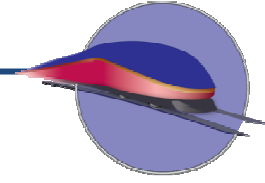


Corridor Program Name: NC T2.1 - SEHSR - Piedmont 3rd Frequency Date of Submission: 10/02/09 Version Number: C

High-Speed Intercity Passenger Rail (HSIPR) Program

Track 2–Corridor Programs:

Application Form



Welcome to the Application Form for Track 2–Corridor Programs of the Federal Railroad Administration’s High-Speed Intercity Passenger Rail (HSIPR) Program.

This form will provide information on a cohesive set of projects—representing a phase, geographic segment, or other logical grouping—that furthers a particular corridor service.

Definition: For purposes of this application, a “Corridor Program” is “a group of projects that collectively advance the entirety, or a ‘phase’ or ‘geographic section,’ of a corridor service development plan.” (*Guidance, 74 Fed. Reg. 29904, footnote 4*). A Corridor Program must have independent utility and measurable public benefits.

In addition to this application form and required supporting materials, applicants are required to submit a Corridor Service Overview.

An applicant may choose to represent its vision for the entire, fully-developed corridor service in one application or in multiple applications, provided that the set of improvements contained in each application submitted has independent utility and measurable public benefits. The same Service Development Plan may be submitted for multiple Track 2 Applications. Each Track 2 application will be evaluated independently with respect to related applications. Furthermore, FRA will make its evaluations and selections for Track 2 funding based on an entire application rather than on its component projects considered individually.

We appreciate your interest in the HSIPR Program and look forward to reviewing your entire application. If you have questions about the HSIPR program or the Application Form and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Track 2 Application Form:

- Please complete the HSIPR Application electronically. See Section G of this document for a complete list of the required application materials.
- In the space provided at the top of each section, please indicate the Corridor Program name, date of submission (mm/dd/yyyy), and an application version number assigned by the applicant. The Corridor Program name must be identical to the name listed in the Corridor Service Overview Master List of Related Applications. Consisting of less than 40 characters, the Corridor Program name must consist of the following elements, each separated by a hyphen: (1) the State abbreviation of the State submitting this application; (2) the route or corridor name that is the subject of the related Corridor Service Overview; and (3) a descriptor that will concisely identify the Corridor Program’s focus (e.g., HI-Fast Corridor-Main Stem).
- Section B, Question 10 requires a distinct name for each project under this Corridor Program. Please the following the naming convention: (1) the State abbreviation; (2) the route or corridor

name that forms part of the Corridor Program name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor-Wide River Bridge). For projects previously submitted under another application, please use the **same name** previously used on the project application.

- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Track 2 Corridor Program, please indicate "N/A."
- Narrative questions should be answered within the limitations indicated.
- Applicants must upload this completed and all other application materials to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.
- Fiscal Year (FY) refers to the Federal Government's fiscal year (Oct. 1- Sept. 30).

Corridor Program Name: NC T2.1 - SEHSR - Piedmont 3rd Frequency Date of Submission: 10/02/09 Version Number: C

A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name: Patrick Simmons		POC Title: Director, Rail Division, NCDOT		
Applicant State Agency or Organization Name: NCDOT				
Street Address: 1 South Wilmington Street	City: Raleigh	State: North Carolina	Zip Code: 27601	Telephone Number: (919) 733-7245 ext. 263
Email: pbsimmons@ncdot.gov		Fax: (919) 715-6580		

Corridor Program Name: NC T2.1 - SEHSR - Piedmont 3rd Frequency Date of Submission: 10/02/09 Version Number: C

B. Corridor Program Summary

(1) **Corridor Program Name:** NC T2.1 - SEHSR - Piedmont 3rd Frequency

(2) **What are the anticipated start and end dates for the Corridor Program?** (mm/yyyy)

Start Date: Upon notice to proceed

End Date: 12/2011

(3) **Total Cost of the Corridor Program:** (Year of Expenditure (YOE) Dollars*) \$ 30,215,013.17

Of the total cost above,, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 23,496,246

Indicate percentage of total cost to be covered by matching funds: 22.2 %

Please indicate the source(s) for matching funds: NC State Funds (See Sect. F)

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.

** This is the amount for which the Applicant is applying.

(4) **Corridor Program Narrative.** Please limit response to 12,000 characters.

Describe the main features and characteristics of the Corridor Program, including a description of:

- The location(s) of the Corridor Program's component projects including name of rail line(s), State(s), and relevant jurisdiction(s) (include a map in supporting documentation).
- How this Corridor Program fits into the service development plan including long-range system expansions and full realization of service benefits.
- Substantive activities of the Corridor Program (e.g., specific improvements intended).
- Service(s) that would benefit from the Corridor Program, the stations that would be served, and the State(s) where the service operates.
- Anticipated service design of the corridor or route with specific attention to any important changes that the Corridor Program would bring to the fleet plan, schedules, classes of service, fare policies, service quality standards, train and station amenities, etc.
- How the Corridor Program was identified through a planning process and how the Corridor Program is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service, such as State rail plans or plans of local/regional MPOs.
- How the Corridor Program will fulfill a specific purpose and need in a cost-effective manner.
- The Corridor Program's independent utility.
- Any use of new or innovative technologies.
- Any use of railroad assets or rights-of-way, and potential use of public lands and property.
- Other rail services, such as commuter rail and freight rail that will make use of, or otherwise be affected by, the Corridor Program.
- Any PE/NEPA activities to be undertaken as part of the Corridor Program, including but not limited to: design studies and resulting program documents, the approach to agency and public involvement, permitting actions, and other key activities and objectives of this PE/NEPA work.

• The component projects of the "Piedmont Corridor Service Current Needs and 3rd Frequency" corridor program are located throughout North Carolina, within and along rights-of-way owned by North Carolina Railroad (NCRR), CSX, Inc. (CSXT), and Norfolk Southern Corp. (NS). There are seven component projects of this corridor program. Four of the components involve the purchase and rehabilitation of locomotives and railcars and, therefore, have no discrete location. Of the three remaining projects, one involves the

installation of security systems at 9 passenger rail stations and backup generators at 2 stations. These stations are located on the Piedmont Corridor. The remaining two projects, which include a station upgrade and the construction of a passing siding and curve realignment are located on the NCRR H-line.

- North Carolina's Service Development Plan (SDP) envisions providing a total of eight passenger trains servicing the Piedmont Corridor with four trains travelling daily into the Northeast Corridor. Two trains currently exist. This application would fund all activities required to create a third passenger train frequency.

- This corridor program encompasses a total of seven component projects that are designed to address current needs of the Piedmont Corridor and provide a third frequency of service along the corridor between Raleigh and Charlotte. The seven projects are described in greater detail below, with additional details of the projects provided in question B.10.

- o NCRRIP - Graham to Haw River Passing Siding and Curve Realignment, TIP #P-34140, Milepost NCRR H-line 23.5 to 25.5. This project involves the construction of a passing siding and a curve realignment to increase safety and capacity of the track in this area. Existing track speed in this area is 50-55 MPH. The upgrades will have a design speed of 79 MPH, with future upgrades to 90 MPH possible. The passing siding will eliminate a bottleneck caused by the existing 22-mile stretch of single track.

- o Cary Station Upfit, TIP #P-3803, Milepost NCRR H 73.5. This project proposes several improvements to the passenger rail station in Cary, NC. First, the number of parking spaces will be increased from 146 to 167 to accommodate additional customers. Second, the passenger waiting room will be increased in size from 500 to 2,400 square feet. Third, a total of five passenger shelters will be added to the train platforms for protection from the weather. Finally, a 200 foot extension will be added to one of the platforms to allow easier boarding of passengers and to accommodate longer trains.

- o Passenger Station Security and Backup Generators, TIP #P-2918. This project involves two major components. First, security cameras, digital video recorders, and a dedicated network will be installed at stations: Raleigh, Cary, Durham, Burlington, Greensboro, High Point, Salisbury, Kannapolis, Charlotte. Second, two emergency generators will be installed, one at each of the following stations: Burlington and Salisbury. The security cameras will allow for the remote oversight of platform and station facilities by station staff, the NCDOT Rail Division, and, if desired, law enforcement. Video data will be recorded and saved for a period of five days. The six backup generators will provide uninterrupted power during power outages.

- o Rebuild Two F59 Locomotives, TIP #P-2918. This project involves the mid-life rebuild of two NCDOT-owned locomotives that are currently in service on the Piedmont Corridor. These rebuilds will extend the life of the locomotives and meet EPA Tier I emissions standards. Head end power generators will be upgraded to meet EPA Tier II standards. These upgrades will directly and positively impact fuel efficiency and air quality.

- o Purchase Two Used Locomotives, TIP #P-2918. This project involves the purchase of two used locomotives that will provide the power required for the implementation of the 3rd Frequency service. The used locomotives will be rebuilt as part of the following project.

- o Rebuild Three Locomotives, TIP #P-2918. In this project, three locomotives will be rebuilt and rehabilitated. One of the locomotives is in current service and two have been purchased as described in the previous project. Locomotives will receive mid life rebuilds that include prime mover upgrades to meet EPA Tier 0+ emissions standards and upgrades of head-end power generators to Tier II standards. As with the previous locomotive rebuilt project, these upgrades will have positive effects on fuel efficiency and air quality.

- o Rebuild Three Passenger Cars, TIP #P-2918. This project involves three used passenger cars that were previously purchased by NCDOT. These cars have been stripped to a basic shell and completely refurbished and used as combination baggage/lounge cars.

- The Corridor Program is designed to provide a third frequency of service along the existing Piedmont Corridor, which provides service between Charlotte and Raleigh, NC. This service will serve the following nine station stops: Raleigh, Cary, Durham, Burlington, Greensboro, High Point, Salisbury, Kannapolis, Charlotte. All service is located in the state of North Carolina.

- The Corridor Program is designed to provide a third frequency of service along the Piedmont Corridor, between Raleigh and Charlotte. Service is currently provided through this corridor by two current Amtrak services, the Piedmont and the Carolinian. The Piedmont runs between Raleigh and Charlotte, while the Carolinian extends from New York City to Charlotte. These trains each offer one round trip per day, providing riders morning and afternoon service. The third frequency service will provide an additional round trip

per day between Raleigh and Charlotte, in the middle of the day. Because this corridor program consists of the expansion of an existing service, there are no changes planned in the classes of service, fare policies, or service quality standards. The fleet used to provide the Raleigh to Charlotte service will be expanded to include new rebuilt locomotives and rail cars used to provide the 3rd frequency of service. In addition to the train set additions, the Corridor Program includes upgrades to stations for the benefit, convenience, and safety of the travelling public. The significant upgrades to the Cary station, including additional parking spaces, expanded waiting and ticketing areas, platform extensions and covered waiting areas will increase customer service and convenience in this heavily used station.

- The implementation of high speed rail from Washington, DC to Charlotte, NC has been many years in planning. The process formally began when the Southeast High Speed Rail Corridor was designated a high speed rail corridor by the US Department of Transportation on October 20, 1992. In subsequent years, the corridor was expanded to the south to Florida and to the east to Hampton Roads, VA. To move the corridor closer to realization, North Carolina and Virginia agreed to jointly develop the required planning and environmental documentation. In 1998, a memorandum of understanding was entered into by North Carolina Department of Transportation, Virginia Department of Rail and Public Transportation, Federal Highway Administration, and Federal Railroad Administration.

In 1991, a Tier I Environmental Impact Statement was initiated with nine alternatives. A draft EIS was concluded in 2001 and a final EIS with a preferred corridor was issued in June 2002. A record of decision was jointly issued by FRA and FHWA in October, 2002. The Tier II EIS for the Richmond to Raleigh segment of SEHSR is well under way, with the completion currently slated for early 2010 and a ROD expected in 2011.

Both Virginia and North Carolina have a history of issuing comprehensive state rail plans to guide the development of freight and passenger rail in their states. These rail plans have continually recognized the vision of high speed rail through their states and actively planned and programmed projects to implement SEHSR. North Carolina has elected to use an incremental building block approach for the implementation of SEHSR. This approach provides additional rail passenger service frequencies one at a time with the infrastructure improvements necessary to accommodate each frequency. As each frequency is added, the state moves one step closer to the vision of high speed rail from Charlotte to Washington. This underscores the importance of interstate cooperation and collaboration in relation to the beneficial impacts of the proposed investments.

- To implement new frequencies, North Carolina determines the individual projects it must undertake and categorizes the projects by service frequency. All the projects are on the state's Transportation Improvement Program. This demonstrates the state's commitment to funding these programs and that the projects support a broader mobility and economic development strategy that is publically endorsed.

- The purpose of this Corridor Program is to provide a third round trip passenger train service between Charlotte and Richmond and to provide needed upgrades for the continuation of existing service through the corridor. By rebuilding equipment and using existing rail right-of-way, North Carolina intends to do this in the most cost effective manner possible while still providing the required service quality. The component projects within this Corridor Program are designed to specifically meet this purpose.

- This Corridor Program is designed as a building block in the completion of the SEHSR service. As such, it can and will function independently, even if the complete SEHSR program is not implemented. It also represents a strategically important foundation as growing population and travel demand will be a catalyst for early success and momentum building for the entire multi-state corridor.

- The security system proposed for nine passenger rail stations as part of this corridor program is an example of applying innovative technology. The security cameras operate over the internet, allowing the potential for multiple agencies, including NCDOT Rail Division, station staff, Amtrak, and local police to have access to real time camera information. Public support and use of rail transportation correlates with having a strong sense of personal security.

- The Corridor Program exclusively uses right-of-way and trackage owned by the North Carolina Railroad (NCR). The NCR is owned by the state of North Carolina with freight usage rights given to Norfolk Southern.

- The Corridor Program is designed principally to benefit intercity passenger rail operated between Charlotte and Raleigh. However, the track improvements proposed as part of the Graham to Haw River Passing Siding and Curve Realignment project will convey considerable benefits to NS freight traffic that operates on the NCR right-of-way. Projects that benefit both freight and passenger mobility promise significantly favorable benefit-cost.

- The Corridor Program does not propose any PE/NEPA work as part of the component projects.

(5) Describe the service objective(s) for this Corridor Program (check all that apply):

- | | |
|--|---|
| <input checked="" type="checkbox"/> Additional Service Frequencies | <input checked="" type="checkbox"/> Increased Average Speeds/Shorter Trip Times |
| <input checked="" type="checkbox"/> Improved Service Quality | <input checked="" type="checkbox"/> New Service on Existing IPR Route |
| <input checked="" type="checkbox"/> Improved On-Time performance on Existing Route | <input type="checkbox"/> New Service on New Route |
| <input type="checkbox"/> Reroute Existing Service | <input checked="" type="checkbox"/> Other (Please Describe): Station improvements for increased customer service and improved safety. |

(6) Right-of-Way-Ownership. Provide information for all railroad right-of-way owners in the Corridor Program area. Where railroads currently share ownership, identify the primary owner. *If more than three owners, please detail in Section F of this application.*

Type of Railroad	Railroad Right-of-Way Owner	Route Miles	Track Miles	Status of agreements to implement projects
Regional or Shortline	North Carolina Railroad (NCRR)	173	229	Master Agreement in Place
Class 1 Freight	Norfolk Southern (NS)	n/a	n/a	Master Agreement in Place
Class 1 Freight	CSX Transportation (CSXT)	n/a	n/a	Master Agreement in Place

(7) Services. Provide information for all existing rail services within Corridor Program boundaries (freight, commuter, and intercity passenger). *If more than three services, please detail in Section F of this application.*

Type of Service	Name of Operator	Top Speed Within Boundaries	Number of Route Miles	Average Number of Daily	Notes
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		Passenger	Freight	Within Boundaries	One-Way Train Operations within Boundaries ¹	
Freight	Norfolk Southern	n/a	60	173	26	26 (Greensboro to Charlotte) 5 (Greensboro to Raleigh)
Intercity Pass	Amtrak	79	n/a	173	6	6 Greensboro to Charlotte 4 (Greensboro to Raleigh)
Freight						

(8) Rolling Stock Type. Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the Corridor Program. *Please limit response to 2,000 characters.*

In providing the needed capacity for the 3rd frequency, this corridor program proposes to procure 2 used locomotives and rehabilitate three locomotives and three passenger cars, with these vehicles complimenting the existing Amtrak Piedmont service rolling stock. NCDOT will strip the passenger cars down to a “shell on wheels” then rebuild and reconfigure the vehicles to match the specifications and design of the existing passenger car fleet. All rebuilt and redesigned equipment as well as the components and materials used in the rebuilds will comply with safety standards and practices of the FRA, APTA, American Association of Railroads, Amtrak, and the state of North Carolina. The locomotives will be designated FRA "Tier I" or suitable for a maximum of 110 MPH operation.

This proposal is consistent with NCDOT practice of purchasing used rail equipment that can be refurbished to “like new” condition. This allows the state to get equipment more quickly and more inexpensively than purchasing new equipment. This procedure also

allows the state to purchase a small number of cars and increase the size of their fleet incrementally.

(9) Intercity Passenger Rail Operator. If applicable, provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) (e.g., Amtrak). If more than one operating partner is envisioned, please describe in Section F.

Name of Operating Partner: Amtrak

Status of Agreement: Final executed agreement on project scope/outcomes

¹ One round trip equals two one-way train operations.

(10) Master Project List. Please list all projects included in this Track 2 Corridor Program application in the table below. If available, include more detailed project costs for each project as a supporting form (see Section G below).

Project Name	Project Type	Project Description	Project Start Date (mm/yyyy)	Estimated Project Cost (Millions of YOE Dollars, One Decimal)		Was this Project included in a prior HSIPR application? Indicate track number(s).	Are more detailed project costs included in the Supporting Forms?
				Total Cost	Amount Applied For		
SEHSR NC T2.1 Proj #1 NCRIP-Graham to Haw River Passing Siding and Curve Realignment	Construction	Construct siding and realign curve	07/2009	17.4	11.3	1a	Yes
SEHSR NC T2.1 Proj #2 Cary Station Upfit	Construction	Provide platform improvements, parking expansion, additional waiting room, ticketing and luggage handling.	01/2010	2.2	2.2	1a	Yes
SEHSR NC T2.1 Proj #3 Mid-Life Rebuilds for 2 locomotives	Rehabilitate/ U	Rebuild two F59PHI locomotives in current service, including upgrades to prime movers to meet EPA Tier I emissions standards and upgrades of head-end power generators to Tier II standards	01/2010	2.6	2.6	1a	Yes
SEHSR NC T2.1 Proj #4 Purchase 2 Used Locomotives	Acquire New	Purchase 2 used locomotives	06/2009	0.7	0.0	1a	Yes
SEHSR NC T2.1 Proj #5 Rehabilitate 3 Locomotives	Rehabilitate/ U	Rebuild and rehabilitate 3 locomotives; one in current service and two purchased as described in the previous project. Locomotives will receive mid life improvements that include upgrades to prime movers to meet EPA Tier I emissions standards and upgrades of head-end power generators to Tier II standards	03/2009	4.0	4.0	1a	Yes
SEHSR NC T2.1 Proj #6 Rehabilitate 3 passenger cars	Rehabilitate/ U	Rehabilitate 3 used passenger cars previously purchased by NCDOT. Cars will be refurbished into baggage/lounge cars	10/2008	2.0	2.0	1a	Yes
SEHSR NC T2.1 Proj #7 Passenger Train Station Security Management System and Backup Generators	Construction	Provide security cameras for remote oversight of platform and station facilities at 9 stations. Provide backup generators at 2 stations.	01/2010	1.3	1.3	no	Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes

	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes

Note: In addition to **program** level supporting documentation, all applicable **project** level supporting documentation is required prior to award. If project level documentation is available now, you may submit it; however, if it is not provided in this application, this project may be considered as a part of a possible Letter of Intent but will not be considered for FD/Construction grant award until this documentation has been submitted.

In narrative form, please describe the sequencing of the projects listed in Question 10. Which activities must be pursued sequentially, which can be done at any time, and which can be done simultaneously? Please limit response to 4,000 characters.

Projects within the SEHSR program are sequenced to minimize rail traffic interferences and delays while providing a cost effective contracting approach. Current conditions have been used as the basis for initial project sequencing; future rail traffic and economic conditions may suggest different approaches, particularly in the out years of deploying SEHSR. There are also instances where it may be necessary to do projects in the later frequency applications earlier than projects in the preceding frequency. SEHSR represents a continuum of projects that yields the capacity to run additional, faster passenger trains while accommodating freight traffic growth. These applications correspond to increases in network capacity and passenger train frequencies. Situations may present themselves in the future that would provide earlier implementation of some of the projects at lower cost than budgeted. These may occur when the railroads are upgrading facilities or systems and can piggyback SEHSR projects that are mutually beneficial.

All parties involved must coordinate their individual efforts closely. Railroad related projects such as signals, double tracking, sidings, and interlockings will be the responsibility of the railroad owner using railroad forces or specialized railroad contractors under their management. Other infrastructure projects will use contractors who specialize in the activity required. NCDOT is the SEHSR Program Manager. NCDOT will need to utilize consultant and other outside contractors to execute the contracts. Individual projects may need to be staggered based on funding, contractor availability, materials, NCDOT and railroad staff resources. On large and complex SEHSR components NCDOT will name a project manager who will be responsible for overall project implementation and timely completion. Project managers will be responsible for defined segments of the corridor and all the projects in the given territory to ensure proper interface with all involved parties.

Initial project sequencing is described below:

- Project # 1 is a passing siding and curve -alignment project and may be done independently and simultaneously;
- Project #s 2 and 7 involve station-related improvements. Cary station upfit may be done independently, simultaneously or sequentially depending on how the contract(s) is/are structured. The PIDS project may be done independently, simultaneously or sequentially as well ; and
- Project #s 3, 4, 5, and 6 involve the acquisition of equipment and can be accomplished independently, simultaneously or sequentially depending on how the contract(s) is/are structured.

C. Eligibility Information

<p>(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance:</p> <p><input checked="" type="checkbox"/> State <input type="checkbox"/> Amtrak</p> <p>If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:</p> <p><input type="checkbox"/> Group of States <input type="checkbox"/> Interstate Compact <input type="checkbox"/> Public Agency established by one or more States <input type="checkbox"/> Amtrak in cooperation with a State or States</p>					
<p>(2) Establish completion of all elements of a Service Development Plan. Note: One Service Development Plan may be referenced in multiple Track 2 Applications for the same corridor service. Please provide information on the status of the below Service and Implementation Planning Activities:</p>					
	Select <u>One</u> of the Following:			Provide Dates for all activities:	
	No study exists	Study Initiated	Study Completed	Start Date (mm/yyyy)	Actual or Anticipated Completion Date (mm/yyyy)
Service Planning Activities/Documents					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		06/2002
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		09/2009
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		09/2009
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		09/2009
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		09/2009
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		06/2002
Implementation Planning Activities/Documents					
Program Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		08/2009
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		09/2009
Assessment of Risks	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		08/2009

(3) Establish Completion of Service NEPA Documentation (the date document was issued and how documentation can be verified by FRA). The following are approved methods of NEPA verification (in order of FRA preference): 1) References to large EISs and EAs that FRA has previously issued, 2) Web link if NEPA document is posted to a website (including www.fra.gov), 3) Electronic copy of non-FRA documents attached with supporting documentation, or 4) a hard copy of non-FRA documents (large documents should not be scanned but should be submitted to FRA via an express delivery service). See HSIPR Guidance Section 1.6 and Appendix 3.2.9.

Note to applicants: Prior to obligation of funds for FD/Construction activities under Track 2, all project specific documents will be required (e.g. Project NEPA, Financial Plan, and Project Management Plan).

Documentation	Date (mm/yyyy)	Describe How Documentation Can be Verified
Tier 1 NEPA EIS (Programmatic)	06/2009	See application attachment
Tier 1 NEPA EA		
Tier 1 NEPA EA		

(4) Indicate if there is an environmental decision from FRA (date document was issued and web hyperlink if available)

Documentation	Date (mm/yyyy)	Hyperlink (if available)
Record of Decision	10/2002	www.fra.dot.gov/downloads/RRDev/setier1rod.pdf
Finding of No Significant Impact		
Finding of No Significant Impact		

Corridor Program Name: NC T2.1 - SEHSR - Piedmont 3rd Frequency Date of Submission: 10/02/09 Version Number: C

D. Public Return on Investment

(1) 1A. Transportation Benefits. See HSIPR Guidance Section 5.1.1.1. Please limit response to 8,000 characters.

How is the Corridor Program anticipated to improve Intercity Passenger Rail (IPR) service? Describe the overall transportation benefits, including information on the following (please provide a level of detail appropriate to the type of investment):

- Introduction of new IPR service: Will the Corridor Program lead directly to the introduction of a new IPR service that is not comparable to the existing service (if any) on the corridor in question? Describe the new service and what would make it a significant step forward in intercity transportation.
- IPR network development: Describe projected, planned, and potential improvements and/or expansions of the IPR network that may result from the Corridor Program, including but not limited to: better intermodal connections and access to stations; opportunities for interoperability with other services; standardization of operations, equipment, and signaling; and the use of innovative technologies.
- IPR service performance improvements (also provide specific metrics in table 1B below): Please describe service performance improvements directly related to the Corridor Program, as well as a comparison with any existing comparable service. Describe relevant reliability improvements (e.g., increases in on-time performance, reduction in operating delays), reduced schedule trip times, increases in frequencies, aggregate travel time savings (resulting from reductions to both schedule time and delays, e.g., expressed in passenger-minutes), and other relevant performance improvements.
- Suggested supplementary information (only when applicable):
 - Transportation Safety: Describe overall safety improvements that are anticipated to result from the Corridor Program, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to IPR service.
 - Cross-modal benefits from the Corridor Program, including benefits to:
 - ✓ Commuter Rail Services – Service improvements and results (applying the same approach as for IPR above).
 - ✓ Freight Rail Services – Service performance improvements (e.g., increases in reliability and capacity), results (e.g. increases in ton-miles or car-miles of the benefiting freight services), and/or other congestion, capacity or safety benefits.
 - ✓ Congestion Reduction/Alleviation in Other Modes; Delay or Avoidance of Planned Investments – Describe any expected aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Also, describe any planned investments in other modes of transportation (and their estimated costs if available) that may be avoided or delayed due to the improvement to IPR service that will result from the Corridor Program.

The elements contained in this application provide an array of transportation benefits to the region. As part of the federally designated SEHSR Corridor, the Piedmont Corridor 3rd frequency benefits will extend beyond North Carolina (NC) to the north as a natural extension of the Northeast Corridor (NEC) and to the south, by expanding intercity passenger rail (IPR) accessibility to an ever increasing number of travelers along the East Coast and beyond. Improving passenger rail service in the corridor and ensuring its place as an integral part of the region's vast transportation network is crucial to the economic vitality and quality of life of those who live and work in and around NC. In the states along the SEHSR Corridor, where population is expected to grow by 21-52% over the next 20 years (NC's projected growth of 52% is 7th in the nation), passenger rail will be counted upon to move more people more efficiently, reliably and frequently.

The elements herein continue NC's long history of developing and improving passenger rail service, begun in 1849 with the charter of the state's first corporation, the North Carolina Railroad (NCR), whose purpose was to provide freight and passenger service. NC is one of only 14 states to actively invest in intercity passenger rail service routes. Primarily, those investments have been in support of the 2 services initiated by the state in the

1990s – the Piedmont (Raleigh to Charlotte), and the Carolinian (Washington to Charlotte). NC funds Amtrak operated services by covering direct operating costs not covered by fare revenue. NC has also supported IPR service by investing heavily in rail infrastructure. Between 2002 and 2008, NC invested more than \$46 million in the State owned NCRR Corridor.

IPR ridership as a result of the implementation of the 3rd frequency will grow steadily. Projections show that in the 1st full year of operation, annual passenger trips will be 44, 593, growing to 51,205 in the 5th year and to 60,114 in the 10th full year. On Time Performance (OTP) is estimated to be 70% and hold steady, as will top operating speeds of 79 mph even while additional infrastructure improvements are being made along the corridor. Annual Passenger Miles in the 1st full year are expected to be 5.52 million, increasing to 6.16 million in the 5th year and to 6.97 million in the 10th full year. With shorter trip times, improved reliability, the results will lead to faster, efficient more desirable and accessible service, that will help to provide congestion relief for NC's highway network while offering viable transportation alternatives for the traveling public. The operation of the 3rd frequency is projected to divert nearly 41,500 intercity auto trips and approximately 5.1 million vehicle miles of travel from the Charlotte to Raleigh highway corridor in its 1st full year of operation.

To operate the 3rd Freq. reliably, NCDOT determined the need for 2 more locomotives. With a lead time of 18 months for delivery of new locomotives and costs estimated to be about 3 times higher, it was decided to do mid-life rebuilds of 2 F59PHI Locomotives to achieve "like new" condition with emissions upgrades that would meet compliance requirements. NCDOT will also rehab 3 locomotives for use in current and additional frequencies. (2 of those were used Locomotives purchased by NCDOT to provide needed power for the 3rd freq. at reasonable costs). These will be upgraded to EPA emissions standards – Tier 0+ for Prime Mover and Tier II for the head end power. These purchases and rebuilds provide upgraded, compliant, cost effective equipment; that will improve travel time, enable speed increases, and improve reliability.

NCDOT also is refurbishing 3 passenger cars for the 3rd Freq. to provide, better and more efficient equipment to achieve its goals of comfortable & accessible service with increased round trip train operations (which will go from 1 to 2 daily), meet customer needs, and continue attracting new riders to passenger service. Two of the cars are former lounge cars being converted to Baggage/Lounge/Vending Machine cars. This innovative approach is the 1st of its kind in the US since the 1960s and may well set a new standard going forward.

The individual elements of this application provide critical improvements which will result in crucial transportation benefits to be accrued by the public and private sector. For example, The Haw River Passing Siding will eliminate a 22 mile bottleneck and will provide public benefits by improving safety, and OTP, allowing trains to pass by without delays of as much as 30 minutes per day. Curve Realignment will increase speeds initially from 55 to 79 mph, with future increases to 90 mph and reduce travel time by 1 minute per train. Such improvements will shorten trip times, improve reliability, and prevent delays, resulting in better air quality, and capacity improvements for passenger and freight rail, while also leading to speed increases and attracting more riders.

The Cary Station uplift (part of the NC extensive station restoration program) will also provide benefits which will increase ridership; lead to faster and safer boarding (due to platform expansion), improved air quality, (less dwell time); and enhanced customer satisfaction with expanded waiting and ticketing areas and luggage handling capacities and provide intermodal (local and regional) transit connectivity.

Passenger Train Station Security is another area slated for improvement throughout the corridor via a Security Management System, CCTV Data Network for 9 stations and backup generators at 2 stations. The system will provide remote oversight of the stations and platforms and the generators will provide a backup source of power during outages.

Safety is a major priority, as it is for the entire SEHSR corridor. NC's historic Sealed Corridor Program was the first such program in the nation.

As described in the "FRA USDOT Technical Monograph: Transportation Planning for the Richmond-Charlotte Railroad Corridor" (January 2004) "The Sealed Corridor Initiative serves as a model for grade crossing hazard elimination. With its program of technology installation, testing, and assessment, the Initiative is a prime example of a cost-effective, comprehensive, corridor-wide grade crossing treatment."

Most importantly, the NC Sealed Corridor Program has proven to be effective," it saves lives" according to the USDOT Volpe Center. Their Fatal Crash Analysis estimated 19.7 potential "lives saved" with projects

implemented on the Sealed Corridor through December 2007 and; July 24, 2009, in its Safety Strategy Discussion Draft for Public Outreach, FRA stated that “there have been demonstrated successes in deploying ‘sealed corridor’ technology in designated High-Speed Rail Corridors. The most mature of these corridors is on the North Carolina Railroad, the route of Intercity Corridor Passenger Service sponsored by the NCDOT”.

Additionally, implementation of the “Health Monitoring System”, an innovative Intelligent Signal Monitoring System, is installed at each NS-maintained public crossing along the Sealed Corridor to notify railroad personnel about malfunctions of crossing equipment. These devices can be linked electronically to local authorities to use for re-routing of police, fire and rescue vehicles if a crossing signal is malfunctioning as part of Intelligent Transportation System (ITS) applications.

Safety, reliability, service frequency, travel time reduction, higher speeds, better OTP, passenger demand, accommodated by accessibility and connectivity, all carefully planned, implemented and coordinated throughout the corridor, will bring to reality HSIPR-incrementally, steadily, and vibrantly. The implementation of the 3rd frequency and future additional frequencies will bring to fruition the goals established and consistently worked towards since the 1990s.

1B. Operational and Ridership Benefits Metrics: In the table(s) below, provide information on the anticipated levels of transportation benefits and ridership that are projected to occur in the corridor service or route, following completion of the proposed Corridor Program.

Note: The “Actual—FY 2008 levels” only apply to rail services that currently exist. If no comparable rail service exists, leave column blank.

Corridor Program Metric	Actual – FY 2008 levels	Projected Totals by Year		
		First full year of operation	Fifth full year of operation	Tenth full year of operation
Annual passenger-trips	n/a	44,593	51,205	60,114
Annual passenger-miles (millions)	n/a	5.52	6.16	6.97
Annual IPR seat-miles offered (millions)	n/a	22.7	22.7	22.7
Average number of daily round trip train operations (typical weekday)	n/a	1	1	1
On-time performance (OTP) ² – percent of trains on time at endpoint terminals	n/a	70%	70%	70%
Average train operating delays: minutes of en-route delays per 10,000 train-miles ³	n/a	1,228	1,228	1,228
Top passenger train operating speed (mph)	n/a	79	79	79
Average scheduled operating speed (mph) (between endpoint terminals)	n/a	54	54	54

² ‘On-time’ is defined as within the distance-based thresholds originally issued by the Interstate Commerce Commission, which are: 0 to 250 miles and all Acela trains—10 minutes; 251 to 350 miles—15 minutes; 351 to 450 miles—20 minutes; 451 to 550 miles—25 minutes; and 551 or more miles—30 minutes.

³ As calculated by Amtrak according to its existing procedures and definitions. Useful background (but not the exact measure cited on a route-by-route basis) can be found at pages E-1 through E-6 of Amtrak’s May 2009 Monthly Performance Report at <http://www.amtrak.com/pdf/0905monthly.pdf>

(2) A. Economic Recovery Benefits: *Please limit response to 6,000 characters. For more information, see Section 5.1.1.2 of the HSIPR Guidance.*

Describe the contribution the Corridor Program is intended to make towards economic recovery and reinvestment, including information on the following:

- How the Corridor Program will result in the creation and preservation of jobs, including number of onsite and other direct jobs (on a 2,080 work-hour per year, full-time equivalent basis), and timeline for achieving the anticipated job creation.
- How the different phases of the Corridor Program will affect job creation (consider the construction period and operating period).
- How the Corridor Program will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period and operating period).
- How the Corridor Program will result in increases in efficiency by promoting technological advances.
- How the Corridor Program represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe how the Corridor Program was identified as a solution to a wider economic challenge).
- If applicable, how the Corridor Program will help to avoid reductions in State-provided essential services.

NC has long recognized the importance of investing in the development of intercity passenger rail service; while also being cognizant of the benefits those investments will have on the economic vitality of the corridor and the state. On October 19, 2007, the NC House Select committee on Expanding Rail Service made a recommendation to the General Assembly stating that it "should consider increasing investments in passenger rail and rail transit to increase choice, reduce high congestion, and promote economic development...the communities in these corridors have demonstrated long-term support for renewal of passenger rail service and have stressed the capacity of passenger rail to provide greater choice and opportunity to their citizens and to promote urban and regional economic development."

A central element of the ARRA legislation is the rapid mobilization of the U. S workforce and the creation of new high paying jobs. It has been shown that investment in rail transportation and infrastructure will create significant employment benefits. In fact, the USDOT has stated that investment in public transportation creates almost 20% more jobs than similar investment in building roads or highways would.

The individual investments that collectively comprise the elements of this application will create and preserve jobs in the corridor, NC, and beyond.

With the current downturn in the homebuilding and non-residential building industry, construction workers will enjoy a much-needed economic boost with the construction and development elements contained in this Corridor Program. It is estimated that a total of 60 direct construction activity jobs will be created or preserved in NC in 2010 with 127 additional jobs in 2011. There will also be 59 indirect construction activity jobs created or preserved in 2010 in NC and 126 in 2011. In total, 372 direct and indirect jobs will be created or preserved in the state of NC as a result of the construction activities resulting from the various components that comprise this application. Of those, 293 will be jobs within the corridor.

Additionally, as a result of equipment purchase and rehabilitation for 3rd Frequency use, jobs will be created or preserved in states in the lower 48 states of the US where supplies/materials are provided and/or, equipment is manufactured, and where the rehab work is to be performed. Jobs created or preserved related to this work in the US in 2010 will be 20 direct and 108 indirect- for a total of 128 as a result of the purchase and/rehab of equipment for the 3rd Frequency and related elements of this corridor program. There will also be professional service positions created or preserved as a result of the activities related to the 3rd Frequency Corridor program. It is projected that in 2010 - 6 direct and 7 indirect jobs will be created or preserved and in 2011 - 5 direct and 6 indirect jobs, for a total of 24 in 2010-2011.

Operating the 3rd Frequency it will also create additional employment – direct and indirect. Direct jobs would include; 2 additional Amtrak Union employees, 2 Amtrak conductors, assistant conductors, 3 engineers, 3 NCDOT station attendants and 1 NCDOT mechanical manager; and 9 non-union mechanical contractors. The engineers, conductors and other staff hired to support service expansion will spend their wages and create proportional increase in demand for a range of goods and services which project to support the creation or preservation of a total of 45 jobs in the corridor communities to operate the 3rd Frequency. In total, operationally the 3rd Frequency will immediately result in 65 jobs created or preserved in the 1st full year (2011) of operation (20 direct and 45 indirect). Of these 64 will be in the corridor and all 65 will be jobs created in NC. These numbers are sustained

through the 5th yr of operation and on through the 10th yr.. As additional frequencies are added to this developing corridor– more new employees will be needed and additional jobs will be created and preserved in NC in the corridor and beyond. Since many NC counties traversed by the Corridor meet the Economically Distressed Area (EDA) criteria, and, in fact, on a statewide level, over 75 % of NC’s 100 counties are economically distressed, the 65 additional workers needed for the operations phase are likely to live in the Corridor communities; it can be reasonably assumed that there will be EDA workers supported by the elements of the corridor program.

The components of the 3rd Frequency projects will also provide strong support for workers located in several EDAs during the construction period as the Haw River siding project, for example, is located in Alamance County. With an average of 7.04% over the most recent 24 months, NC’s avg. unemployment rate exceeds the US avg. of 6.26% over the same period by over 1 percentage point. This means that NC itself meets the definition of EDA. These jobs will be created quickly and will provide much-needed support to struggling communities, many of which currently have jobless rates in double digits. NC’s unemployment rate is 10.9% (July 2009), more than a full percentage point above the US average.

Promoting technological advances is a priority, and the Institute for Transportation Research and Education (ITRE), at the NC State University, administers NCDOT’s research Program.

As jobs are created in NC, the state is in a unique position to have a skilled and qualified resource re-entering the workforce with the large number of military veterans returning to NC after completing their tour of duty. The NC Military Business Center (NCMBC) is working with the Governor’s office to develop programs to identify skills and to encourage veterans of the US military to remain in NC upon leaving service. NCMBC is participating in MATCH FORCE.com, matching actual skills with actual jobs and developing new programs to keep veterans in NC and in the workforce.

2B. Job Creation. Provide the following information about job creation through the life of the Corridor Program. Please consider construction, maintenance and operations jobs.

Anticipated number of onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis).	FD/ Construction Period	First full year of operation	Fifth full year of operation	Tenth full year of operation
	524	65	65	65

(3) Environmental Benefits. Please limit response to 6,000 characters.

How will the Corridor Program improve environmental quality, energy efficiency, and reduce in the Nation’s dependence on oil? Address the following:

- Any projected reductions in key emissions (CO₂, O₃, CO, PM_x, and NO_x) and their anticipated effects. Provide any available forecasts of emission reductions from a baseline of existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation (*provide supporting documentation if available*).
- Any expected energy and oil savings from traffic diversion from other modes and changes in the sources of energy for transportation. Provide any available information on changes from the baseline of the existing travel demand distribution by mode, for the first, fifth, and tenth years of full operation (*provide supporting documentation if available*).
- Use of green methods and technologies. Address green building design, “Leadership in Environmental and Energy Design” building design standards, green manufacturing methods, energy efficient rail equipment, and/or other environmentally-friendly approaches.

The Piedmont Corridor Service 3rd Frequency Current Needs corridor program would improve environmental quality, energy efficiency and contribute toward reducing the Nation’s dependence on oil as summarized below.

Within the U S, transportation is the largest source of greenhouse gas (GHG) emissions after electricity generation. The NCDOT recognizes the importance that rail transportation can play in reducing GHG emissions and improving environmental quality, as rail transportation offers important environmental advantages due to its inherent energy and infrastructure efficiencies, as well as its potential to facilitate sustainable, compact transit-oriented development.

The 3rd Frequency would shift travel from automobiles to intercity passenger rail. The associated environmental benefits

include reduced GHG emissions and fuel consumption. Traveling by intercity rail is a greener travel option, per passenger mile, than traveling either by car, bus, or airplane. For example, the average carbon dioxide (CO₂) emissions per passenger mile travelling by rail are 0.18 kilogram (kg), compared with 0.21 kg for car travel and 0.35 kg for air travel (Carbonfund.org, 2007).

Projected reductions in emissions from reduced automobile travel diverted to passenger rail would be realized as a result of the project as summarized in the table below.

Estimated Emissions Reductions in Tons/Year			
Key Emissions Variable	First full year of operations (2011)	Fifth full year of operations (2015)	Tenth full year of operations (2020)
CO	33,886	32,600	34,974
CO ₂	1,171	1,345	1,579
VOC	1,725	1,453	1,167
NO _x	2,751	1,928	1,271
PM _{2.5}	42	34	28
PM ₁₀	70	64	60

Within the project area several counties are classified as Nonattainment for air quality. Davidson and Guilford counties are currently nonattainment for PM 2.5. Carabus, Mecklenburg and Rowan counties are currently nonattainment for O₃. The estimated emissions reductions from reduced automobile travel diverted to passenger rail realized as a result of the project would contribute towards improving air quality in the project area counties.

With regard to potential energy and oil savings, intercity passenger rail consumes 2,586 British thermal units (BTUs) per passenger mile as compared to 3,514 BTUs for personal cars, 3,101 BTUs for airplanes and 4,315 BTUs for buses (DOE, 2009). Thus the project is anticipated to result in energy and oil savings over the no build condition, assisting in reducing the Nation's dependence on domestic and foreign oil.

Leadership in Environmental and Energy Design (LEED) would be implemented for the construction of the proposed stations and associated buildings. The NCDOT would work with each host city to meet the requirements needed to achieve the LEED certified level at a minimum. As a result, the NCDOT would strive to maximize debris diverted from landfills, increase the use of locally manufactured products, reuse or recycle materials and design and construct energy efficient buildings and stations.

Reduction in CO₂ is critical for NC. Currently, the residents of Durham emit greater than 15% more GHG than the average U.S citizen. In comparison, New York City residents emit an average of 66% less than the national per capita average. (1) Urban form, i.e. land use and density, are critical in this reduction. Intercity passenger rail is a strong contributor to compact urban form.

NC has also created voluntary programs that provide incentives for emissions reductions. The NC Division of Air Quality offers Mobile Source Emissions Reduction grants. This program began in 1995, when the NC general Assembly passed Clean Air Legislation providing 1/64 of a cent of each gallon of gasoline for emissions reduction grants. The goal of 2008 grants was to reduce emissions from diesel engines, particularly VOC and NO_x which contribute to the formation of ozone.

The locomotive rebuilds will include mid-life overhauls of all major components to "like new" condition and emissions upgrades to the main engines and the HEP engine/alternator packages. The two F59PHI locomotives have been in daily service for 12 yrs and will have emissions upgrades performed on them that will make their prime movers EPA Tier I compliant and their HEP packages replaced with new Tier II compliant packages. The other 3 Locomotives will or have received mid-life rebuilds and emissions upgrades. The benefits accrued by upgrading equipment for use on the 3rd freq in this cost effective manner will be getting the equipment into compliance, improving efficiency, reliability and fuel economy.

In conjunction with the Piedmont Corridor Projects, NCDOT, in partnership with NC State University, USEPA, USDOT-

FRA, has been engaged in an ongoing locomotive emissions research and alternative fuel analysis project. This project involves extensive testing to determine optimum emissions on ultra low sulfur diesel fuel.

“The technical literature confirms what common sense dictates – people drive less in places with rich transportation choices. The empirical evidence shows that a typical resident of a traditional, walkable neighborhood emits significantly less transportation GHG emissions than typical auto-oriented development – 30 % lower on avg. For example, there is 40 % lower VMT in Chapel Hill, NC’s Southern Village and 59 % lower in Atlanta’s Atlantic Station development than the regional avg.”(2)

(1) ICLEI Energy Services. 2007. Greenhouse gas and criteria air pollutant emissions inventory and local action plan for emission reductions <http://www.durhamnc.gov/ghg/pdf/ghg_lap_full_report.pdf>.

(2) Ewing, Reid, Keith Bartholomew, Steve Winkelman, Jerry Walters and Don Chen, ‘Growing Cooler :The Evidence on Urban Development and Climate Change, Urban Land Institute, 2008.

(4) Livable Communities Corridor Program Benefits Narrative. *(For more information, see Section 5.1.1.3 of the HSIPR Guidance, Livable Communities). Please limit response to 3,000 characters.*

How will the Corridor Program foster Livable Communities? Address the following:

- Integration with existing high density, livable development: Provide specific examples, such as (a) central business districts with walking/biking and (b) public transportation distribution networks with transit-oriented development.
- Development of intermodal stations: Describe such features as direct transfers to other modes (both intercity passenger transport and local transit).

NCDOT’s Mission, “Connecting people and places in North Carolina – safely and efficiently, with accountability and environmental sensitivity” directly relates to multimodal connectivity which, in itself, plays a large part in support of sustainable and “livable communities”. Connectivity provides a seamless transportation experience and is a critical component in NCDOT’s mission. As passenger rail service grows and energy costs rise, viable transportation choices and multi-modal connectivity will grow in importance.

Bringing to fruition the 3rd frequency of service will help fulfill NCDOT’s mission and further progress the intercity passenger rail system envisioned over 20 years ago. As the plan has unfolded, communities have been a central part of that plan – restoring the historic stations along the corridor and creating community epicenters that are integral to the economic development of the state and the seamless mobility and flexibility of choice.

The NC Station Restoration Program has been a tremendous success – statewide stations are in the process of being restored or have been restored and upgraded and have become thriving centers of their communities. Adding the 3rd Frequency will increase the service offering and will make travel by train an even more viable and attractive option, thus making living close to the train station even more desirable.

The Cary Station, located in the heart of downtown Cary, acts as a multimodal epicenter serving multiple purposes – housing a waiting area for Amtrak passengers, local and regional transit bus patrons. Planned improvements will better equip the station to accommodate increased multimodal/multifunctional services and customers with project improvements to be made such as; parking expansion, additional waiting room, ticketing and luggage handling providing comfort and service amenities for the traveling public; and encouraging ridership as well as a sense of community for its patrons.

As centers of their communities, these stations also serve as intermodal hubs providing seamless connectivity to the local area. The stations, which are under local management and require communities to take responsibility for these facilities, serve as activity centers and focal points for economic development. Cary is served by both a City Transit Authority (C-Tran) and the Regional Transit Authority (Triangle Transit), which has been serving the area since the 1990s. Burlington is currently served by a county transit system via appointments with the train station as one destination point.

NCDOT has also adopted a "Complete Streets" policy (see application attachment) where all grade separations will have sidewalks to facilitate bicycle/pedestrian movement and has developed a community volunteer "Train Host Program" with 120 volunteers statewide serving as goodwill ambassadors assisting passengers and bringing the community to the train.

Corridor Program Name: NC T2.1 - SEHSR - Piedmont 3rd Frequency Date of Submission: 10/02/09 Version Number: C

E. Application Success Factors

(1) Project Management Approach and Applicant Qualifications Narrative. *Please provide separate responses to each of the following. Additional information on program management is provided in Section 5.1.2.1 of the HSIPR Guidance, Project Management.*

1A. Applicant qualifications.

Management experience: Does the applicant have experience in managing rail investments and Corridor Programs of a similar size and scope to the one proposed in this application?

- Yes - Briefly describe experience (brief project(s) overview, dates)
 No- Briefly describe expected plan to build technical and managerial capacity. Provide reference to Project Management Plan.

Please limit response to 3,000 characters.

Since 2001, NC has invested \$100 million in grade crossing improvements, \$47 million in track improvements, and \$64 million in station improvements with additional ongoing programs budgeted for \$174 million in state funding.

North Carolina Railroad (NCRR) owns 317 miles of track from Morehead City, NC to Charlotte, leased for Norfolk Southern freight services. NS maintains it, including for passenger services up to 90MPH. NCRR's financial situation is strong, with no debt, and revenue exceeding \$20 million annually. NCDOT views the interim expenditures as an investment in the future to obtain in a timely way the necessary equipment for full operations.

NCDOT has an extensive record of successfully planning, designing, constructing and operating major rail projects. The state has made capital and operating investments in rail service since it began supporting Amtrak service in 1994.

Examples include:

- North Carolina Railroad Improvement Project (NCRRIP) - The NCDOT is investing state and federal funds to upgrade tracks and signals in the NCRR corridor. The program includes major track and signal work totaling over \$150 million. Work on NCRRIP began in 2001 and 9 projects totaling over \$30 million have been completed.
- Global TransPark GTP is a large industrial site in Eastern NC. NCDOT is constructing 5.8 miles of new track, including a railway bridge and 10 roadway crossings, to provide rail access for a major manufacturing facility. NCDOT has adopted an ultra-expedited approach to plan, design and construct the line in 3 years. Environmental documentation and FD are being developed concurrently and construction is expected to begin in early 2010, 16 months after project initiation.
- Equipment Procurement & Rehabilitation - NCDOT procures and refurbishes rail locomotives and passenger cars. NCDOT writes the specifications, solicits proposals, awards contracts, manages the work and inspects and tests the vehicles for final acceptance.
- Equipment Maintenance - NCDOT owns the trains used for the Piedmont service. This equipment is maintained at NCDOT maintenance facilities. NCDOT contracts with Herzog to maintain their rail equipment. The NCDOT Rail Operations Manager oversees the equipment maintenance functions performed by the contractor.
- Stations - NCDOT is upgrading all of the stations in the state. Sixteen stations have been renovated and 2 new stations have been built. NCDOT works with the localities to develop attractive station facilities that provide a welcoming gateway to the rail system and serve as key focal points in the communities.

Ultimately, SEHSR will be an extension of existing NC services linking them to Amtrak's NEC HSR services. Convenience, reliability and travel time are three main ingredients for its success. Eventually, SEHSR plus conventional train revenues are expected to handily exceed O&M costs for all state-supported services, per forecasts made by Amtrak.

1B. Describe the organizational approach for the different Corridor Program stages included in this application (e.g., final design, construction), including the roles of staff, contractors and stakeholders in implementing the Corridor

Program. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors. Please limit response to 3,000 characters.

NCDOT is responsible for planning and implementing all modes of transportation in the state. NCDOT was reorganized in 2008 to align its business units along functional lines to make the agency more strategically oriented, accountable, efficient and effective in implementing transportation projects. This new alignment eliminates redundancies and de-layers the organization and focuses the agency on outcomes-based performance.

The Rail Division is responsible for rail programs, including the planning, implementation and operation of passenger service, station improvements, grade crossing safety, industrial access and corridor preservation. The Division has extensive experience in delivering projects both by using its own staff and by hiring and managing contractors. The Rail Division has several rail consulting firms under on-call contracts to insure availability of specialized rail resources. Contractors are available to perform specialized planning and performance analysis studies, final design engineering and construction management.

NCDOT will utilize professional engineering contractor services for FD work. In some cases NCDOT may contract directly with the railroad owners and they will use their own forces to perform the FD work. In either case, NCDOT staff will manage these consultant contracts to ensure that the work is done to meet quality standards on budget and on schedule.

Different project delivery approaches are used to construct projects, depending on the project type. For work on active railroads, NCDOT will contract directly with the owning railroads which will do the work either with their own forces or through force accounts. For projects that are adjacent to, or completely off of an active railroad, NCDOT will procure and manage contractors. Coordination with key stakeholders, including railroads, localities and adjacent property owners is a critical role conducted by NCDOT staff on all projects.

1C. Does any part of the Corridor Program require approval by FRA of a waiver petition from a Federal railroad safety regulation? (Reference to or discussion of potential waiver petitions will not affect FRA's handling or disposition of such waiver petitions).

- YES- If yes, explain and provide a timeline for obtaining the waivers
 NO

Please limit response to 1,500 characters.

1D. Provide a preliminary self-assessment of Corridor Program uncertainties and mitigation strategies (consider funding risk, schedule risk and stakeholder risk). Describe any areas in which the applicant could use technical assistance, best practices, advice or support from others, including FRA. Please limit response to 2,000 characters.

The projects in this application are planned to be completed by 12/2011.

In addition to funding availability, risks include:

- Equipment – NC DOT has managed several highly successful locomotive and coach rebuilds. Meticulous attention to contract development, monitoring, testing and acceptance provide the needed tools to conduct a successful procurement. Networking with other states will allow careful consideration of the financial benefits of economies of scale.
- Material Prices – Volatility in material prices is one aspect of a long-term recession. A mature understanding of material costs and provision of adequate contingencies will contribute to resolving changes.
- Standards – Because the project is based on all existing FRA requirements and industry best practices, success, timing, and cost are not predicated on waivers. This reduces risk.
- Construction Practices – Over the past decade NCDOT has partnered with host railroads to develop and deliver an on-going series of rail construction projects. The plan calls for construction by the host railroad and its subcontractors, augmented by contractors and private engineering firms through contracts with NCDOT. Railroad force accounts and

continuing contracts will be used. This will allow prompt purchase of material and mobilization of labor. Long lead time components will be specified and ordered prior to construction, such as turnouts and signal components.

Recent experience has shown increases in the cost of delivering rail projects, particularly in the area of materials and supplies. NCDOT mitigates this risk by using conservative budget estimates, reasonable contingency limits, and lump sum or not to exceed contracts with established completion dates. The state has demonstrated through its long history of funding rail capital and operating projects its willingness to provide adequate funding to ensure project completion

(2) Stakeholder Agreements Narrative. *Additional information on Stakeholder Agreements is provided in Section 5.1.2.2 of the HSIPR Guidance.*

Under each of the following categories, describe the applicant's progress in developing requisite agreements with key stakeholders. In addition to describing the current status of any such agreements, address the applicant's experience in framing and implementing similar agreements, as well as the specific topics pertaining to each category.

2A. Ownership Agreements – Describe how agreements will be finalized with railroad infrastructure owners listed in the “Right-of-Way Ownership” and “Service Description” tables in Section B. If appropriate, “owner(s)” may also include operator(s) under trackage rights or lease agreements. Describe how the parties will agree on Corridor Program design and scope, benefits, implementation, use of Corridor Program property, maintenance, scheduling, dispatching and operating slots, Corridor Program ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 3,000 characters.*

NCDOT staff has negotiated very successfully with the operating railroads over the past 20 years or more. This success has been based on a thorough understanding of the issues on both sides of the table and the reality of the negotiation process. Our understanding of operating, financing and maintenance issues, among others, is augmented where necessary by experienced consultants that have additional experience dealing with typical and extraordinary railroad issues that are encountered with every project.

NCDOT has solid base agreements in place that deal with the most standard issues among the parties and have a number of site-specific, executed agreements in place that provide for short-term and longer-term items, as well as provide for ways to deal with issues that can develop over time that were not originally anticipated.

North Carolina further invested \$71 million for outstanding shares of the NC Railroad. The state owns 100% of the shares, which promote economic development and to ensure access to the railroad for passenger trains. The master agreement covers commuter, intercity and high speed passenger rail service.

NCRB has granted to NS exclusive freight trackage rights over the lines and properties of NCRB thereby extending to NS the exclusive right to conduct freight operations over its lines and properties, including performance of local freight service on those lines and properties.

NCDOT currently has an executed master agreement with CSXT to establish terms, conditions and responsibilities for designing and constructing passenger projects on CSXT-owned rail corridor.

NC has a contract agreement with Herzog Company to maintain their equipment to FRA standards.

2B. Operating Agreements – Describe the status and contents of agreements with the intended operator(s) listed in “Services” table in the Application Overview section above. Address Corridor Program benefits, operation and financial conditions, statutory conditions, and other relevant topics. *Please limit response to 3,000 characters.*

Amtrak: NCDOT has a contractual agreement with the Amtrak to subsidize the operations of the Carolinian and Piedmont trains. Under this agreement, which is renewed annually, NCDOT is responsible for covering all of the losses incurred in the operation of these trains. NCDOT makes payments to Amtrak one month in advance, and quarterly adjustments are made to reflect actual revenues and fuel costs. As part of the agreement with Amtrak, NCDOT owns and maintains the rail equipment used to operate the Piedmont service between Charlotte and Raleigh. NCDOT has a fleet of refurbished passenger coaches and locomotives which it stores and maintains in Capital Yard in Raleigh.

Norfolk Southern Railway: On July 27, 1999, NCRB and NS entered into a master agreement to provide for NS's continued operations on the NCRB. This agreement gives NS the exclusive right to conduct freight operations over the lines and properties of NCRB including performance of local freight service. NCRB also granted to NS such operating rights on NCRB ROW as will permit continuation of the existing operations of Amtrak service on NCRB. The master agreement has a length of 15 years, with two additional 15 year option periods.

The master agreement provides for prioritization of passenger service in the NCRB corridor. The agreement requires NS

to give priority to scheduled passenger trains over freight trains and provides for a procedure to resolve any disputes about how trains are dispatched. The master agreement expressly permits the operation of trains at speeds up to 90 mph. Trains can operate at speeds faster than 90 mph only if they are on dedicated separate infrastructure on the right of way and dispatched and maintained by a party other than NS.

If any passenger service or any third-party passenger operations are added to the NCR line, the passenger service operator or other third-party passenger operator is required to make and pay for capital improvements on the line adequate to assure that none of NS's capacity, either the capacity NS is currently using or unused capacity that is available to NS, is diminished or disadvantaged.

CSXT: NCDOT has recently developed a master agreement with CSXT which establishes terms, conditions, and responsibilities for designing and constructing passenger rail projects on CSXT.

The master agreements also provide for the implementation of NCDOT's Rail Impact program, a package of improvements designed to increase passenger speeds, while not adversely affecting freight operations.

2C. Selection of Operator – If the proposed operator railroad was not selected competitively, please provide a justification for its selection, including why the selected operator is most qualified, taking into account cost and other quantitative and qualitative factors, and why the selection of the proposed operator will not needlessly increase the cost of the Corridor Program or of the operations that it enables or improves. *Please limit response to 3,000 characters.*

The State of North Carolina has been financially supporting Amtrak service since 1990. Amtrak currently operates three frequencies in the Piedmont Corridor, thus making Amtrak the most efficient choice in providing additional passenger rail service. The State intends to continue to use Amtrak as its HSIPR operator.

As additional service frequencies are offered, Amtrak expects NCDOT to obtain the requisite equipment for additional service. NCDOT intends to acquire the additional motive power, rolling stock, and construct the maintenance and repair facilities necessary to accommodate the additional service.

2D. Other Stakeholder Agreements – Provide relevant information on other stakeholder agreements including State and local governments. *Please limit response to 3,000 characters.*

NCDOT has endeavored to work with all stakeholders who are affected by the introduction of HSIPR. These include: communities owning rail stations, landowners, transit systems, and businesses.

In Charlotte, NCDOT has been working with the city, Charlotte Area Transit System (CATS), and area businesses who are impacted by the ACWR relocation project and the Charlotte Gateway Station project. Charlotte has signed an MOU supporting the roadway closures part of CRISP. With regard to CATS, there is a presentation on October 12 which should result in a Resolution of Support for CRISP.

CATS is very supportive of the CRISP program as it is designed to benefit the introduction of their commuter rail efforts as well as their existing bus service. The City of Charlotte or NCDOT owns the area roads and supports grade separations where they are proposed. The city wholeheartedly supports construction of the Charlotte Gateway station.

Station ownership is mixed with most controlled by the respective city or the state. In all instances license agreements exist between the various parties to permit the existing use and future station improvements. As part of its station program, NCDOT negotiates agreements with localities that govern construction or renovation. These agreements establish partnerships for the capital phase of the projects permitting the state and locality to work together to complete station construction and renovations. The agreements establish the terms for turning over the station to the municipality for ongoing management, operation and maintenance once construction is complete.

Across the corridor NCDOT works with municipalities or other property owners impacted by rail improvements and subsequently enters into a stakeholder agreement. If an agreement is unable to be reached, NCDOT has condemnation powers.

SEHSR Corridor states (VA, NC, GA, FL, SC) executed an MOU to initiate studies on the corridor in 8/1994. NC agreed

to take the lead role with information and financial support coming from the other states. This MOU has served as a foundation for work that has led to a ROD, issued by FRA on 10/2002.

North Carolina and Virginia both passed legislation in 2004 to create the Virginia - North Carolina Interstate High-Speed Rail Compact. The compact consists of five members from VA and five members from NC whose purpose it is to study, coordinate efforts, advocate and secure funding and resources for HSIPR services in the southeast.

2E. Agreements with operators of other types of rail service - Are benefits to non-intercity passenger rail services (e.g., commuter, freight) foreseen? Describe any cost sharing agreements with operators of non-intercity passenger rail service (e.g., commuter, freight). *Please limit response to 3,000 characters.*

As the corridor is improved to accommodate additional high speed passenger train frequencies, capacity on the corridor will increase which will benefit both freight and passenger train operations. Benefits include improved on time performance, safety, efficiency and improved operating speeds.

NCDOT is currently in active discussions with the railroad owners seeking cost sharing agreements; however, the railroads view the capacity improvements as necessary measures to provide HSIRP service and do not consider the improvements to be critical to their network or operations.

Per NCGS directive 136-20, the NCDOT Secretary of Transportation is empowered to assess the net benefits of constructing grade separations and assessing railroad companies up to 10 percent of the project's cost. NCDOT cost-shares with freight railroads on a case by case basis. Where there is a project benefit to both the freight railroad and to NCDOT's rail passenger program, NCDOT endeavors to negotiate cost-sharing. This is accomplished by NCDOT and the benefitting railroad(s) entering into a project agreement which commits the railroad(s) to cost sharing contributions and in-kind services. NCDOT intends to continue using project agreements, more specifically, master agreements and addendums/supplementals, in this regard.

As mentioned in E2D above, CATS is supportive of NCDOT's HSIPR initiative. CATS plans to use a portion of the NCRP corridor for commuter rail service. Cost sharing discussions between NCDOT, NCRP and CATS have occurred and are ongoing.

(3) Financial Information

3A. Capital Funding Sources. Please provide the following information about your funding sources (if applicable).

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding ⁴	Type of Funds	Dollar Amount (millions of \$ YOE)	% of Program Cost	Describe uploaded supporting documentation to help FRA verify funding source
NC State Funds	Existing	Committed	Capital	6.7	22.2	See application attachment
	New	Committed				
	New	Committed				
	New	Committed				

⁴ 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. legislative referendum) to be used to fund the proposed phase 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 CIP or appropriation. 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 phase, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed phase.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed phase but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the phase sponsor's control (e.g., the phase development schedule extends beyond the State Rail Program period).

Planned: This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for State/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

3B. Capital Investment Financial Agreements. Describe any cost sharing contribution the applicant intends to make towards the Corridor Program, including its source, level of commitment, and agreement to cover cost increases or financial shortfalls. Describe the status and nature of any agreements between funding stakeholders that would provide for the applicant's proposed match, including the responsibilities and guarantees undertaken by the parties. Provide a brief description of any in-kind matches that are expected. *Please limit response to 3,000 characters.*

NCDOT has had great success in undertaking projects with the railroads by entering into project agreements, which commit the railroads to cost sharing contributions and in-kind services. NCDOT intends to continue using project agreements, more specifically, master agreements and addendums/supplementals, in this regard. In-kind services such as flagging, engineering design and oversight, etc. may be among the contributions from the railroad. North Carolina will provide in-kind services, including project management and oversight, administrative support, and access to the NCRR.

Concerning project overruns, NCDOT intends to commit to conservative budgeting and lump sum agreements with contractors, thus minimizing potential financial shortfalls. The state has demonstrated through its long history of funding rail capital and operating projects its willingness to provide adequate funding to cover any project shortfalls.

Per NCGS directive 136-20, the NCDOT Secretary of Transportation is empowered to assess the net benefits of constructing grade separations and assessing railroad companies up to 10 percent of the project's cost. NCDOT cost-shares with freight railroads on a case by case basis. Where there is a project benefit to both the freight railroad and to NCDOT's rail passenger program, NCDOT endeavors to negotiate cost-sharing. This is accomplished by NCDOT and the benefitting railroad(s) entering into a project agreement which commits the railroad(s) to cost sharing contributions and in-kind services. NCDOT intends to continue using project agreements, more specifically, master agreements and addendums/supplementals, in this regard.

In its prioritized capital plan, NCDOT identifies all matching funds proposed to be used for each project. NCDOT and NCRR have made contributions to developing this program to the best of their ability. NCDOT will continue to provide administrative oversight of the program and NCRR is required by statute to reinvest in its railroad infrastructure.

3C. Corridor Program Sustainability and Operating Financial Plan.

Please report on the Applicant's projections of future financial requirements to sustain the service by completing the table below (in YOE dollars) and answering the following question. Describe the source, nature, share, and likelihood of each identified funding source that will enable the State to satisfy its projected financial support requirements to sustain the operation of the service addressed in this Corridor Program. *Please limit response to 2,000 characters.*

NC owns the NCRR, which is leased to NS, which in turn maintains it. NCRR's financial position is strong, with no debt and \$20 million in rental income. NCDOT's Operating Financial Plan (OFP) in its Service Development Plan shows the fractional passenger maintenance expense and the capital asset renewal charge (CARC) for the 175 miles used by passenger trains. Since 2001, NC has invested \$200 Million in rail improvements, with future programs budgeted at \$174 Million.

Farebox revenues are projected to cover about 60% of current O&M expenses with the implementation of the 3rd frequency. Some CMAQ funds will be used to offset operating losses. NCDOT views its budgetary support as an investment to build a user- and environmentally-friendly passenger rail system.

SEHSR augments and extends NC services, linking them to Amtrak's NEC. Frequency, convenience, speed and reliability are key variables of the Amtrak Model used by NCDOT to forecast ridership and revenue. When SEHSR comes online, total revenues are expected to exceed O&M costs for all State supported services using conservative yields per passenger mile.

In addition:

- NCDOT will fund operating shortfalls. NCDOT has statutory authority to use State funds to support rail development and a mandate to increase the proportion of the State transportation budget devoted to passenger rail.
- NCDOT has entered into MOU's with NS and CSXT to accomplish mutually beneficial "matches".
- NCDOT can enter into PPP's. Station developments are particularly amenable to these, notably 32 acres that make up

the Charlotte Gateway Station.

- Additionally, the OFP shows a significant positive earnings before interest, taxes, depreciation and amortization, indicating the possibility for a PPP concerning operations.

NC recently sold its second series of Garvee bonds rated AA by Fitch and S&P and As3 by Moodys, allowing NC to capitalize on future transportation revenue to fund current investments.

Note: Please enter supporting projections in the Track 2 Application Supporting Forms, and submit related funding agreements or other documents with the Supporting Materials described in Part G of this Track 2 Application. The numbers entered in this table must agree with analogous numbers in the Supporting Forms.

Funding Requirement (as identified on the Supporting Form)	Baseline Actual-FY 2009 Levels (State operating subsidy for FY 2009 if existing service)	Projected Totals by Year (\$ Millions Year Of Expenditure (YOE)* Dollars - One Decimal)		
		First full year of operation	Fifth full year of operation	Tenth full year of operation
Indicate the Fiscal Year	2009	2011	2015	2020
Surplus/deficit after capital asset renewal charge ⁵		(9.3)	(8.8)	(9.5)
Total Non-FRA sources of funds applicable to the surplus/deficit after capital asset renewal		9.3	8.8	9.5
Funding Requirements for which Available Funds Are Not Identified		0	0	0

* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation.

Note: Data reported in this section should be consistent with the information provided in the Operating and Financial Performance supporting form for this application.

⁵ The “capital asset renewal charge” is an annualized provision for **future** asset replacement, refurbishment, and expansion. It is the annualized equivalent to the “continuing investments” defined in the FRA’s Commercial Feasibility Study of high-speed ground transportation (*High-Speed Ground Transportation for America*, September 1997, available at <http://www.fra.dot.gov/us/content/515> (see pages 5-6 and 5-7).

(4) Financial Management Capacity and Capability – Provide audit results and/or other evidence to describe applicant capability to absorb potential cost overruns, financial shortfalls identified in 3C, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. *Please limit response to 3,000 characters.*

Since 2001, NC has invested \$100 million in grade crossing improvements, \$47 million in track improvements, and \$64 million in station improvements with additional ongoing programs budgeted for \$174 million in state funding.

North Carolina Railroad (NCRR) owns 317 miles of track from Morehead City, NC to Charlotte, leased for Norfolk Southern freight services. NSR maintains it, including for passenger services up to 90MPH. NCRR's financial situation is strong, with no debt, and revenue exceeding \$20 million annually.

NC-supported trains do not yet cover their O&M expenses. As a 3rd and 4th Piedmont frequency are added, fares will ultimately cover about 60% of O&M expenses. Meanwhile, NCDOT views the interim expenditures as an investment in the future to obtain in a timely way the necessary equipment for full operations.

Ultimately, SEHSR will be an extension of existing NC services linking them to Amtrak's NEC HSR services.

Convenience, reliability and travel time are three main ingredients for its success. Eventually, SEHSR plus conventional train revenues are expected to handily exceed O&M costs for all state-supported services, per forecasts made by Amtrak. NC knows the universal truth that no heavy rail passenger service covers infrastructure costs, not France's TGV, nor Japan's Shinkansen, nor can all the funds come from the federal purse.

(5) Timeliness of Corridor Program Completion – Provide the following information on the dates and duration of key activities, if applicable. For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Corridor Program Completion.

Final Design Duration:	18 months
Construction Duration:	39 months
Rolling Stock Acquisition/Refurbishment Duration:	24 months
Service Operations Start date:	03/2010 (mm/yyyy)

(6) If applicable, describe how the Corridor Program will promote domestic manufacturing, supply and industrial development, including furthering United States-based equipment manufacturing and supply industries. *Please limit response to 1,500 characters.*

In general, elements to be constructed now and in the future will generate significant growth in manufacturing supply companies and industrial development across the country. As the service is implemented and ridership grows – substantial growth in equipment manufacturing will also result. In the short term, the elements, as described in this application, will involve a significant variety of materials and other resources. Equipment and materials such as frogs, signal equipment, plates, switches and rail will be purchased from U.S. vendors and supply industries to the greatest extent possible.

Two of the F59 mid-life locomotive rebuilds are proposed and would go out to bid in early 2010. Past history has shown that an American company has been awarded similar bids on contracts awarded on the Piedmont Corridor. (NCDOT is currently under contract to American Motive Power, Dansville, NY to rebuild 3 Piedmont Corridor service locomotives.) There are a number of other U.S.-based companies that would be eligible to bid, as well. These include; NS Altoona; and National Railway Equipment, Paducah, KY.

The equipment described below was previously acquired and all competitive bid process requirements were followed. The two F59 PH locomotives and the GP40H-2 locomotive are being rehabbed by American Motive Power (AMP) under a contract awarded to AMP by NCDOT. Delaware Car Company was awarded a contract by NCDOT to refurbish the 3 cars referred to in this application.

(7) If applicable, describe how the Corridor Program will help develop United States professional railroad engineering, operating, planning and management capacity needed for sustainable IPR development in the United States. Please limit response to 1,500 characters.

The development of the SEHSR Piedmont Corridor 3rd Frequency will lead to the need for additional railroad technicians, civil engineers trained in rail disciplines as well as planners, rail system operators and managers. There is a nationwide shortage within the State DOTs and within the industry itself. Universities are not focusing on rail studies and have not done so in years. Institutional barriers are evident in civil service hiring practices among DOTs – states will need technical support. The American Association of State Highways and Transportation Officials (AASHTO) through its Standing Committee on Rail Transportation (SCORT), chaired by NCDOT's Secretary of Transportation, Gene Conti, is undertaking an effort to develop a national program (working with FRA) to provide states with technical support to begin to address the many workforce development challenges they face today; and to work towards resolving capacity issues the states and the industry will contend with as they prepare, in partnership, to deliver the most robust rail program in the nation's history. This October, with the guidance of SCORT, AASHTO expects to amend its 5 year Strategic Plan to include 2 Goals related to this issue: 1. Promote the development of a National High Speed and Intercity Passenger Rail Network and 2. Develop technical services to support state rail programs for freight and high speed and intercity passenger rail.

Corridor Program Name: NC T2.1 - SEHSR - Piedmont 3rd Frequency Date of Submission: 10/02/09 Version Number: C

F. Additional Information

- (1) **Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing** (e.g., Section E, Question 1B). *This section is optional.*

B3: It is NCDOT's policy to aggressively seek match dollars to leverage all federal funds including the ARRA dollars we are requesting currently. NCDOT will continue to actively pursue, state, local and private match in this vein. For example, NCDOT just completed negotiations with the NCRP whereby NCRP has committed \$13 million in additional match to complete the double-tracking of the NS mainline (the P Line) between Greensboro and Charlotte. This match commitment was obtained on 10/1/2009 after the production deadline for completing the FRA required financial forms for this application.

Corridor Program Name: NC T2.1 - SEHSR - Piedmont 3rd Frequency Date of Submission: 10/02/09 Version Number: C

G.Summary of Application Materials

Note: In addition to the requirements listed below, applicants must comply with all requirements set forth in the HSIPR Guidance and all applicable Federal laws and regulations, including the American Recovery and Reinvestment Act of 2009 (ARRA) and the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Application Forms	Required for Corridor Programs	Required for Projects [See Note Below]	Reference	Comments
<input type="checkbox"/> This Application Form	✓		HSIPR Guidance Section 4.3.3.3	
<input type="checkbox"/> Corridor Service Overview (Same Corridor Service Overview may be used for multiple applications)	✓		HSIPR Guidance Section 4.3.3.3	
Supporting Forms (Forms are provided by FRA on Grant Solutions and the FRA website)	Required for Corridor Programs	Required for Projects [See Note Below]	Reference	Comments
<input type="checkbox"/> General Info	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
<input type="checkbox"/> Detailed Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
<input type="checkbox"/> Annual Capital Cost Budget	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form
<input type="checkbox"/> Operating and Financial Performance and Any Related Financial Forms	✓		HSIPR Guidance Section 5.3.5	FRA Excel Form
<input type="checkbox"/> Program or Project Schedule	✓	✓	HSIPR Guidance Section 4.3.5	FRA Excel Form

Supporting Documents <i>(Documents to be generated and provided by the applicant)</i>	Required for Corridor Programs	Required for Projects [See Note Below]	Reference	Comments
<input type="checkbox"/> Map of Corridor Service	✓		Corridor Service Overview Question B.2	
<input type="checkbox"/> Service Development Plan	✓		HSIPR Guidance Section 1.6.2	
<input type="checkbox"/> “Service” NEPA	✓		HSIPR Guidance Section 1.6.2	
<input type="checkbox"/> Project Management Plan	✓		HSIPR Guidance Section 4.3.3.2	
<input type="checkbox"/> “Project” NEPA (Required before obligation of funds)		✓	HSIPR Guidance Section 1.6.2	
<input type="checkbox"/> PE Materials	✓	✓	HSIPR Guidance Section 1.6.2	
<input type="checkbox"/> Stakeholder Agreements	✓	✓	HSIPR Guidance Section 4.3.3.2	
<input type="checkbox"/> Financial Plan	✓	✓	HSIPR Guidance Section 4.3.3.2	
<input type="checkbox"/> Job Creation	✓	✓	HSIPR Guidance Section 1.6.2	
Standard Forms <i>(Can be found on the FRA website and www.forms.gov)</i>	Required for Corridor Programs	Required for Projects [See Note Below]	Reference	Comments

<input type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Form
<input type="checkbox"/> SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
<input type="checkbox"/> SF 424D: Assurances-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
<input type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	Form
<p>Note: Items checked under “Corridor Programs” are required at the time of submission of this Track 2 Corridor Programs application. Items checked under “Projects” are optional at the time of submission of this Track 2 Corridor Programs application, but required prior to FD/Construction grant award.</p>				

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.