



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

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Tallahassee, FL 32399-0450

STEPHANIE C. KOPELOUSOS
SECRETARY

October 14, 2010

Secretary Raymond H. LaHood
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary LaHood:

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act of 2009 (Recovery Act), I certify the infrastructure investments, funded with amounts appropriated by the Recovery Act under the heading: "Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service" to the Federal Railroad Administration, have received the full review and vetting required by law and I accept responsibility that such investments are appropriate uses of taxpayer dollars. I further certify that the attached specific information required by section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of Recovery Act funds to be used) is available to the public at <http://www.flarecovery.com> and linked to Recovery.gov.

I understand that Florida may not receive Recovery Act infrastructure investment funding unless this certification is made and posted. Please let me know if additional information is needed.

Sincerely,

A handwritten signature in blue ink that reads "SKopelousos".

Stephanie C. Kopelousos
Secretary

Florida High Speed Rail - Summary of Estimated Project Cost and Anticipated Sources of Funds

(Also see notes on page two)

Total Project Cost - In year of expenditure dollars	State Fiscal Year							Total
	Work Program	Estimated						
	Pre-2011 ⁽¹⁾	2011	2012	2013	2014	2015	2016	
P D and E	17,287,240	802,313						18,089,553
Preliminary Engineering		30,078,810	26,981,190	69,506,584	92,951,830	50,123,408	5,713,963	275,355,785
Right of Way		70,000,000	69,600,000	564,116,125	7,082,625	3,749,625	416,625	714,965,000
Construction		29,921,190	70,078,810	715,720,825	931,344,221	499,090,791	56,408,943	2,302,564,780
Total Project Cost	17,287,240	130,802,313	166,660,000	1,349,343,534	1,031,378,676	552,963,824	62,539,531	3,310,975,118

Sources of Funds	Item#	Fund	State Fiscal Year							Total
			Work Program	Estimated						
			Pre-2011 ⁽¹⁾	2011	2012	2013	2014	2015	2016	
State Funds:										
P D and E ⁽²⁾	411253-1/2/3	D / DS / TOP	8,993,034							8,993,034
Preliminary Engineering										-
Total State Funds			8,993,034	-	-	-	-	-	-	8,993,034
In-Kind Contributions:										
Right of Way ⁽³⁾						558,700,000				558,700,000
Construction ⁽⁴⁾						13,900,000				13,900,000
Total In-Kind Contributions			-	-	-	572,600,000	-	-	-	572,600,000
Non-Federal Match⁽⁵⁾										
Construction						101,724,634	148,661,653	85,643,047	10,615,000	346,644,334
Total Non-Federal Match			-	-	-	101,724,634	148,661,653	85,643,047	10,615,000	346,644,334
Federal Fund Sources:										
ARRA Federal Grant ⁽⁶⁾				130,000,000	166,660,000	309,835,500	405,169,500	214,501,500	23,833,500	1,250,000,000
PRIIA Federal Grant ⁽⁷⁾						365,183,400	477,547,523	252,819,277	28,091,031	1,123,641,231
Other Federal Funds			8,294,206	802,313						9,096,519
Total Federal Funds			8,294,206	130,802,313	166,660,000	675,018,900	882,717,023	467,320,777	51,924,531	2,382,737,750
Federal Funds:										
P D and E ⁽²⁾	411253-1/2/3	FRA	8,294,206	802,313						9,096,519
Preliminary Engineering ⁽⁸⁾	428614-1	HSRS		30,078,810	26,981,190	69,506,584	92,951,830	50,123,408	5,713,963	275,355,785
Right of Way ⁽⁹⁾	428615-1	HSRS		70,000,000	69,600,000	5,416,125	7,082,625	3,749,625	416,625	156,265,000
Construction ⁽¹⁰⁾	428616-1	HSRS		29,921,190	70,078,810	600,096,191	782,682,568	413,447,744	45,793,943	1,942,020,446
Total Federal Funds			8,294,206	130,802,313	166,660,000	675,018,900	882,717,023	467,320,777	51,924,531	2,382,737,750
Total Sources of Funds			17,287,240	130,802,313	166,660,000	1,349,343,534	1,031,378,676	552,963,824	62,539,531	3,310,975,118

Cost proration by county based on track miles										
County	Track Miles	Percentage	2011	2012	2013	2014	2015	2016	Total	
Hillsborough	26.51	31.0%	40,570,602	51,692,484	418,522,254	319,899,950	171,511,302	19,397,718	1,002,196,592	
Polk	31.97	37.4%	48,926,523	62,339,069	504,721,104	385,786,548	206,835,772	23,392,872	1,208,609,017	
Osceola	7.74	9.1%	11,845,208	15,092,411	122,193,974	93,399,684	50,075,348	5,663,461	292,606,625	
Orange	19.25	22.5%	29,459,980	37,536,036	303,906,201	232,292,495	124,541,402	14,085,480	727,736,114	
Totals	85.47	100.0%	130,802,313	166,660,000	1,349,343,534	1,031,378,676	552,963,824	62,539,531	3,310,975,118	

Florida High Speed Rail - Summary of Estimated Project Cost and Anticipated Sources of Funds

NOTES:

NOTES:	<u>Project Description:</u>
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	The Tampa-Orlando line will run 84 miles from downtown Tampa to Orlando International Airport. The project will be built for the most part in the median of I-4 where a 44-foot envelope has been preserved for this purpose.
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(1)	Pre-2011 costs were obtained from FDOT's Work Program. <i>(Source: FDOT Office of Public Transportation)</i>
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(2)	Project Development and Environmental (P D and E) costs are per the Work Program.
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(3)	Estimated / anticipated right of way donations. <i>(Source: October 1, 2009, PFM Finance Plan and August 5, 2010 Financial Plan)</i>
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(4)	Estimated / anticipated donated bridge widening at Orlando International Airport <i>(Source: 2010 FL HSR Application Back-Up Explanation)</i>
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(5)	The non-federal match is required as part of the PRIIA Federal Grant and is assumed to be financed from a combination of debt and equity through the public-private partnership. The public-private partnership would then be compensated through capital recovery payments by FDOT over the life of the concession once construction has been completed.
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(6)	In January 2010 Florida was awarded an American Recovery and Reinvestment Act (ARRA) grant in the amount of \$1.25 billion.
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(7)	FDOT has not received these funds. In August 2010 Florida applied for approximately \$1.12 billion dollars in additional funding available through the Passenger Rail Investment and Improvement Act (PRIIA) of 2008. This money is subject to a 20% non-federal match which is assumed to be financed through the public-private-partnership. FDOT will compensate the concessionaire for funding the 20% non-federal match once construction is complete. In the event that FDOT is not awarded this grant, then alternative financing options, including private investment, will be sought to keep the project on schedule.
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(8)	FY2011 costs are per the Work Program. Preliminary engineering is based on the August 5, 2010 Financial Plan converted from calendar year to state fiscal year.
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(9)	FY2011 costs are per the Work Program. The right-of-way is based on the August 5, 2010 Financial Plan converted from calendar year to state fiscal year.
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(10)	FY2011 costs are per the Work Program. Construction amounts in FY2011 and FY2012 are assumed to be for the Early Works Safety Project, which was assumed to be approximately \$100 million based on the August 5, 2010 Financial Plan submitted to FRA. Construction for the Early Works Safety Project is assumed to begin March 2011 (FY2011). Construction for the remaining project is assumed to be accomplished through a public-private-partnership which will begin construction in November 2012 (FY2013) and continue to the fourth quarter of calendar year 2015 (FY2016).
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