of passing tracks
10.15	Track: Major interlockings	Significant interlockings at major stations and where routes converge from three or more directions
10.16	Track: Switch heaters (with power and control)	Include cost of power distribution equipment from commercial power source to interlocking location
10.17	Track: Vibration and noise dampening	Definition self-explanatory
10.18	Other linear structures including fencing, sound walls	Definition self-explanatory
20 STATIONS, TERMINALS, INTERMODAL		
		As associated with stations, include costs for rough grading, excavation, station structures, enclosures, finishes, equipment; mechanical and electrical components including HVAC, ventilation shafts and equipment, station power, lighting, public address/customer information systems; safety systems such as fire detection and prevention, security surveillance, access control, life safety systems, etc. Include all construction materials and labor regardless of who is performing the work.
20.01	Station buildings: Intercity passenger rail only	Definition self-explanatory
20.02	Station buildings: Joint use (commuter rail, intercity bus)	Definition self-explanatory
20.03	Platforms	Definition self-explanatory
20.04	Elevators, escalators	Definition self-explanatory
20.05	Joint commercial development	Construction at station sites intended to support non-transportation commercial activities (shopping, restaurants, residential, office space). Do not include cost of incidental commercial use of station space intended for use by passengers (newsstands, snack bar, etc). Costs may not be allowable for Federal reimbursement
20.06	Pedestrian / bike access and accommodation, landscaping, parking lots	Include sidewalks, paths, plazas, landscape, site and station furniture, site lighting, signage, public artwork, bike facilities, permanent fencing
20.07	Automobile, bus, van accessways including roads	Include all on-grade paving
20.08	Fare collection systems and equipment	Include fare sales and swipe machines, fare counting equipment
20.09	Station security	Definition self-explanatory
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		
30.01	Administration building: Office, sales, storage, revenue counting	Definition self-explanatory
30.02	Light maintenance facility	Include service, inspection, and storage facilities and equipment
30.03	Heavy maintenance facility	Include heavy maintenance and overhaul facilities and equipment
30.04	Storage or maintenance-of-way building/bases	Definition Self-explanatory
30.05	Yard and yard track	Include yard construction and track associated with yard
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS		
		Include all construction materials and labor regardless of who is performing the work.
40.01	Demolition, clearing, site preparation	Include project/program-wide clearing, demolition and fine grading
40.02	Site utilities, utility relocation	Include all site utilities-storm, sewer, water, gas, electric
40.03	Hazardous material, contaminated soil removal/mitigation, ground water treatments	Include underground storage tanks, fuel tanks, other hazardous materials and treatments, etc.
40.04	Environmental mitigation: wetlands, historic/archeology, parks	Include other environmental mitigation not listed
40.05	Site structures including retaining walls, sound walls	Definition self-explanatory
40.06	Temporary facilities and other indirect costs during construction	Definition self-explanatory
40.07	Purchase or lease of real estate	If the value of right-of-way, land, and existing improvements is to be used as in-kind local match to the Federal funding of the project/program, include the total cost on this line item. In backup documentation, separate cost for land from cost for improvements. Identify whether items are leased, purchased or acquired through payment or for free. Include the costs for permanent surface and subsurface easements, trackage rights, etc.
40.08	Highway/pedestrian overpass/grade separations	Other than the grade separations included in this line item, highway-rail grade crossing safety enhancements generally fall under 50.06.
40.09	Relocation of existing households and businesses	In compliance with Uniform Relocation Act

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

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

[Return to the Main Page](#)

Detailed Capital Cost Budget

Instructions:

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

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

Program Name: _____

SCC	Applicant Inputs				Total Allocated Cost (Thousands of Base Yr/FY11 Dollars)	Allocated Contingency (Thousands of Base Yr/FY11 Dollars)	TOTAL COST (Thousands of Base Yr/FY11 Dollars)	Explanation Provided? (If so use #)
	Unit	Quantity	Unit Cost (Thousands of Base Yr/FY11 Dollars)	Non-Unit Based Cost				
10 TRACK STRUCTURES & TRACK								
10.01	Track structure: Viaduct	Miles			\$	\$	\$	
10.02	Track structure: Major/Movable bridge				\$	\$	\$	
10.03	Track structure: Undergrade bridges				\$	\$	\$	
10.04	Track structure: Culverts and drainage structures	#			\$	\$	\$	
10.05	Track structure: Cut and fill (> 4' height/depth)	Miles			\$	\$	\$	
10.06	Track structure: At-grade (grading and subgrade stabilization)	Miles			\$	\$	\$	
10.07	Track structure: Tunnel				\$	\$	\$	
10.08	Track structure: Retaining walls and systems	Miles			\$	\$	\$	
10.09	Track new construction: Conventional ballasted				\$	\$	\$	
10.10	Track new construction: Non-ballasted				\$	\$	\$	
10.11	Track rehabilitation: Ballast and surfacing				\$	\$	\$	
10.12	Track rehabilitation: Ditching and drainage				\$	\$	\$	
10.13	Track rehabilitation: Component replacement [rail, ties, etc]				\$	\$	\$	
10.14	Track: Special track work (switches, turnouts, insulated joints)				\$	\$	\$	
10.15	Track: Major interlockings				\$	\$	\$	
10.16	Track: Switch heaters (with power and control)				\$	\$	\$	
10.17	Track: Vibration and noise dampening				\$	\$	\$	
10.18	Other linear structures including fencing, sound walls	Miles			\$	\$	\$	
20 STATIONS, TERMINALS, INTERMODAL								
20.01	Station buildings: Intercity passenger rail only				\$	\$	\$	
20.02	Station buildings: Joint use (commuter rail, intercity bus)				\$	\$	\$	
20.03	Platforms				\$	\$	\$	
20.04	Elevators, escalators				\$	\$	\$	
20.05	Joint commercial development				\$	\$	\$	
20.06	Pedestrian / bike access and accommodation, landscaping, parking lots				\$	\$	\$	
20.07	Automobile, bus, van accessways including roads				\$	\$	\$	
20.08	Fare collection systems and equipment				\$	\$	\$	
20.09	Station security				\$	\$	\$	
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS								
30.01	Administration building: Office, sales, storage, revenue counting				\$	\$	\$	
30.02	Light maintenance facility				\$	\$	\$	
30.03	Heavy maintenance facility				\$	\$	\$	
30.04	Storage or maintenance-of-way building/bases				\$	\$	\$	
30.05	Yard and yard track				\$	\$	\$	
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS								
40.01	Demolition, clearing, site preparation				\$	\$	\$	
40.02	Site utilities, utility relocation				\$	\$	\$	
40.03	Hazardous material, contaminated soil removal/mitigation, ground water treatments				\$	\$	\$	
40.04	Environmental mitigation: wetlands, historic/archaeology, parks				\$	\$	\$	
40.05	Site structures including retaining walls, sound walls				\$	\$	\$	
40.06	Temporary facilities and other indirect costs during construction				\$	\$	\$	
40.07	Purchase or lease of real estate				\$	\$	\$	
40.08	Highway/pedestrian overpass/grade separations				\$	\$	\$	
40.09	Relocation of existing households and businesses				\$	\$	\$	

HSIPR Program Application Supporting Forms

OMB No. 2130-0584

	Unit	Quantity	Unit Cost (Thousands of Base FY/FFY 11 Dollars)	Non-Unit Based Costs	Total Allocated Cost (Thousands of Base FY/FFY 11 Dollars)	Allocated Contingency (Thousands of Base FY/FFY 11 Dollars)	TOTAL COST (Thousands of Base FY/FFY 11 Dollars)	Explanation Provided? (If source #)
50 COMMUNICATIONS & SIGNALING								
50.01					\$ -	\$ -	\$ -	
50.02					\$ -	\$ -	\$ -	
50.03					\$ -	\$ -	\$ -	
50.04					\$ -	\$ -	\$ -	
50.05					\$ -	\$ -	\$ -	
50.06					\$ -	\$ -	\$ -	
50.07					\$ -	\$ -	\$ -	
50.08					\$ -	\$ -	\$ -	
60 ELECTRIC TRACTION								
60.01					\$ -	\$ -	\$ -	
60.02					\$ -	\$ -	\$ -	
60.03	#				\$ -	\$ -	\$ -	
60.04					\$ -	\$ -	\$ -	
Construction Subtotal (10-60)					\$ -	\$ -	\$ -	
70 VEHICLES								
70.00	#				\$ -	\$ -	\$ -	
70.01	#				\$ -	\$ -	\$ -	
70.02	#				\$ -	\$ -	\$ -	
70.03	#				\$ -	\$ -	\$ -	
70.04	#				\$ -	\$ -	\$ -	
70.05	#				\$ -	\$ -	\$ -	
70.06	#				\$ -	\$ -	\$ -	
70.07	#				\$ -	\$ -	\$ -	
70.08	#				\$ -	\$ -	\$ -	
70.09	#				\$ -	\$ -	\$ -	
70.10	#				\$ -	\$ -	\$ -	
70.11	#				\$ -	\$ -	\$ -	
70.12	#				\$ -	\$ -	\$ -	
70.13	#				\$ -	\$ -	\$ -	
70.14	#				\$ -	\$ -	\$ -	
70.15	#				\$ -	\$ -	\$ -	
80 PROFESSIONAL SERVICES								
80.01					\$ -	\$ -	\$ -	
80.02					\$ -	\$ -	\$ -	
80.03					\$ -	\$ -	\$ -	
80.04					\$ -	\$ -	\$ -	
80.05					\$ -	\$ -	\$ -	
80.06					\$ -	\$ -	\$ -	
80.07					\$ -	\$ -	\$ -	
80.08					\$ -	\$ -	\$ -	
80.09					\$ -	\$ -	\$ -	
80.10					\$ -	\$ -	\$ -	
Subtotal (10-80)					\$ -	\$ -	\$ -	
90 UNALLOCATED CONTINGENCY								
Subtotal (10-90)					\$ -	\$ -	\$ -	
100 FINANCE CHARGES								
TOTAL CAPITAL COSTS (10-100)					\$ -	\$ -	\$ -	

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

Annual Capital Cost Budget

Instructions:

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

1. In the yellow cells in the "Base Year/FY 2011 Dollars" tab, enter the annual dollar figures for each cost category in thousands of Base Year/FY 2011 Dollars.

2. In the "Base Year/FY 2011 Dollars" table, the numbers in the "Double Check Total" column will auto-populate from the "Detailed Capital Cost Budget". In the previous tab, the numbers in the "Base Year/FY 11 Total" column will be the sum of the annual data entered to the left. The two columns should match for each Standard Cost Category. If the entries in the "Double Check Total" column are not identical, the Base Year/FY 11 values you entered in the previous tab do not match the values entered in this tab.

3. The light blue cells in the Year of Expenditure (YOE) table will auto-populate using inflation rates from the "General Info" tab.

Program Name: _____

BASE YEAR FY 2011 DOLLARS (Thousands)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total in Base Year/FY 11 Dollars*	Check Figures Taken from Detailed Budget
10 TRACK STRUCTURES & TRACK											
20 STATIONS, TERMINALS, INTERMODAL											
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS											
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS											
50 COMMUNICATIONS & SIGNALING											
60 ELECTRIC TRACTION											
70 VEHICLES											
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)											
90 UNALLOCATED CONTINGENCY											
100 FINANCE CHARGES											
Total Program Cost (10-100)											

YEAR OF EXPENDITURE (YOE) DOLLARS

	2011	2012	2013	2014	2015	2016	2017	2018	2019	YOE Total**
10 TRACK STRUCTURES & TRACK										
20 STATIONS, TERMINALS, INTERMODAL										
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS										
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS										
50 COMMUNICATIONS & SIGNALING										
60 ELECTRIC TRACTION										
70 VEHICLES										
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)										
90 UNALLOCATED CONTINGENCY										
100 FINANCE CHARGES										
Total Program Cost (10-100)										

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

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

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

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

Instructions for Operating and Financial Sheets

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

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

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

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

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

Schedule - Service Development Program

Instructions:

- In the yellow cells below, enter the anticipated "Start Date" and "End Date" for each high level activity (e.g., Final Design, Construction, Service Ops).
 1. In the yellow cells below, enter the anticipated "Start Date" and "End Date" for each high level activity (e.g., Final Design, Construction, Service Ops).
 2. Illustrate the anticipated timing and duration of each task item on the chart below. Shade the quarters for each corresponding year in which work will take place on a task. Shade all cells in the corresponding row in which an activity will take place. Enter an 'X' in a cell to shade that cell. The quarters represent calendar year quarters (Jan - Dec).
- Complete this process for all of the tasks; both high-level tasks (e.g., Final Design) and subtasks (e.g., Issue request for bids, make awards of FD contracts).

Service Development Program Name

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Service Development Plan																			
Develop Service Selection NEPA documentation																			
Receive environmental determination for Service Selection NEPA																			
Preliminary Engineering (PE)																			
Issue requests for bids, make awards of PE contracts																			
PE Drawings; and cost estimate, schedule, ridership forecast																			
Develop Project NEPA Document																			
Receive environmental determination for Project NEPA																			
Submit request / receive FRA funding obligation for FD/Construction (if applicable)																			
Final Design (FD)																			
Issue requests for bids, make awards of FD contracts																			
FD Drawings and cost estimate, schedule refinement																			
Acquisition of real estate, relocation of households and businesses																			
Conduct reviews																			
Issue requests for bids																			
Submit request / receive FRA approval for Construction																			
Construction																			
Make awards of construction contracts																			
Construct Infrastructure																			
Finalize real estate acquisitions and relocations																			
Acquire and test vehicles																			
Service Operations - Project/Program Close Date																			
Service Operations																			
Completion of project/program close-out, resolution of claims																			

Service Development Program Name

Analysis of Funding Sources for Sustainability
(Refer to the Sustainability Sheet. In this table, projected sources to cover operating deficits cannot include Federal funds.)

Source No.	Source Description	Percent of Annual Funding Need Covered			New or Existing Funding Source?	Status of Funding	Types of Funds	Describe Uploaded Supporting Documentation to help FRA verify funding source
		In First Year of Operation	In Fifth Year of Operation	In Tenth Year of Operation				
(1)								
(2)								
(3)								
(4)								
(5)								
(6)								
(7)								
(8)								
(9)								
(10)								
Total all sources		0%	0%	0%				

* Explanation of "Status of Funding"
 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 in 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.
 These examples are illustrative. Applicants are free to provide other substantiated approaches to meeting the funding requirements to offset projections of both operating deficits and capital asset renewal charges.