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Applicant: Texas Department of Transportation
Application Number: HSR2010000405
Project Title San Antonio - Westside Multimodal Transit Center and Passenger Station
Status: Submitted

Information for the Applicant

1. FY 2010 High Speed Intercity Passenger Rail (HSIPR) Grant Program: Individual Projects - Notice of Funding Availability

Online Forms

1. SF-424 Application for Federal Assistance (Version 2.0)
2. SF-424A Budget Information - Non-Construction Programs
3. SF-424B Assurances - Non-Construction Programs
4. SF-LLL Disclosure of Lobbying Activities

Additional Information to be Submitted

1. HSIPR Individual Project Application Form – FD/Construction (Required for FD/Construction; Upload template as an attachment)
 - (Upload #1): Application
2. HSIPR Individual Project Application Form – PE/NEPA (Required for PE/NEPA; Upload template as an attachment)
3. HSIPR Individual Project Budget and Schedule Form – FD/Construction (Required for FD/Construction; Upload template as an attachment)
 - (Upload #2): Project Budget
4. SF424C-Construction Budget (Required; Upload template as an attachment)
 - (Upload #3): 424C
5. SF424D Assurances-Construction (Required; Upload template as an attachment)
 - (Upload #4): 424D
6. Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)
 - (Upload #5): Certification
7. Project Planning Documentation (Required; Upload your document as an attachment)
 - (Filing Detail): Project is included in the Statewide Transportation Improvement Program
8. Preliminary Engineering (PE) Documentation (Required for FD/Construction; Upload your own document as an attachment)
 - (Upload #6): PE
9. NEPA Documentation (Required for FD/Construction; Upload your own document as an attachment)
 - (Upload #7): NEPA
10. Project Management Documentation (Required; Upload your document as an attachment)
 - (Filing Detail): see application

11. Financial Planning Documentation (Required; Upload your document as an attachment)
 - (Filing Detail): see application
12. Systems Safety Plan (Required for FD/Construction; Upload your document as an attachment)
 - (Filing Detail): see application
13. Railroad and Project Sponsor Agreements (Required; Upload your document as an attachment)
 - (Filing Detail): See application
14. Other Relevant and Available Documentation (Optional; Upload your document as an attachment)
15. Non-Construction Budget Detail and Narrative Instructions (Required; Upload your own document as an attachment)
16. Construction Budget Detail and Budget Narrative Instructions (Required; Upload your document as an attachment)

Note: Upload document(s) printed in order after online forms.

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: <input type="text" value="08/06/2010"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

6. Date Received by State: <input type="text" value="08/06/2010"/>	7. State Application Identifier: <input type="text"/>
--	---

8. APPLICANT INFORMATION:

* a. Legal Name: <input type="text" value="Texas Department of Transportation"/>	
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="74 6000170"/>	* c. Organizational DUNS: <input type="text" value="806782553"/>

d. Address:

* Street1: <input type="text" value="125 East 11th Street"/>
Street2: <input type="text"/>
* City: <input type="text" value="Austin"/>
County: <input type="text"/>
* State: <input type="text" value="Texas"/>
Province: <input type="text"/>
* Country: <input type="text" value="UNITED STATES"/>
* Zip / Postal Code: <input type="text" value="78701"/>

e. Organizational Unit:

Department Name: <input type="text" value="Texas Dept. of Transportation"/>	Division Name: <input type="text" value="Rail Division"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text"/>	* First Name: <input type="text" value="Jennifer"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Moczygemba"/>	
Suffix: <input type="text"/>	

Title: <input type="text" value="Rail System Section Director"/>
--

Organizational Affiliation: <input type="text" value="Texas Department of Transportation"/>

* Telephone Number: <input type="text" value="(512) 486-5125"/>	Fax Number: <input type="text" value="(512) 416-2348"/>
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* Email: <input type="text" value="jennifer.moczygemba@txdot.gov"/>

Application for Federal Assistance SF-424

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9. Type of Applicant 1: Select Applicant Type:

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

11. Catalog of Federal Domestic Assistance Number:

20.319

CFDA Title:

High-Speed Rail/Intercity Passenger Rail Program

*** 12. Funding Opportunity Number:**

FR-HSR-10-003

* Title:

FY 2010 High Speed Intercity Passenger Rail Grant Program - Individual Projects

13. Competition Identification Number:

FR-HSR-10-003-011690

Title:

FY 2010 High Speed Intercity Passenger Rail Grant Program - Individual Projects

14. Areas Affected by Project (Cities, Counties, States, etc.):

San Antonio Bexar County, Texas

*** 15. Descriptive Title of Applicant's Project:**

San Antonio - Westside Multimodal Transit Center and Passenger Station

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="6600000"/>
* b. Applicant	<input type="text" value="0"/>
* c. State	<input type="text" value="0"/>
* d. Local	<input type="text" value="4400000"/>
* e. Other	<input type="text" value="0"/>
* f. Program Income	<input type="text" value="0"/>
* g. TOTAL	<input type="text" value="11000000"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

Application for Federal Assistance SF-424

Version 02

*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

SF424B Assurances

Project Title: San Antonio - Westside Multimodal Transit Center and Passenger Station
Project Period: 12/01/2010 to 03/31/2013
Application Organization: Texas Department of Transportation
Authorized Certifying Official: Jennifer Moczygemba
Title: Rail System Section Director

- I DO NOT agree with the terms of the Signing Agreement
 I agree with the terms of the signing Agreement

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

Approved by OMB

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: <input checked="" type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. Report Type: <input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity: <input type="checkbox"/> Prime <input type="checkbox"/> Subawardee Tier _____, <i>if known</i> : Congressional District, if known:	5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: Congressional District, if known:	
6. Federal Department/Agency:	7. Federal Program Name/Description: CFDA Number, <i>if applicable</i> : <u>20.319</u>	
8. Federal Action Number, if known:	9. Award Amount, if known: \$ _____	
10. a. Name and Address of Lobbying Registrant <i>(if individual, last name, first name, MI):</i>	b. Individuals Performing Services <i>(including address if different from No. 10a)</i> <i>(last name, first name, MI):</i>	
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.	Signature: _____ Print Name: _____ Title: _____ Telephone No.: _____ Date: _____	
Federal Use Only:		Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)

DISCLOSURE OF LOBBYING ACTIVITIES CONTINUATION SHEET

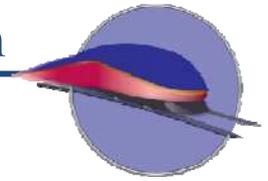
Reporting Entity: _____ Page 2 of 2

Upload #1

Applicant: Texas Department of Transportation
Application Number: HSR2010000405
Project Title: San Antonio - Westside Multimodal Transit Center and Passenger Station
Status: Submitted
Document Title: Application

Individual FD/Construction Project Application Form

High-Speed Intercity Passenger Rail (HSIPR) Program



Applicants interested in applying for funding of Final Design (FD)/Construction Projects under the FY10 Individual Project 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 Individual Projects 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.

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 them to GrantSolutions.gov by 5:00 p.m. EDT on August 6, 2010.

A. Point of Contact and Applicant Information

Applicant should ensure that the information provided in this section matches the information provided on the SF-424 forms.

(1) Name the submitting agency: Texas Department of Transportation		Provide the submitting agency Authorized Representative name and title: Bill Glavin, Rail System Section Director		
Street Address: 125 E. 11 th Street	City: Austin	State: TX	Zip Code: 78701-2483	Authorized Representative telephone: 512.486.5225 Authorized Representative email: bill.glavin@txdot.gov
Provide the submitting agency Point of Contact (POC) name and title (if different from Authorized Representative): Jennifer Moczygemba		Submitting agency POC telephone: 512.486.5125 Submitting agency POC email: jennifer.moczygemba@txdot.gov		
(2) List the name(s) of additional state(s) applying (if applicable): none				

B. Eligibility Information

Complete the following section to demonstrate satisfaction of applicant eligibility requirements.

(1) Select the appropriate box from the list below to identify applicant type. Applicant type is defined in Section 3.1 of the NOFA.

- State
- Group of States
- Amtrak
- Amtrak in cooperation with one or more States

If selecting one of the types below, additional documentation is required. Please select the appropriate box to establish applicant eligibility as described in Section 3.2 of the NOFA and list the supporting document in Section G.2 of this application.

- Interstate Compact
- Public Agency established by one or more States

(2) Indicate the planning processes used to identify the FD/Construction project. As defined in Section 3.5.1 of the NOFA, the process should analyze the investment needs and service objectives of the service that the individual project is intended to benefit. The appropriate planning document must be listed in Section G.2 of this application.

- State Rail Plan
- Service Development Plan (SDP)
- Service Improvement Plan (SIP)
- Statewide Transportation Improvement Plan (STIP)
- Other, please list this document in Section G.2 with “Other Appropriate Planning Document” as the title
- This project is not included in a relevant and documented planning process

(3) Establish completion of Preliminary Engineering requirements. List the documents that establish completion of Preliminary Engineering for the project covered by this application. See Section 4.2.5 and Appendix 2.3 of the NOFA. If more than five references, please provide the same information in a supporting document and list in Section G.2 of this application. Any supporting documents submitted should be listed in Section G.2 of this application.

Documentation	Date (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link (if available)
65% Design Submittal - Plans and Specifications	07/2010	<input type="checkbox"/>	www.viainfo.net/FRAGrant/WSMMTCPlans.pdf
	mm/yyyy	<input type="checkbox"/>	



(4) Establish completion of NEPA documentation. Indicate the date the document was issued and how the document can be verified by FRA. A NEPA decision document (Record of Decision or Finding of No Significant Impact) is not required for an application but must have been issued by FRA prior to award of a construction grant. Verified documents can be submitted as a supporting document or referenced through a public active URL. Any supporting documents should be listed in Section G.2 of this application. See Section 4.2.5 and Appendix 2.2 of the NOFA.

Documentation	Date (mm/yyyy)	Describe How Documentation Can Be Verified (choose one)	
		Submitted in GrantSolutions	Web Link (if available)
NEPA Documentation			
<input type="checkbox"/> Categorical Exclusion Documentation (worksheet)	mm/yyyy	<input type="checkbox"/>	
<input checked="" type="checkbox"/> Final Environmental Assessment	05/2010	<input type="checkbox"/>	http://www.viabrt.net/Content/EAOutline.aspx
<input type="checkbox"/> Final Environmental Impact Statement	mm/yyyy	<input type="checkbox"/>	
Project NEPA Determination			
<input type="checkbox"/> Categorical Exclusion	mm/yyyy	<input type="checkbox"/>	
<input checked="" type="checkbox"/> Finding of No Significant Impact	08/2010	<input type="checkbox"/>	Expected in August 2010
<input type="checkbox"/> Record of Decision	mm/yyyy	<input type="checkbox"/>	

C. FD/Construction Project Summary

Identify the title, location, and other information of the proposed project by completing this section.

(1) Provide a clear, concise, and descriptive project name. Use identifiers such as state abbreviations, major cities, infrastructure, and tasks of the individual project (e.g., “DC-Capital City to Dry Lake Track Improvements”).

San Antonio - Westside Multimodal Transit Center and Passenger Station

(2) Indicate the anticipated funding level for the FD/Construction project below. This information must match the SF-424 forms, 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 FD/Construction Project Cost	Non-Federal Match Percentage of Total Project Cost
\$ 6,600,000	\$ 4,400,000	\$ 11,000,000	40 %

(3) Indicate the activity(ies) for which you are applying. Check all that apply.

Final Design Construction

(4) Indicate the anticipated duration, in months, for the FD/Construction project (e.g., 36).

Number of Months: 28

(5) List the name of the corridor where the project is located.

IH-35 Corridor (Austin Mainline) in San Antonio, TX

(6) Describe the project location, using municipal names, mileposts, control points, or other identifiable features such as longitude and latitude coordinates. If available, please provide a project GIS .shp file as supporting documentation. This document must be listed in Section G.2 of this application.

Westside San Antonio, on the Austin Main Line (San Fernando Switch Yard), 29°25'37.49"N 98°30'19.40"W

(7) Provide an abstract outlining the proposed FD/Construction project. Summarize the project narrative provided in the Statement of Work in 4-6 sentences. Specifically capture the major milestones, outcomes, and anticipated benefits that will result from the completion of the individual project.

Rehabilitate a century old train depot into a multimodal passenger hub for Commuter Rail (Austin-San Antonio), Amtrak Service, and Transit Service, as well as future High Speed Rail Operations along the IH-35 Corridor. Design is 65% complete with final design to be completed by December 2010. Acquisition of Real Estate will take place October 2010, with a ground breaking in Summer 2011. The passenger station is located less than .25 miles of the central business district of San Antonio where opportunities for housing and commercial development are high. The passenger station will assist with the administrations goals of livability and sustainability.



(8) Indicate the source, amount, and percentage of non-Federal matching funds for the FD/Construction project. The sum of the figures below should equal the amount provided in Section C.2. Click on the prepopulated fields to select the appropriate responses from the lists provided in type of source, status of funding, and type of funds. Dollar figures must be rounded to the nearest whole dollar. Identify supporting documentation that will allow FRA to verify the funding source and list it in Section G.2 of this application.

Non-Federal Funding Sources	New or Existing Source?	Status of Funding ¹	Type of Funds	Dollar Amount	% of Total Project Cost	Describe Any Supporting Documentation to Help FRA Verify Funding Source
Sales Tax/Fare Box Revenues	Existing	Committed	Cash	\$ 4,400,000	40 %	VIA Metropolitan Transit Auth
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
	New	Committed	Cash	\$	%	
Sum of Non-Federal Funding Sources				\$ 4,400,000.00	40 %	N/A

(9) Indicate the type of expected capital investments included in the FD/Construction project. Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling stock acquisition |
| <input type="checkbox"/> Track rehabilitation and construction | <input type="checkbox"/> Support facilities (yards, shops, administrative buildings) |
| <input type="checkbox"/> Major interlockings | <input type="checkbox"/> Grade crossing improvements |
| <input checked="" type="checkbox"/> Station(s) | <input type="checkbox"/> Electric traction |
| <input type="checkbox"/> Communication, signaling, and control | <input type="checkbox"/> Other (please describe) |
| <input type="checkbox"/> Rolling stock refurbishments | |

¹ 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 (e.g., 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).



(10) Indicate if any FD or Construction activities that are part of this proposed project are under way or completed. Check all that apply.

- | | |
|--|--|
| <input type="checkbox"/> Final Design activities are complete. | <input type="checkbox"/> Construction activities are complete. |
| <input type="checkbox"/> Final Design activities are in progress. | <input type="checkbox"/> Construction activities are in progress. |
| <input checked="" type="checkbox"/> No Final Design activities are in progress or completed. | <input checked="" type="checkbox"/> No Construction activities are in progress or completed. |

Describe any activities that are under way or completed in the table below. If more space is necessary, please provide the same information in a supporting document and list in Section G.2 of this application.

Activity	Description	Completed? (If yes, check box)	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy
		<input type="checkbox"/>	mm/yyyy	mm/yyyy



D. Project Success Factors Overview

Answer the following questions about the individual project that is the subject of this FD/Construction application.

(1) Indicate the expected service outcomes of the FD/Construction project. Check all that apply.

- | | |
|--|---|
| <input type="checkbox"/> Additional service frequencies | <input type="checkbox"/> Improved operational reliability on existing route |
| <input checked="" type="checkbox"/> Service quality improvements | <input type="checkbox"/> Improved on-time performance on existing route |
| <input type="checkbox"/> Increased average speeds/shorter trip times | <input type="checkbox"/> Other (please describe) |

Briefly clarify your response(s) if needed:

Current Amtrak facilities for San Antonio are housed in a building less than 3,000 sqft. The new facility will offer over 27,000 sqft for expansion and other rail operations such as Commuter Service between Austin and San Antonio and future High Speed Rail Ops. This will also allow for the multimodal transfers onto local transit. Additionally, new commuter service from Austin to San Antonio, will add the number of passenger train trips into San Antonio daily. The new station would require moving the existing Amtrak station stop for the Texas Eagle and Sunset Limited.

(2) Quantify the applicable service outcomes of the FD/Construction project. Provide the current conditions and anticipated service outcomes. Future state information is necessary only for relevant service benefits.

	Frequencies ²	Scheduled Trip Time (in minutes)	Average Speed (mph)	Top Speed (mph)	Reliability – Provide Either On-Time Performance Percentage or Delay Minutes
Current					
Future					

(3) Select and describe the operational independence of the FD/Construction project.³

- This project is operationally independent. This project is not operationally independent.

Briefly clarify your response:

This passenger facility will be operating in conjunction with local transit service, Amtrak service, and commuter rail service. No change to frequency of service.

(4) Provide Right-of-Way ownership information in the FD/Construction project area. Where railroads currently share ownership, identify the primary owner. If Amtrak is the Type of Railroad, the Right-of-Way Owner field does not need to be completed. Click on the prepopulated fields to select the appropriate response from the lists of railroad types and status of agreements. If more than five owners please provide the same information in a separate supporting document, and list it in Section G.2 of this application.

Type of Railroad	Right-of-Way Owner	Route-Miles	Track-Miles	Status of Agreements to Implement
Amtrak				Host Railroad Consulted, but Support not Final
Commuter Railroad or Authority				No Agreement, but Host Railroad Supports Project
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place
Amtrak				Master Agreement in Place

² Frequency is measured in daily one-way train operations. One daily round-trip operation should be counted as two daily one-way train operations.

³ A project is considered to have operational independence if, upon being implemented, it will provide tangible and measurable benefits, even if no additional investments in the same service are made.



(5) Name the Intercity Passenger Rail Operator and provide the status of agreement. If applicable, provide the status of the 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 status of agreement list.

Name of Rail Service Operator	Status of Agreement
Amtrak	Partner not yet consulted

(6) Identify the types of services affected by the FD/Construction project and provide information about the existing rail services within the project boundaries (e.g., freight, commuter, and intercity passenger). Click on the prepopulated fields to select the appropriate response from the list of types of service.

Type of Service	Name of Operator	Top Existing Speeds Within Project Boundaries		Number of Route-Miles Within Project Boundaries	Average Number of Daily One-Way Train Operations ⁴ Within Project Boundaries	Notes
		Passenger	Freight			
Freight	Union Pacific		20	0	0	These are unknowns, as UP does not disclose this information. However, these services will not be impacted by construction efforts.
Freight						
Freight						
Freight						
Freight						
Freight						

(7) Estimate the share of benefits that will be realized by nonintercity passenger rail services (e.g., commuter, freight) and select the approximate cost share to be paid by the beneficiary.⁵ 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
Commuter	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%
Freight	Less than 50%	0-24%

⁴ One daily round-trip operation should be counted as two daily one-way train operations.

⁵ Benefits include service improvements such as increased speed, on-time performance, improved reliability, and other service quality improvements.



E. Additional Response to Evaluation Criteria

Provide a separate response to each of the following categories of potential benefits to identify the ways in which the proposed FD/Construction project will achieve these benefits.

(1a) Transportation Benefits

Describe the ways in which the proposed FD/Construction project will address the potential of successfully executing these 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 high-speed and 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 rolling stock, signaling, communications, and power equipment;
- Improved freight or commuter rail operations, in relation to proportional cost-sharing (including donated property) by those 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.

Currently, no passenger facility exists for the planned Lone Star Commuter Rail Service (Austin to San Antonio Inter-Commuter Rail) nor is one planned or existing for future High Speed Rail Passenger operations. The building of this facility will serve as the anchor station and terminus for Amtrak, future Lone Star Rail services, and new rail services for San Antonio and along the IH-35 corridor. Studies indicate that 63% of the automobile drivers surveyed along IH 35 would consider using commuter rail.

(1b) Other Public Benefits

Demonstrate the potential of the proposed project to achieve other public 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 American Recovery and

Reinvestment Act of 2009 (Public Law 111-5), these goals remain a top priority of this Administration. Therefore, Individual Project 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”).

This project will rehabilitate a century old train depot, (The International Great Northern Depot) that has since been turned into a full functioning Federal Credit Union. New life will be breathed into the depot with passengers from rail and bus services as it was once accustomed. The project costs are \$11 million dollars. As per The Executive Office of the President, Council of Economic Advisers, for every \$92,000 dollars spent 1 job is created. With this single project 120 new jobs can be expected. As the commuter rail service begins construction using this passenger facility, over 6,600 additional new jobs can be expected.

(2) Project Delivery Approach

Consider the following factors to determine the risk associated with the proposed project’s delivery within budget, on time, and as designed:

- 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; and
- The project’s progress, at the time of application, towards compliance with environmental review requirements under NEPA and related statutes.

This project has a general engineering consultant charged with ensuring project delivery and budget are on point. Security and safety best practices will be incorporated into the final design and 24/7 security will be onsite during construction and after implementation. All construction activities will comply with the NEPA mitigation as outlined in the projects EA document.

(3) Sustainability of Benefits

Address the likelihood of realizing the proposed project’s benefits:

- The quality of financial planning documentation that demonstrates the financial viability of the HSIPR service that will benefit from the project;
- 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 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.

When the facility first opens, the O&M costs will be the responsibility of VIA Metropolitan Transit Authority. As rail services move to this facility, O&M costs will remain VIA’s responsibility, but will be paid through lease and rent agreements with future tenants such as AMTRAK and Lone Star Rail District. The Westside Multi-Modal Transit Center is located in a current Tax Increment Financing Zone, which has the potential to facilitate financing of streetscape, street furniture, road, bicycle and pedestrian improvements. The intended level of new development will include a moderate-to-high density mix of land-uses that, together with updated transportation policies, encourage the use of several modes of transportation rather than exclusively facilitate dependence on the automobile.



F. Statement of Work

Provide a detailed response for how the FD/Construction project will be carried out in the text fields and tables provided. The tables in this section are unlocked; applicants can add rows, as necessary, for additional tasks. If you reference a supporting document, it must be listed in Section G.2.

- (1) Background.** Briefly describe the events that led to the development of this FD/Construction project and the issue the project will address. Also describe the rational planning process used to analyze the investment needs and service objectives of the full corridor on which the individual FD/Construction project is located.

VIA MTA took the task of evaluating potential sites for Multimodal passenger facilities to integrate local transit and future rail services. In 2005, a feasibility study was conducted to determine the potential uses for the old train station and to determine next steps in design and coordination. The Austin-San Antonio (ASA) Inter-Municipal Commuter Rail District (now Lone Star Rail District) completed an alternatives analysis to develop commuter rail service along the Georgetown-Austin-San Antonio corridor. The locally preferred alternative would operate commuter rail service within the abandoned Missouri-Kansas Railroad corridor between Georgetown and Round Rock, and the currently operational Union Pacific Railroad ROW between Round Rock and San Antonio. The locally preferred alternative included a station in downtown San Antonio. The NWCA Analysis included the ASA intercity passenger rail service in its analysis. In 2007, the SA-BC MPO awarded \$20 million to the commuter rail study, and in May 2008, the Capital Area Metropolitan Planning Organization (Austin) (CAMPO) awarded \$5 million for FY 2009 and \$5 million for FY 2010 to the project for advanced planning and design. Preliminary discussions, spurred on by Amtrak, have taken place to move passenger rail service from east Downtown San Antonio, to this proposed facility. See:
http://lonestarrail.com/images/uploads/ASA_Rail_2004_Feasibility_Study-summary.pdf

- (2) Scope of Activities.** Clearly describe the scope of the proposed FD/Construction project and identify the general objective and key deliverables.

- (2a) General Objective.** Provide a general description of the work to be accomplished through this grant, including project work effort, project location, and other parties involved. Describe the end-state of the project, how it will address the need identified in Background (above), and the outcomes that will be achieved as a result of the project.

The grant funding will be used to complete final design and construction for Westside Multimodal passenger facility located in the near westside of Downtown San Antonio for local transit, Amtrak, and Lone Star rail services.

- (2b) Description of Work.** Provide a detailed description of the work to be accomplished through this grant by task (e.g., FD and Construction) including a description of the geographical and physical boundaries of the project. Address the work in a logical sequence that would lead to the anticipated outcomes and the end state of the activities.

The grant funding will be used to purchase the credit union and an adjacent property to construct the new passenger facility. Next, complete final design work the rail station as well as to compile the proper bid documents for contractor bidding. The remainder of the funding will be used to construct and rehabilitate the century old train depot and it's necessary facilities for passenger service.

- (2c) Deliverables.** Describe the specific elements of the project to be completed to FD, or constructed in accordance with the FD that was either provided to FRA during the application process or completed as a part of this grant. In the table provided, list the deliverables, both interim and final, which are the outcomes of the project tasks.

	Deliverable	Task
1	Property for Passenger Facility	Acquire the Required Real Estate
2	100% Final Design Package	Complete Design for the passenger facility
3	Construction Contractor Selection	Issue Bid and Award Construction Contract
4	Multimodal Passenger Facility	Complete the construction and rehab of the facility

(3) Project Schedule. In the table below, estimate the approximate duration for completing each task in months (e.g., 36). For total project duration, reference Section C.4.

	Task	Task Duration
1	Acquire the Required Real Estate	2
2	Complete Design for the passenger facility	3
3	Issue Bid and Award Construction Contract	5
4	Complete the construction and rehab of the facility	18
	Total project duration	28

(4) Project Cost Estimate/Budget. Provide a high-level cost summary of FD/Construction work in this section, using Appendix 3 of the NOFA and the HSIPR Individual Project Budget and Schedule form as references. The figures in this section of the Statement of Work should match exactly with the funding amounts requested in the SF-424 form, the HSIPR Individual Project Budget and Schedule form, and in Section C of this application. If there is any discrepancy between the Federal funding amounts requested in this section, the SF-424 form, the HSIPR Individual Project Budget and Schedule form, or Section C of this application, the lesser amount will be considered as the Federal funding request. Round to the nearest whole dollar when estimating costs.

The total estimated FD/Construction project cost is provided below, for which the FRA grant will contribute no more than the Federal funding request amount indicated. Any additional expense required beyond that provided in this grant to complete the FD/Construction project shall be borne by the Grantee.

FD/Construction Project Overall Cost Summary			
#	Task	Cost in FY11 Dollars	
1	Acquire the Required Real Estate	\$ 6,000,000	
2	100% Design and Bid Documents for the passenger facility	\$ 200,000	
3	Complete the construction and rehab of the facility	\$ 4,800,000	
	Total FD/Construction project cost	\$ 11,000,000	
Federal/Non-Federal Funding			
		Cost in FY11 Dollars	Percentage of Total Activities Cost
	Federal funding request	\$ 6,600,000	60 %
	Non-Federal match amount	\$ 4,400,000	40 %
	Total FD/Construction project cost	\$ 11,000,000	100 %



H. Checklist of Application Materials

Use this section to determine the thoroughness of your FD/Construction application prior to submission.

Documents	Format
1. Application Form	
<input type="checkbox"/> HSIPR Individual Project Application Form – FD/Construction	Form
2. Budget and Schedule Form	
<input type="checkbox"/> HSIPR Individual Project Budget and Schedule Form	Form
3. OMB Standard Forms	
<input type="checkbox"/> SF 424: Application for Federal Assistance	Form
<input type="checkbox"/> SF 424A: Budget Information-Non Construction	Form *
<input type="checkbox"/> SF 424B: Assurances-Non Construction	Form *
<input type="checkbox"/> SF 424C: Budget Information-Construction	Form **
<input type="checkbox"/> SF 424D: Assurances-Construction	Form **
4. FRA Assurances Document	
<input type="checkbox"/> FRA Assurances Document (See Section 4.2.4 of the NOFA)	Form
5. Project Development Supporting Documentation	
<input type="checkbox"/> Project Planning Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
<input type="checkbox"/> Preliminary Engineering (PE) Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
<input type="checkbox"/> NEPA Documentation (See Section 4.2.5 of the NOFA)	No Specified Format
6. Project Delivery Supporting Documentation	
<input type="checkbox"/> Project Management Documentation (See Section 4.2.6 of the NOFA)	No Specified Format
<input type="checkbox"/> Financial Planning Documentation (See Section 4.2.6 of the NOFA)	No Specified Format
<input type="checkbox"/> System Safety Plan (See Section 4.2.6 of the NOFA)	No Specified Format
<input type="checkbox"/> Railroad and Project Sponsor Agreements (See Section 4.2.6 of the NOFA)	No Specified Format
7. Optional Supporting Documentation	
<input type="checkbox"/> Other Relevant and Available Documentation (See Section 4.2.7 of the NOFA)	n/a

* These documents are required for FD/Construction projects that include investments that are not construction activities.

** These documents are not required for FD/Construction applications that only include investments that are not construction activities.

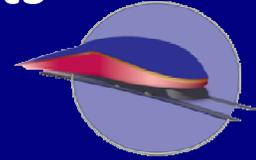
PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection 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**.



Upload #2

Applicant: Texas Department of Transportation
Application Number: HSR2010000405
Project Title: San Antonio - Westside Multimodal Transit Center and Passenger Station
Status: Submitted
Document Title: Project Budget

FD/Construction Individual Projects Budget and Schedule Form



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

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

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

Color Key for Completing this Form:

Cell Type/Color:	Applicant Must Input Value	Template will Auto-Populate	FRA Use Only: Applicant Does Not Complete
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1. General Info. (click here first)

2. Capital Cost Info. (Standard Cost Categories for reference)

2a. Detailed Capital Cost Budget

2b. Annual Capital Cost Budget

3. Project Schedule

General Information		
Please enter the required data into the yellow cells. This information will auto-populate other areas of the HSIPR Project Budget and Schedule Form.		
Project Name <i>(same as on Application Form)</i>	<div style="background-color: yellow; width: 100%; height: 30px; border: 1px solid black;"></div>	
Please enter required Contingency and Inflation rates into the yellow cells.		
Capital Cost Categories*	Contingency Rate Assumption (%)**	Inflation Rate Assumption (%)
10 Track Structures and Track		
20 Stations, Terminals, Intermodal	10%	2%
30 Support Facilities: Yards, Shops, Admin. Bldgs		
40 Sitework, ROW, Land, Existing Improvements & Special Conditions	3%	2%
50 Communications & Signaling		
60 Electric Traction		
70 Vehicles		
80 Professional Services (applies to Cats. 10-60)		
90 Unallocated Contingency		
100 Finance Charges		
* See "Capital Cost Info." for definitions and explanations of the Standard Capital Cost (SCC) Categories. ** Unless explicitly and adequately justified, total contingencies for cost estimates developed during Final Design should be no greater than 10%.		

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
40.08	Highway/pedestrian overpass/grade separations	Definition self-explanatory
40.09	Relocation of existing households and businesses	In compliance with Uniform Relocation Act

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	Definition self-explanatory
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 projects, 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.

Detailed Capital Cost Budget

Instructions:

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

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

Project Name: 0

APPLICANT INPUTS								
	Unit	Quantity	Unit Cost (Thousands of Base Yr/FY 11 Dollars)	Non-Unit Based Costs	Total Allocated Cost (Thousands of Base Yr/FY 11 Dollars)	Allocated Contingency (Thousands of Base Yr/FY 11 Dollars)	TOTAL COST (Thousands of Base Yr/FY 11 Dollars)	Explanation Provided? (if so use *)
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					\$ 4,300,000	\$ 430,000	\$ 4,730,000	
20.02 Station buildings: Joint use (commuter rail, intercity bus)					\$ -	\$ -	\$ -	
20.03 Platforms					\$ 1,000,000	\$ 100,000	\$ 1,100,000	
20.04 Elevators, escalators					\$ -	\$ -	\$ -	
20.05 Joint commercial development					\$ -	\$ -	\$ -	
20.06 Pedestrian / bike access and accommodation, landscaping, parking					\$ 150,000	\$ 15,000	\$ 165,000	
20.07 Automobile, bus, van accessways including roads					\$ 3,150,000	\$ 315,000	\$ 3,465,000	
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					\$ 5,000,000	\$ 150,000	\$ 5,150,000	
40.02 Site utilities, utility relocation					\$ -	\$ -	\$ -	
40.03 Hazardous material, contaminated soil removal/mitigation, ground water treatments					\$ -	\$ -	\$ -	
40.04 Environmental mitigation: wetlands, historic/archeology, parks					\$ -	\$ -	\$ -	
40.05 Site structures including retaining walls, sound walls					\$ -	\$ -	\$ -	
40.06 Temporary facilities and other indirect costs during construction					\$ -	\$ -	\$ -	
40.07 Purchase or lease of real estate					\$ 5,000,000	\$ 150,000	\$ 5,150,000	
40.08 Highway/pedestrian overpass/grade separations					\$ -	\$ -	\$ -	
40.09 Relocation of existing households and businesses					\$ -	\$ -	\$ -	
50 COMMUNICATIONS & SIGNALING								
50.01 Wayside signaling equipment					\$ -	\$ -	\$ -	
50.02 Signal power access and distribution					\$ -	\$ -	\$ -	
50.03 On-board signaling equipment					\$ -	\$ -	\$ -	
50.04 Traffic control and dispatching systems					\$ -	\$ -	\$ -	
50.05 Communications					\$ -	\$ -	\$ -	
50.06 Grade crossing protection					\$ -	\$ -	\$ -	
50.07 Hazard detectors (dragging equipment, , slide, etc.)					\$ -	\$ -	\$ -	
50.08 Station train approach warning system					\$ -	\$ -	\$ -	
60 ELECTRIC TRACTION								
60.01 Traction power transmission: High voltage					\$ -	\$ -	\$ -	
60.02 Traction power supply: Substations	#				\$ -	\$ -	\$ -	
60.03 Traction power distribution: Catenary and third rail	#				\$ -	\$ -	\$ -	
60.04 Traction power control					\$ -	\$ -	\$ -	
Construction Subtotal (10-60)					\$ 9,300,000	\$ 580,000	\$ 9,880,000	

Project Name: 0

APPLICANT INPUTS					Total Allocated Cost (Thousands of Base Yr/FY 11 Dollars)	Allocated Contingency (Thousands of Base Yr/FY 11 Dollars)	TOTAL COST (Thousands of Base Yr/FY 11 Dollars)	Explanation Provided? (if so use *)
Unit	Quantity	Unit Cost (Thousands of Base Yr/FY 11 Dollars)	Non-Unit Based Costs					
70 VEHICLES					\$ -	\$ -	\$ -	
70.00	Vehicle acquisition: Electric locomotive	#			\$ -	\$ -	\$ -	
70.01	Vehicle acquisition: Non-electric locomotive	#			\$ -	\$ -	\$ -	
70.02	Vehicle acquisition: Electric multiple unit	#			\$ -	\$ -	\$ -	
70.03	Vehicle acquisition: Diesel multiple unit	#			\$ -	\$ -	\$ -	
70.04	Veh acq: Loco-hauled passenger cars w/ ticketed space	#			\$ -	\$ -	\$ -	
70.05	Veh acq: Loco-hauled passenger cars w/o ticketed space	#			\$ -	\$ -	\$ -	
70.06	Vehicle acquisition: Maintenance of way vehicles	#			\$ -	\$ -	\$ -	
70.07	Vehicle acquisition: Non-railroad support vehicles	#			\$ -	\$ -	\$ -	
70.08	Vehicle refurbishment: Electric locomotive	#			\$ -	\$ -	\$ -	
70.09	Vehicle refurbishment: Non-electric locomotive	#			\$ -	\$ -	\$ -	
70.10	Vehicle refurbishment: Electric multiple unit	#			\$ -	\$ -	\$ -	
70.11	Vehicle refurbishment: Diesel multiple unit	#			\$ -	\$ -	\$ -	
70.12	Veh refurb: Passeng, loco-hauled car w/ ticketed space	#			\$ -	\$ -	\$ -	
70.13	Veh refurb: Non-passeng loco-hauled car w/o ticketed space	#			\$ -	\$ -	\$ -	
70.14	Vehicle refurbishment: Maintenance of way vehicles	#			\$ -	\$ -	\$ -	
70.15	Spare parts				\$ -	\$ -	\$ -	
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)					\$ 1,120,000	\$ -	\$ 1,120,000	
80.01	Service Development Plan/Service Environmental				\$ -	\$ -	\$ -	
80.02	Preliminary Engineering/Project Environmental				\$ -	\$ -	\$ -	
80.03	Final design		\$ 200,000		\$ 200,000	\$ -	\$ 200,000	
80.04	Project management for design and construction		\$ 460,000		\$ 460,000	\$ -	\$ 460,000	
80.05	Construction administration & management		\$ 460,000		\$ 460,000	\$ -	\$ 460,000	
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				\$ -	\$ -	\$ -	
Subtotal (10-80)					\$ 10,420,000	\$ 580,000	\$ 11,000,000	
90 UNALLOCATED CONTINGENCY							\$ -	
Subtotal (10-90)							\$ 11,000,000	
100 FINANCE CHARGES							\$ -	
TOTAL CAPITAL COSTS (10-100)							\$ 11,000,000	

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

Annual Capital Cost Budget

Instructions:

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

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

Project Name: 0

BASE YEAR/ FY 2011 DOLLARS	2011	2012	2013	2014	2015	2016	2017	Base Yr /FY 11 Total*	Double Check Total
10 TRACK STRUCTURES & TRACK	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20 STATIONS, TERMINALS, INTERMODAL	\$ 4,730,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,730,000	\$ 4,730,000
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	\$ 5,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,150,000	\$ 5,150,000
50 COMMUNICATIONS & SIGNALING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
60 ELECTRIC TRACTION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
70 VEHICLES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	\$ 600,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,120,000	\$ 1,120,000
90 UNALLOCATED CONTINGENCY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
100 FINANCE CHARGES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost (10-100)	\$ 10,480,000	\$ 520,000	\$ -	\$ 11,000,000	\$ 11,000,000				

YEAR OF EXPENDITURE (YOE) DOLLARS	2011	2012	2013	2014	2015	2016	2017	YOE Total**
10 TRACK STRUCTURES & TRACK	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
20 STATIONS, TERMINALS, INTERMODAL	\$ 4,730,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,730,000
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
40 SITEWORK, RIGHT OF WAY, LAND, EXISTING IMPROVEMENTS	\$ 5,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,150,000
50 COMMUNICATIONS & SIGNALING	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
60 ELECTRIC TRACTION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
70 VEHICLES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
80 PROFESSIONAL SERVICES (applies to Cats. 10-60)	\$ 600,000	\$ 520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,120,000
90 UNALLOCATED CONTINGENCY	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
100 FINANCE CHARGES	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost (10-100)	\$ 10,480,000	\$ 520,000	\$ -	\$ 11,000,000				

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

**Year-of-Expenditure(YOE) dollars are inflation-adjusted Base Year dollars. Applicants may 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, Section A, Point of Contact and Project Information, Question (4).

Upload #3

Applicant: Texas Department of Transportation
Application Number: HSR2010000405
Project Title: San Antonio - Westside Multimodal Transit Center and Passenger Station
Status: Submitted
Document Title: 424C

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$.00	\$.00	\$ 0.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 5,150,000.00	\$.00	\$ 5,150,000.00
3. Relocation expenses and payments	\$.00	\$.00	\$ 0.00
4. Architectural and engineering fees	\$ 1,120,000.00	\$.00	\$ 1,120,000.00
5. Other architectural and engineering fees	\$.00	\$.00	\$ 0.00
6. Project inspection fees	\$.00	\$.00	\$ 0.00
7. Site work	\$.00	\$.00	\$ 0.00
8. Demolition and removal	\$.00	\$.00	\$ 0.00
9. Construction	\$ 4,730,000.00	\$.00	\$ 4,730,000.00
10. Equipment	\$.00	\$.00	\$ 0.00
11. Miscellaneous	\$.00	\$.00	\$ 0.00
12. SUBTOTAL (sum of lines 1-11)	\$ 11,000,000.00	\$ 0.00	\$ 11,000,000.00
13. Contingencies	\$.00	\$.00	\$ 0.00
14. SUBTOTAL	\$ 11,000,000.00	\$ 0.00	\$ 11,000,000.00
15. Project (program) income	\$.00	\$.00	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 11,000,000.00	\$ 0.00	\$ 11,000,000.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.	Enter eligible costs from line 16c Multiply X <u>60.00</u> %		\$ 6,600,000.00

Upload #4

Applicant: Texas Department of Transportation
Application Number: HSR2010000405
Project Title: San Antonio - Westside Multimodal Transit Center and Passenger Station
Status: Submitted
Document Title: 424D

ASSURANCES - CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title, or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal interest in the title of real property in accordance with awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progress reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE Executive Director
APPLICANT ORGANIZATION Texas Department of Transportation	DATE SUBMITTED

Upload #5

Applicant: Texas Department of Transportation
Application Number: HSR2010000405
Project Title: San Antonio - Westside Multimodal Transit Center and Passenger Station
Status: Submitted
Document Title: Certification

**U.S. Department of Transportation
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,
Drug-Free Workplace Requirements and Lobbying**

**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
(Pursuant to 2 CFR Part 180)**

- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal of State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
 - (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

125 EAST 11TH ST., AUSTIN, TRAVIS, TEXAS 78701

Check if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK IF APPLICABLE
CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING
\$100,000
OR
A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.



SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

Amadeo Saenz, Jr., P.E., Executive Director - Texas Department of Transportation

TYPED NAME AND TITLE

4/28/10

DATE

Upload #6

Applicant: Texas Department of Transportation
Application Number: HSR2010000405
Project Title: San Antonio - Westside Multimodal Transit Center and Passenger Station
Status: Submitted
Document Title: PE