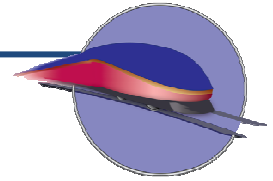


Project Name: NC3.1b SEHSR - Raleigh to Richmond & Enabling Fac. Date of Submission: Aug 24 Version Number: L

High Speed Intercity Passenger Rail (HSIPR) Program

Application Form



Track 1b-PE/NEPA

Welcome to the Track 1b – Preliminary Engineering (PE)/National Environmental Protection Act (NEPA) Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1b-PE/NEPA are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application as well as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at HSIPR@dot.fra.gov.

Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 1b project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your PE/NEPA Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to www.GrantSolutions.gov by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: HSIPR@dot.gov

A. Point of Contact and Application Information

| | | | | |
|---|-------------------------|---|---------------------------|---|
| (1) Application Point of Contact (POC) Name: Patrick Simmons | | POC Title: Director, Rail Division, NCDOT | | |
| Street Address: 1 South Wilmington Street | City: Raleigh | State: North Carolina | Zip Code: 27601 | Telephone Number: (919) 733-7245 ext. 263 |
| Fax: (919) 715-6580 | | Email: pbsimmons@ncdot.gov | | |
| (2) Name of lead State or organization applying: NCDOT | | | | |
| (3) Name(s) of additional States and/or organizations applying in this group (if applicable): Virginia Department of Rail and Public Transportation, Virginia Department of Transportation | | | | |

(4) Is this PE/NEPA Project related to additional applications for HSIPR funding (under this track or other tracks)?

Yes No Maybe

If “Yes” or “Maybe” provide the following information:

| Other Program/Project Name | Lead Applicant | Track | Total HSIPR Funding Requested (if known) | Status of Application |
|--|----------------|----------------------------|--|-----------------------|
| NC 5.1a SEHSR ■ Stations | NCDOT | Track 1a - FD/Construction | \$7.58 M | Applied |
| NC 6.1a ■ Congestion Mitigation | NCDOT | Track 1a - FD/Construction | \$26.56 M | Applied |
| NC 7.3 ■ WNC/SENC Intercity Passenger Service Expansions | NCDOT | Track 3 | \$3.04 M | Applied |
| NC 8.1a SEHSR ■ Other Speed & Safety Improvements | NCDOT | Track 1a - FD/Construction | \$5.78 M | Applied |
| NC 12.1a SEHSR ■ Current Nds & 3 rd Fqy | NCDOT | Track 1a - FD/Construction | \$22.85 M | Applied |
| NC 13.2 SEHSR Corridor | NCDOT | Track 2 | \$3.8 B (est) | Will Apply |

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B. Project Overview

(1) **PE/NEPA Project Name:** NC3.1b SEHSR - Raleigh to Richmond & Enabling Fac.

(2) **Indicate the activity(ies) for which you are applying:**

Preliminary Engineering (PE) NEPA site-specific

(3) **What are the anticipated start and end dates for this PE/NEPA Project? (mm/yyyy)**

Start Date: Upon notice to proceed

End Date: 12/2010 for FEIS and ROD

(4) **PE/NEPA Project Narrative.** Please limit response to 4,000 characters.

Describe the PE/NEPA activities that would be completed with HSIPR Track 1 funding through this application. Include the design studies and the resulting project documents for PE activities. For NEPA activities, address the technical and field studies that would be completed and documents that would be prepared, including:

- Project component studies
- PE/NEPA tasks / milestones
- Preparation of documents

Describe the agency and public involvement approach including key activities and objectives (including permitting actions). Address the coordination plan with affected railroads and right-of-way owners.

A Tier I EIS has been completed for this project with a Record of Decision (ROD) in place. (Most of the reference documents have been attached to this application. For those not attached, please go to <http://bytrain.org/fra>). It is critically important that NCDOT begin the environmental and survey work required as soon as possible to acquire this right-of-way for implementation of SEHSR. Time is of the essence and NCDOT desires to begin this phase as rapidly as possible. The components of this project included in this application include:

- Complete the Final EIS and ROD for Richmond to Raleigh.
- Gather base data to begin Final Design for the Richmond to Raleigh Preferred Corridor which includes designs for construction of track, structures, signals, grade separations and roadway adjustments.

The incremental HSR approach reduces the potential for environmental impacts by maximizing the use of the existing infrastructure and right of way. By using a tiered approach, the overall program concept is examined, allowing the opportunity to best minimize potential environmental impacts while meeting the project purpose and need. During the Tier II efforts, detailed agency coordination will take place including securing permits following environmental documentation. The Tier II environmental documents will provide a more precise and detailed environmental impact analysis, which will evaluate specific segments of the preferred alternative with additional research, coordination and field surveys. Reduced buffer widths and avoidance/minimization activities will be identified during the Tier II process and are expected to substantially lower potential impacts for the preferred alternative.

The actions for implementing HSR in the SEHSR corridor would each receive the appropriate level of environmental documentation during the Tier II process.

Detailed noise and vibration studies would be done to identify mitigation needs. Potential mitigation techniques range from noise walls and ballast pads to quiet zones.

Best Management Practices would be used in the planning, design and construction stages. Detailed field studies, coupled with completion of Endangered Species Act (Section 7) consultations, along with completion of the Section 106 process of the National Historic Preservation Act, would help ensure the avoidance and reduction of potential impacts to natural and cultural resources.

The very effective communication process will continue with the regulatory and resource agencies that were initiated during

the Tier I phase. This process will encourage input from the agencies to help guide the planning, design and construction in a way that would minimize potential negative impacts. This same communication process includes the local communities along the preferred alternative. Their continued input would be critical in reducing potential impacts to the human environment to the maximum extent practicable.

During the detailed Tier II studies, mitigation plans would be developed as appropriate for unavoidable impacts in concert with the regulatory and resource agencies and local communities.

(5) Status of Activities: In the following table, please indicate the status of planning studies/documentation supporting your planned investment. Indicate the status and key dates for each applicable activity as noted in Appendix 2 of the HSIPR Guidance.

| | Select <u>One</u> of the Following: | | | | Provide Dates for all activities: | |
|--|-------------------------------------|--------------------------|-------------------------------------|--------------------------|---|---|
| | N/A | No study exists | Study Initiated | Study Completed | Actual or Anticipated Initiation Date (mm/yyyy) | Actual or Anticipated Completion Date (mm/yyyy) |
| Activities/Documents | | | | | | |
| Environmental Studies | | | | | | |
| Final NEPA Document (Categorical Exclusion (CE) documentation, Environmental Assessment (EA), or Environmental Impact Statement (EIS)) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | 12/2009 |
| Historic and Cultural Resource Studies | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | 12/2009 |
| Biological Surveys and Assessment | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | 12/2009 |
| Wetlands Delineation and Hydrology Studies | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | 12/2009 |
| Community Impact Assessment | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | 12/2009 |
| Traffic Impact Studies | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | 12/2009 |
| Air Emission Studies | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | 12/2009 |
| Noise and Vibration Studies | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | 12/2009 |
| Preliminary Engineering | | | | | | |
| Capital Cost Estimates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Travel Demand Forecasting | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Operations Analysis | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Operations & Maintenance Cost Estimates | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |

| | | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|--|--|
| System Safety Program Plan and Collision/derailment Hazard Analysis | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Engineering Studies - specify in space below: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Design Drawings | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Project Management Plan | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Other: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |

(6) Planned Investment. Please limit response to 4,000 characters.

Provide an overview of the main features of the planned investment that is the subject of the PE/NEPA Project including a brief description of:

- The location of the planned investment, including name of rail line(s), State(s), and relevant jurisdiction(s) (*upload map if applicable*).
- Identification of existing service(s) that would benefit from the project, the cities/stations that would be served, and the state(s) where the service operates.
- How the planned investment was identified through a planning process and how it is consistent with an overall plan for developing High-Speed Rail/Intercity Passenger Rail service.
- How the project will fulfill a specific purpose and need in a cost-effective manner.
- The existing and planned intercity passenger rail service(s).
- The project's independent utility.
- The specific improvements contemplated.
- 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 planned investment.

The proposed project is currently on the NCDOT TIP and includes two elements consisting of Tier II NEPA documentation. A map of the proposed improvements is included as part of this application.

The Tier II documentation and ROD process will begin as soon as practicable, ultimately leading to final design and construction of the passenger rail corridor. If the corridor is purchased and assembled it is possible that freight railroads would desire to use this corridor to offer premium service in the future.

(7) Indicate the expected service objectives (*check all that apply*):

- | | |
|---|---|
| <input type="checkbox"/> Additional Service Frequencies | <input type="checkbox"/> Improved On-Time performance on Existing Route |
| <input type="checkbox"/> Service Quality Improvements | <input type="checkbox"/> Increased Average Speeds/Shorter Trip Times |
| <input checked="" type="checkbox"/> Other (<i>Please Describe</i>): Environmental and engineering are critical to developing the SEHSR corridor and will lead to additional new service and increased average speeds. | |

(8) Indicate the type of expected capital investments to be included in the planned investment (*check all that apply*):

- | | |
|---|--|
| <input type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Acquisition |
| <input type="checkbox"/> Track Rehabilitation | <input type="checkbox"/> Support Facilities (Yards, Shops, Admin. Buildings) |
| <input type="checkbox"/> Major Interlockings | <input type="checkbox"/> Grade Crossing Improvements |
| <input type="checkbox"/> Station(s) | <input type="checkbox"/> Electric Traction |
| <input type="checkbox"/> Communication, Signaling and Control | <input checked="" type="checkbox"/> Other (<i>Please Describe</i>): Completion of Tier II NEPA, survey and data collection for final design of preferred corridor. |
| <input type="checkbox"/> Rolling Stock Refurbishments | |

(9) Total Cost of PE/NEPA Project: (Year of Expenditure (YOE) Dollars*) \$ 14,139,258

Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars)** \$ 10,139,258

Indicate the percentage of total cost to be covered by matching funds: % 28

* 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.

(10) Right-of-Way Owner(s): Provide the status of agreements with railroad(s) that own the right-of-way. If appropriate, "owner(s)" may also include operator(s) under track age rights or lease agreements. *If more than two railroads, please detail in "Additional Information" in Section F of this application.*

Railroad owner 1 (Name):

CSXT

Status of railroad owner 1 (*Click on the appropriate option from the dropdown menu shaded in gray*):

Preliminary executed agreement/MOU

Railroad owner 2 (Name):

Status of railroad owner 2 (*Click on the appropriate option from the dropdown menu shaded in gray*):

No host railroad involved

(11) Intercity Passenger Rail Operator: If applicable, provide the status of agreement(s) with partner(s) that will operate the benefiting planned High-Speed Rail/Intercity Passenger Rail services after completion of the planned investment (e.g., Amtrak). *Click on the appropriate option from the dropdown menu shaded in gray.*

Name of Operating Partner: Amtrak

Status of Agreement: Preliminary executed agreement/MOU

(12) Benefits to Other Types of Rail Service: If benefits to non-intercity passenger rail services are foreseen from the planned investment, please briefly describe those agreements and provide details on their status if applicable. *Please limit response to 1,000 characters.*

There is no non-intercity service in this project area.

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C. Eligibility Information

(1) **Select applicant type**, as defined in Appendix 1.1 of the HSIPR Guidance (*check the appropriate box from the list*):

- State
 Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

- Group of States
 Interstate Compact
 Public Agency established by one or more States
 Amtrak in cooperation with one or more States

D. Public Return on Investment

(1) **Transportation Project Benefits.** *Please limit response to 2,000 characters.*

Describe the transportation benefits that are anticipated to result from the planned investment for which you are conducting PE/NEPA, including the extent to which the planned investment may be expected to:

- Lead to benefits for Intercity Passenger Rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Provide benefits to other modes of transportation, including benefits to Commuter Rail Services, Freight Rail Service, and Highway and Air Congestion Reduction and Delay or Avoidance of Planned Investments

The project proposes environmental and engineering work on the CSXT "S-line" between Raleigh NC and Richmond VA. The project will lead to transportation benefits that would extend all along the length of the East Coast and beyond. The success of this application is crucial to the eventual completion of the federally designated SEHSR Corridor and its natural connection to the Northeast Corridor (NEC). Intercity passenger rail would become a real option for travelers along the entire East Coast. Improved frequencies would make opportunities to choose passenger rail accessible to more riders. Higher speeds would be more readily attainable because the corridor to be purchased is underutilized and will not face the rail congestion and bottleneck issues encountered on the CSXT "A-line". Service would be more reliable, travel time shorter, and ridership would grow. Passenger trains traversing the "S-line" will experience a shorter trip by 31 miles compared to the current "A-line." Construction of this line will enable speeds of 110MPH and service would be extended to rural areas in both Virginia and North Carolina.

The benefits to other transportation modes should also be far reaching as this segment of the corridor develops. Highways should be less congested, truck traffic relieved, freight trains will operate more efficiently as a result of improved operational efficiency by the passenger trains and higher speeds for both modes. Better choices for passenger rail transportation from city to city should also provide relief to over crowded air space. The benefits of freeing up this 168-mile corridor are consistent with the intent of NCDOT, the States of the SEHSR and the Administration.

(2) **Environmental Project Benefits Narrative.** *Please limit response to 1,000 characters.*

Describe the intended contribution of the planned investment for which you are conducting PE/NEPA towards improved environmental quality, energy efficiency and reduction in the dependence on oil.

The environmental benefits of utilizing the Right-of-Way for the 168 mile segment will be far reaching. Utilization of the existing corridor will help to avoid environmental concerns associated with acquiring any new rail Right-of-Way.

This project is projected to increase ridership on this line by providing greater frequencies of service. Assuming that most of the increases in ridership will come from trips that would have otherwise been made by auto, significant environmental benefits will be realized. Amtrak service currently utilizes 2,516 BTUs of energy to provide each passenger mile of transportation. This is significantly less than the 3,514 BTUs of energy for each passenger mile of auto travel. In addition to the energy savings created by the increased ridership, greenhouse gas emissions will also decline. Each passenger mile travelled on Amtrak releases 0.14 fewer pounds of carbon dioxide than a passenger mile of auto travel.

(3) Livable Communities Project Benefits Narrative. *Please limit response to 3,000 characters.*

Describe the anticipated benefits of the planned investment for which you are conducting PE/NEPA for fostering and promoting Livable Communities, and include information on the following:

- Integration with existing high density, livable development (including relevant details on livable development (e.g., central business districts with walking and public transportation distribution networks with transit oriented development)).
- Development of intermodal stations with direct transfers to other transportation 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 as energy costs rise, the need for viable transportation choices and multi-modal connectivity will grow in importance. This project will extend passenger rail service to rural areas of Virginia and North Carolina.

NCDOT promotes "livable communities" in other innovative ways such as; promoting community activity within the confines of the stations as well as in the surrounding areas. One such example is NCDOT's unique Station Host Program. The program has adopted stations in Charlotte and Raleigh and will expand statewide as the program matures. This program is designed to assist passengers with travel questions and information during time spent at the train station. Station hosts complement the jobs of station agents and NCDOT Station Attendants. These hosts' help visitors feel comfortable by providing a "station experience" and by providing helpful local information before passenger's board and after passengers detrain. They make the passengers feel a part of the community. As this segment develops, programs like the Station Host program would likely continue and expand to bring these communities together along the areas served by the new service.

Major community centers all along the corridor will become more accessible and North Carolina will become more connected. Cultural centers and tourism will grow as more frequencies become available and more destinations become accessible to passengers. As seen in its station restoration program, North Carolina is a state with a tremendous history and a state which values and preserves its history.

(4) Economic Recovery Benefits. *Please limit response to 2,000 characters.*

Estimate the benefit that the PE/NEPA Project and the planned investment for which you are conducting PE/NEPA will make towards economic recovery and reinvestment, including information on the following:

- How both the PE/NEPA Project and the planned investment will result in the creation and preservation of jobs (including number of onsite and other direct jobs (on a 2080 work-hour per year, full-time equivalent basis). Include a timeline for the anticipated job creation, specifying which jobs would be created for the PE/NEPA studies and an estimate for the planned investment (consider the construction period and operating period).
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits) and describe, if applicable, how the project was identified as a solution to a wider economic challenge.
- If applicable, how the project will help to avoid reductions in State-provided essential services.

Overall, 128 jobs will be created or preserved in the Raleigh-Cary, NC metro area, 64 each in 2010 and 2011. Another 96 jobs will be created or preserved in the Richmond, VA (includes Petersburg, VA) metro area, 48 each in 2010 and 2011.

These estimates include those hired directly to do the surveying and EIS work, and those jobs that are supported by the spending of the planning employees. The division between direct surveying and EIS employment and jobs supported elsewhere in the Raleigh-Cary and Richmond economies is as follows: For Raleigh-Cary the estimate is 31 jobs directly in surveying/EIS work and 33 jobs created or preserved elsewhere in the metro area for a total of 64 jobs each year. For Richmond, the estimated division is 21 jobs directly in surveying / EIS work and 27 preserved or created elsewhere in the economy as spending circulates through the economy for a total of 48 jobs each year.

Longer term jobs would include: service jobs; increased employment on the railroads - due to increased frequencies of service - both passenger and freight. Station attendees will increase, as will ticketing agents and management personnel. Material and supply companies will need additional employees to accommodate orders as the program grows. Even sign companies and traffic signaling firms will need to accommodate capacity increases as the corridor begins to develop. Each project that North Carolina proposes in relation to the Piedmont Corridor and the SEHSR corridor and, in this case, the Atlantic Coast Corridor, is interconnected to the "big picture" of achieving a safe, sound, efficient and sustainable multimodal transportation system that will help to drive the economy and enhance the environment while providing real transportation choices for the traveling public.

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E. Project Success Factors

(1) Project Management Approach and Applicant Qualifications. *Please limit response to 3,000 characters.*

Describe qualifications of the applicant and its key partners for undertaking the PE/NEPA Project, include the following information:

- Management Experience – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- Financial Management Capacity and Capability– provide relevant information on capability to absorb potential planning project cost overruns.
- Risk Assessment – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

NCDOT has a proven record of successfully managing high speed rail PE and NEPA work. NCDOT conducted the SEHSR Tier I EIS which received a ROD from the FRA and the FHWA October 2002. NCDOT is currently managing the PE and Tier II EIS for the Raleigh to Richmond portion of the SEHSR corridor. The VA Dept. of Rail and Public Transportation (DRPT) is participating in the project, but NCDOT is leading the entire effort even though half the corridor is in Virginia.

Work on the Tier II EIS began in 2003 and the final document will be completed in 2010. Currently NCDOT is completing the roadway designs in North Carolina, and doing more detailed environmental analysis and rail/roadway designs in the Richmond to Petersburg section. The funding requesting in this Track 1b application is for the completion of the Final EIS and the collection of data necessary to initiate Final Design.

NCDOT has an extensive organization in place to complete this Tier II EIS. The NCDOT project manager is an experienced environmental professional who has been in charge of this project since its inception in 1999. NCDOT uses a combination of its own rail engineering staff and contracted consultant firms to conduct the study. NCDOT is managing the overall process, and NCDOT engineers are doing the railroad design and also leading the public outreach elements of the study. Consulting firms have been conducting the environmental investigations and doing the roadway design for the numerous grade separations and road realignments on the corridor. A copy of the organization chart for the current study is attached. This organization will be utilized for the continuation of the PE and NEPA work funded under this grant.

NCDOT has demonstrated its ability to control the budget for the Tier II EIS work and to absorb cost overruns. The scope of the Tier II EIS has been expanded several times. In 2007 the northern terminus of the study was extending from Petersburg to Richmond Main St. Station. In response to input provided by localities and pedestrian and cycling interest groups, the EIS was also expanded in 2007 to include an analysis of the feasibility of constructing a trail parallel to the corridor. In both cases NCDOT and DRPT provided the funding necessary for the additional work. Both states have demonstrated that this project is a very high priority, and they are committed to insuring that adequate funds are available to complete the work.

NCDOT has demonstrated its ability to limit uncertainties within the planning process for the SEHSR Tier II EIS. By working with the resource agencies, local governments and the public early on in the process, NCDOT has been able to identify and address potential risks. The NCDOT staff and consultant team has demonstrated its ability to be flexible and proactive in responding to issues while maintaining the overall schedule and budget.

(2) Funding Sources: In the following table, please provide the requested information about your funding sources (*if applicable*)

| Non FRA Funding Sources | New or Existing Funding Source? | Status of Funding ¹ | Type of Funds | Dollar Amount (YOE \$) | % of Total Project Cost | Describe any uploaded supporting documentation to help FRA verify funding source |
|-------------------------|---------------------------------|--------------------------------|---------------|------------------------|-------------------------|--|
| NCDOT | | | Capital | \$1,600,000 | 11% | |
| State of Virginia | | | Capital | \$2,400,000 | 17% | Most of the reference documents have been attached to this application. For those not attached, please go to http://bytrain.org/fra |
| | | | | | | |
| | | | | | | |

(3) Project Implementation Narrative. *Please limit response to 1,000 characters.*

Provide a preliminary self-assessment of PE/NEPA Project uncertainties and mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk). Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

NCDOT has demonstrated its ability to limit uncertainties within the planning process for the SEHSR Tier II EIS. By working with the resource agencies, local governments and the public early on in the process, NCDOT has been able to identify and address potential risks. The NCDOT staff and consultant team has demonstrated its ability to be flexible and proactive in responding to issues while maintaining the overall schedule and budget.

(4) Timeliness of Project Completion. *Please limit response to 1,000 characters.*

Describe the extent to which the PE/NEPA Project will lead to future project and/or Service Development Program applications for Tracks 1 FD/Construction and Track 2 Programs.

The work on the CSXT-owned ROW between Petersburg, VA and Raleigh, NC (PE/NEPA) is critical to the development of the federally designated SEHSR Corridor. The corridor is a natural extension of the NEC. With the provision of passenger rail service in this corridor, the entire US East Coast will benefit.

This effort will provide the foundation to allow NCDOT the ability to preserve, maintain and protect this strategic public asset ultimately providing fully operational high speed rail service.

¹ Reference Notes: The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (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 project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted 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 project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

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

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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 D, Question 3). This section is optional.

Other information required by FRA for this application including the NCDOT Project Management Plan, Financial Plan, etc. are attached to this application document. For those not attached, please go to <http://bytrain.org/fra>.

B9: This application template identifies two discrete projects as discussed in the NC3.1b project narrative. These two projects are a high priority in establishing the entire SEHSR corridor within the current program schedule that will provide expanded service by 2017.

Regarding the two components of this application (SEHSR - FEIS and ROD for Raleigh to Richmond line; Survey and data collection for the Raleigh to Richmond Preferred Corridor), the costs are as follows:

| | |
|-----------------------------|--|
| FEIS and ROD: | \$4,000,000 (continues and completes environmental documentation agreement among FRA, FHWA, Virginia and North Carolina) |
| Survey and Data Collection: | \$10,000,000.00 (preparatory are necessary in order to undertake final design) |

A \$4,000,000 match is being committed for this project.

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G.Summary of Application Materials

| Program Forms | Required | Optional | Reference | Description | Format |
|---|----------|----------|--------------------------------|--|--------|
| <input type="checkbox"/> Application Form | ✓ | | HSIPR Guidance Section 4.3.3.3 | This document to be submitted through <i>GrantSolutions</i> . | Form |
| Supporting Documentation | Required | Optional | Reference | Description | Format |
| <input type="checkbox"/> Planned Investment map | | ✓ | Application Question B.6 | Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> . | None |
| Standard Forms | Required | Optional | Reference | Description | Format |
| <input type="checkbox"/> SF 424: Application for Federal Assistance | ✓ | | HSIPR Guidance Section 4.3.3.3 | Please submit through <i>GrantSolutions</i> | Form |
| <input type="checkbox"/> SF 424A: Budget Information-Non Construction | ✓ | | HSIPR Guidance Section 4.3.3.3 | Please submit through <i>GrantSolutions</i> | Form |
| <input type="checkbox"/> SF 424B: Assurances-Non Construction | ✓ | | HSIPR Guidance Section 4.3.3.3 | Please submit through <i>GrantSolutions</i> | Form |
| <input type="checkbox"/> FRA Assurances Document | ✓ | | HSIPR Guidance Section 4.3.3.3 | May be obtained from FRA's website at http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> . | Form |

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