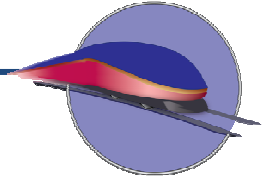


Project Name: NC6.1a - Congestion Mitigation Date of Submission: Aug 24 Version Number: L

High-Speed Intercity Passenger Rail (HSIPR) Program

Application Form



Track 1a–Final Design (FD)/Construction

& Track 4–FY 2009 Appropriations Projects

Welcome to the Track 1a Final Design (FD)/Construction and Track 4 Application for the Federal Railroad Administration’s High-Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 1a FD/Construction and/or Track 4 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and 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.gov.

Instructions:

- Please complete the HSIPR Application electronically. See Section G for a complete list of the required application materials.
- 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 1a and/or Track 4 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 FD/Construction Project, please indicate “N/A.”
- Narrative questions should be answered concisely within the limitations indicated.
- Applicants must upload this completed application and all other application materials 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 Applicant 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		

Name of lead State or organization applying (*only States may apply for Track 4*): NCDOT

(2) Name(s) of additional States and/or organizations applying in this group (*if applicable*): N/A

(3) Is this project for which you are applying for HSIPR funding related or linked to additional applications for HSIPR funding that may be submitted in this or subsequent rounds of funding? Yes No Maybe
If “yes” or “maybe,” provide the following information:

Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Proposed (<i>if known</i>)	Status of Application
NC 3.1b SEHSR █ Raleigh to Richmond & Enabling Facility	NCDOT	Track 1b - PE/NEPA	\$10.14 M	Applied
NC 5.1a SEHSR █ Stations	NCDOT	Track 1a - FD/Construction	\$7.58 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 Fq'y	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

<p>(1) FD/Construction Project Name: NC6.1a - Congestion Mitigation</p>
<p>(2) Indicate the Track under which you are applying: Track 1a - FD/Construction <i>Please note if you are applying for Track 1a–FD/Construction and Track 4 <u>concurrently</u>, you must submit two separate versions of this application into www.GrantSolutions.gov (one for Track 1a –FD/Construction and one for Track 4–FY 2009 Appropriations Projects).</i></p>
<p>(3) Indicate the activity(ies) for which you are applying (check both if applicable): <input type="checkbox"/> Final Design <input checked="" type="checkbox"/> Construction</p>
<p>(4) What are the anticipated start and end dates for the FD/Construction Project? (mm/yyyy) Start Date: Upon notice to proceed End Date: Within two years of NTP</p>
<p>(5) Total Cost of the FD/Construction Project (year of expenditure (YOE) Dollars*): \$ 26,560,839.18</p> <p>Please provide proposed inflation assumptions and methodology, if applicable in the space below. Please limit response to 1,000 characters.</p> <p>The ARRA Application Templates/Forms require the calculation of YOE dollars. Estimated rates of inflation from current year dollars to future year dollars need to be calculated, derived or otherwise obtained. OMB circular A-94 (“Guidelines and Discount Rates for Benefit-Cost Analysis of Federal Programs”) does provide guidance, while allowing that “Analysts should avoid having to make an assumption about the general rate of inflation whenever possible”. The guidance then recommends the use of the current Gross Domestic Product deflator. These values are contained in Table 10.1 on the OMB website and provide values through FY 2014 and historic values dating back to 1940.</p> <p>Therefore, the OMB tabulated values are used. Specifically, the “Direct Capital - Nondefense” column was applied. The projects included as part of this application totaled \$26,317,167.50 in base year dollars.</p> <p>Of the total cost of the FD/Construction Project, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 26,560,839.18</p> <p>Indicate percentage of total cost to be covered by <u>matching funds</u> 0% <i>Applications submitted under Track 4 require at least a 50 percent non-Federal match to be eligible for HSIPR funding.</i></p> <p><small>* Year-of-Expenditure (YOE) dollars are inflated from the base year. ** This is the amount for which the applicant is applying.</small></p>
<p>(6) Project Overview Narrative. Please limit response to 5,000 characters.</p> <p>Provide an overview of the main features and characteristics of the FD/Construction Project, including:</p> <ul style="list-style-type: none"> • The location of the project including name of rail line(s), State(s), and relevant jurisdiction(s) (include map if available in supporting documentation). • Identification of service(s) that would benefit from the project, the stations that would be served, and the State(s) where the service operates. • How the project was identified through a planning process and how the project 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 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

project.

This project involves four discrete sub-projects all within the state of North Carolina. The project includes the design and construction of universal crossovers at the following locations:

- * North Carolina Railroad (NCRR) Milepost H 71-79 between Fetner and Boylan (near Powell Dr.) on CSXT's "S-line" MP 160.5-164.8
- * At CSXT "A-Line" Milepost A 86.4
- * At CSXT "A-Line" Milepost A 101.0
- * At CSXT "A-Line" Milepost A 115.9.

The FRA's Technical Monograph: Transportation Planning for the Richmond - Charlotte Railroad Corridor, January 2004, specifically referred to the Powell Drive crossover saying, "there is no interlocking between Fetner and Boylan - a distinct handicap in this area of special complexity." (www.fra.dot.gov/downloads/RRDev/rich_vol_1.pdf) (page 6-22). Like all the crossover projects, the Powell project will allow for meets and passing of trains which will improve operational efficiency, enhance reliability and reduce travel time. Powell, in particular, would directly affect three Amtrak routes on the CSXT "S-Line" including: the Carolinian, Piedmont, and the Silver Star. Piedmont service on the NCRR between Cary and Raleigh will also benefit. (A map of the proposed projects is attached to this application.) CSXT also provides rail freight service on this portion of its "S-line" corridor. The three CSXT "A-Line" crossovers will also improve operational efficiency, enhance reliability, and reduce travel time on CSXT's north-south main line. Passenger trains directly affected include the Carolinian, Silver Star, Silver Meteor, Palmetto, and Auto Train.

Overall improvements are expected to improve safety, increase speed and on-time performance. The project is consistent with previous feasibility studies performed by NCDOT and its federal partners in developing SEHSR through an incremental approach. Such an approach can minimize potential impacts to the environment by using the existing railroad tracks and rail rights-of-way. The incremental approach also generally requires less capital investment (because the right-of-way already exists), and therefore costs less to build. The upgrades to these existing crossovers would accommodate higher passenger train speeds, increase the capacity of the railroad to handle additional freight rail traffic, as well as conventional passenger service. Each crossover has independent utility and will provide for capacity and average speed improvements.

(7) Status of Activities: Are any FD or Construction activities that are part of this planned investment underway or completed?

- Yes (Final Design) Yes (Construction) No

If "Yes," please describe the activities that are underway or completed in the table below.¹ If more than three activities, please detail in Section F of this application.

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

(8) Describe the project service objectives (check all that apply):

¹ Please note: (a) requests for reimbursement of costs incurred prior to enactment of the relevant appropriations will not be considered and (b) supporting documentation for activities may also be required as noted in Appendix 2 of the HSIPR Guidance.

- Additional Service Frequencies
- Improved Service Quality
- Improved On-Time Performance on Existing Route
- Increased Average Speeds/Shorter Trip Times
- Other (Please Describe):

(9) Types of capital investments contemplated (check all that apply):

- Structures (bridges, tunnels, etc.)
- Track Rehabilitation
- New or restored sidings/passing tracks
- Major Interlockings
- Station(s)
- Communication, Signaling and Control
- Rolling Stock Refurbishments
- Rolling Stock Acquisition
- Support Facilities (Yards, Shops, Admin. Buildings)
- Grade Crossing Improvements
- Electric Traction
- Other (Please Describe):

(10) Right-of-Way-Ownership. Provide information for all railroad right-of-way owners in the FD/Construction Project 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 Company	0.5	1.0	Master Agreement in Place
Class 1 Freight	CSXT	1.5	3.0	Master Agreement in Place
Other/Special				Master Agreement in Place

(11) Services. Provide information for all existing rail services within project 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 Project Boundaries		Number of Route-Miles Within Project Boundaries	Average Number of Daily One-Way Train Operations ² within Project Boundaries	Notes
		Passenger	Freight			
Intercity Passenger	Amtrak	79		0.5	12	
Freight	CSXT		60	1.5	approx 30	
Freight	NS Corp on NCRR		29-59		5	

(12) 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 project. *Please limit response to 1,000 characters.*

N/A

(13) Intercity Passenger Rail Operator. Provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) upon completion of the planned investment (e.g., Amtrak).
 Name of Operating Partner: Amtrak
 Status of Agreement: Preliminary executed agreement/MOU

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

(14) Benefits to Other Types of Rail Service(s). Are benefits to non-intercity-passenger rail services (e.g., commuter, freight) foreseen?

Yes No

If “Yes”, provide further details in Section E, Question 2.

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C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (only States may apply for Track 4):

- 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 a State or States

(2) Establish Completion of Preliminary Engineering. In the space(s) below, please list the documents that establish completion of Preliminary Engineering for the project covered by this application. See HSIPR Guidance Appendix 2.2. If more than four references need to be listed, please place the additional information in Question F.

Document Name	Completion Date (mm/yyyy)
<u>Conceptual Improvements to CSXT A-Line, South Weldon Universal Crossover</u>	08/2008
<u>Conceptual Improvements to CSXT A-Line, Powell Universal Crossover</u>	08/2008
<u>Conceptual Improvements to CSXT A-Line, Enfield Universal Crossover</u>	08/2008
See Section F.C2	

(3) Establish Completion of 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.

Documentation	Date (mm/yyyy)	Describe How Documentation Can be Verified
<input checked="" type="checkbox"/> Categorical Exclusion Documentation	08/2009	Most of the reference documents have been attached to this application. For those not attached, please go to http://bytrain.org/fra
<input type="checkbox"/> Final Environmental Assessment		
<input type="checkbox"/> Final Environmental Impact Statement		

(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)
<input checked="" type="checkbox"/> Categorical Exclusion Determination	08/2009	www.fra.dot.gov/downloads/RRDev/setier1rod.pdf
<input type="checkbox"/> Finding of No Significant Impact		
<input type="checkbox"/> Record of Decision		

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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 project 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*):

- **IPR network development:** Describe improvements to intermodal connections and access to stations as well as actual and potential expansions to the IPR network that may result from the project (including opportunities for interoperability with other services).
- **IPR service performance improvements** (*also provide specific metrics in table 1B below*): Please describe service performance improvements directly related to the project, as well as a comparison with the existing service (*without project*). 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, expressed in passenger-minutes), and other relevant performance improvements.
- **IPR service results** (*also provide specific metrics in table 1B below*): Describe relevant outcomes of the service improvement such as increases in ridership, passenger-miles, and other results in comparison with the existing service (*without project*).
- **Suggested supplementary information** (*only when applicable*):
 - Transportation Safety: Describe overall safety improvements that are anticipated to result from the FD/Construction Project, including railroad and highway-rail grade crossing safety benefits, and benefits resulting from the shifting of travel from other modes to safer IPR service.
 - Cross-modal benefits from the FD/Construction Project, 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 – Aviation and highway congestion reduction/alleviation, and/or other capacity or safety benefits. Describe any planned investments in other modes of transportation that may be avoided or delayed due to the improvement to IPR service that will result from the project.

The North Carolina Congestion Mitigation Project, which consists of four specific sub-projects or elements, all located within the State of North Carolina, has far reaching transportation benefits which will have long term impacts on the state’s passenger rail corridor and on the federally designated Southeast High Speed Rail (SEHSR) Corridor, of which the state is an integral part. These crossovers are of long-standing importance for the national passenger rail network to improve passenger train performance and reliability in the Amtrak Southeast Corridor. The crossovers have been identified in Amtrak's Southeast Corridor Performance Improvement Plan (www.bytrain.org/fra).

Although only one of the four elements is located on the Piedmont Corridor, (also SEHSR) and the other three elements are on the CSXT “A Line”, benefits will accrue, in the broader sense, beyond the “A Line”. These broader benefits will occur as a result of scheduling flexibility and increased capacity upon completion of the planned improvements.

The elements, design and construction of universal crossovers at four key locations, will directly benefit NC’s rail partners (Amtrak, NSR and CSXT). Railroad congestion will be reduced by removing bottlenecks at the project locations, thereby improving capacity, reliability and efficiency of train movement at each location. The benefits

will directly improve the Amtrak Piedmont service on the state-owned North Carolina Railroad, (Piedmont Corridor) between Cary and Raleigh, and will improve five additional Amtrak service routes, (the state-supported Carolinian, Palmetto, Silver Meteor, Auto Train, and the Silver Star) on the CSXT “A Line”, as well as improving CSXT operational efficiency on its freight service. These improvements will enable Amtrak and CSXT to have scheduling flexibility that will accrue benefits to service impacting both the “A Line” and the Piedmont Corridor and ultimately be reflected along the entire SEHSR Corridor. As scheduling becomes more flexible, passenger accessibility increases and ridership will increase as well.

Benefits will also include; improved On Time Performance on existing service routes and the services will also experience increased average speeds and shorter trip times due to the reduced bottlenecks, improved capacity, and efficiency of movement. The projected increased average speeds will increase and the shorter trip times for the passenger services along the routes are projected to improve. With these anticipated improvements, it is fair to say that ridership along the “A Line” and the Piedmont Corridor will increase and long term benefits will accrue to the environment along the corridor and in the region as a whole.

Additionally, it should be noted that the improvements being made are part of a long range incremental approach consistent with feasibility studies performed by NCDOT and its federal partners in developing the SEHSR corridor plan. This incremental approach will enable the immediate impact on the environment during construction to be minimal, while long term benefits are maximized via air quality improvements due to efficient train operations, improved speeds, increased frequencies, minimal delays, reduced congestion, higher train speeds and additional freight rail capacity. These benefits should also result in a positive impact on the region’s highways and bridges – long term.

1B. Operational and Ridership Benefits Metrics: In the table(s) below, provide information on the anticipated transportation benefits and ridership changes projected to result from the project. Please do not include benefits and changes that would occur even if the project is not implemented (for example, as a result of population or economic growth factors).

Project/Program Metric	Actual— FY 2008 levels	Projected Totals by Year (Actual Levels <u>Plus</u> Project-Caused Changes Only)		
		First Full Year After Project Completion	Fifth Full Year After Project Completion	“X” If N/A or Unsure
Annual passenger-trips				<input checked="" type="checkbox"/>
Annual passenger-miles (millions)				<input checked="" type="checkbox"/>
Annual IPR seat-miles offered (millions)				<input checked="" type="checkbox"/>
Average number of daily round train trip operations (typical weekday)	5	5	5	<input type="checkbox"/>
On-time performance (OTP) ³ – percent of trains on time at endpoint terminals				<input checked="" type="checkbox"/>
Average train operating delays: minutes of en-route delays per 10,000 train-miles ⁴				<input checked="" type="checkbox"/>
Top operating speed (mph)	79	79	79	<input type="checkbox"/>
Average scheduled operating speed (mph) (between endpoint terminals)	51	51	51	<input type="checkbox"/>

(2) 2A. Economic Recovery Benefits. *This section is required for Track 1a, and optional for Track 4. Please limit response to 4,000 characters. For more information, see Section 5.1.1.2 of the HSIPR Guidance.*

Describe the contribution the FD/Construction Project is intended to make towards economic recovery and reinvestment, including information on the following:

- How the project 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 project will affect job creation (consider the construction period vs. operating period)
- How the project will create or preserve jobs or new or expanded business opportunities for populations in Economically Distressed Areas (consider the construction period vs. operating period)
- How the project will result in increases in efficiency by promoting technological advances.
- How the project represents an investment that will generate long-term economic benefits (including the timeline for achieving economic benefits and describe 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.

North Carolina 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 state and the region. On

³ As calculated and reported by Amtrak according to its existing procedures and definitions. An example can be found at page E-7 of the May 2009 Monthly Performance Report at <http://www.amtrak.com/pdf/0905monthly.pdf>. ‘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.

⁴ As calculated by Amtrak according to its existing procedures and definitions. Useful background 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>

October 19, 2007, the NC House Select committee on Expanding Rail Service made a recommendation to the General Assembly that supports the implementation of passenger service to southeastern and western North Carolina and recommended 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."

By increasing mobility options for commuters, business and leisure travelers (which accounted for approximately \$16.5 billion of NC's economy in 2007, according to Visit NC prelim data), NC's passenger rail system fosters labor access and provides an alternative to the state's (and the region's) overburdened highway system. NC's service industries, including finance and professional services, benefit from having the option to use rail to attend face to face meetings and avoid potential traffic backups (where national trends associate time delays and fuel consumption associated with congestion to have reached \$78 billion in 2005) on the highway system. On the supply side – the strength of NC's rail system and its ability to provide efficient passenger and freight rail service will improve the competitiveness of the state's industries and its economy and will have a far reaching impact on other east coast states as well.

The elements of this application will rapidly create jobs in the less urbanized regions of NC. While one project is located in the Raleigh area, the remaining projects are located in smaller communities outside the state's main urban corridor. With the current downturn in the homebuilding and non-residential building industry, construction workers will enjoy a much-needed economic boost, with an estimated 437 jobs being created or preserved in the state. These estimates include construction workers on the projects as well as jobs created and supported in other industries as those workers and materials providers spend their earnings and the dollars circulate through the economy. The rapidly created jobs will have a quick stimulus effect throughout the construction phase.

During the construction period, this project will provide strong support for workers who are located in some of the state's Economically Distressed Areas (EDA). Several of the Congestion Mitigation projects contained in this application are located in the less densely urbanized corridor within commuting distance of much of the non metropolitan portion of the state which has a per capita income that is just 74% of the US average; and two of the component projects are in the vicinity of Rocky Mount MSA which meets the criteria for an EDA with a per capita income just 77% of the US avg. Within the elements of this application and throughout NCDOT's Rail program, looking for and promoting technological advances is a priority. That being the case, the Institute for Transportation Research and Education (ITRE) at the North Carolina State University administers NCDOT's research Program. ITRE will continue to be a resource to NCDOT throughout the process.

The Congestion Mitigation projects contained in this application will improve travel times and reliability for both passenger and freight service providers; resulting in ridership growth, and representing a long-term benefit to the state and the region's economy.

2B. Job Creation: Provide the following information about job creation through the life of the FD/Construction Project. Please consider construction, maintenance, and operations jobs.

	FD/ Construction Period	First full Year of Operations	Fifth full Year of Operations
Anticipated number of <u>annual</u> onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis)	437 in 2009 - 2011	N/A	N/A

(3) Environmental Benefits. *Please limit response to 4,000 characters.*

How will the FD/Construction project improve environmental quality, energy efficiency, and reduction in the Nation's dependence on oil? Address project-caused changes in 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 service for the first and fifth 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 service for the first and fifth 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 key elements of this project by their very definition are meant to mitigate congestion along the corridor. Their public benefit is to improve air quality by eliminating network bottlenecks, thereby reducing travel time, improving operational efficiency of both the passenger and freight railroads in general, and to help reduce congestion on the region's highways and other transportation modes by promoting safe, sound and reliable passenger rail transportation as a viable option.

A major environmental benefit derived from the elements of this project is also the elimination of dwell time emissions from trains due to bottlenecks. Air quality improvements are a major priority for North Carolina, and the removal of bottlenecks at 4 key locations will go a long way towards mitigating congestion issues in the region. There will also be noise reduction benefits derived from the fact that trains will no longer need to stop at these locations and then restart or accelerate from a stopped position.

The improvements to these key locations will help to progress the state's overall goals of providing the traveling public with real choices, as it will reduce travel time and expand North Carolina's intercity passenger rail program's ability to add more frequencies and eventually increase passenger accessibility. North Carolina's long term commitment to high speed intercity passenger rail includes the development of more frequencies, higher speeds and more efficient service statewide. Reducing bottlenecks and enhancing train movement is a major step toward that end and one which will benefit the traveling public and the environment as well as public and private stakeholders.

(4) Livable Communities Project 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 FD/Construction Project 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).

The Crossover improvements in this application will enhance the communities in which they are located by providing environmental benefits such as; improving air quality and reducing train noise. They will also encourage passenger rail ridership within the communities as the train schedules become more flexible and reliable, and service frequencies increase. This will result in increased passenger accessibility and promote ridership. OTP and shorter trip times help to improve quality of life as well as will the environmental enhancements.

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E. Project Success Factors

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

1A. Applicant qualifications. Please limit response to 2,000 characters.

Management experience: Does the applicant have experience in managing rail investment projects and managing projects 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.

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 (NCRRIIP) - The NCDOT is investing state and federal funds to upgrade tracks and signals in the NCRRIIP corridor. The program includes major track and signal work totaling over \$150 million. Work on NCRRIIP 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.

See Section 2.3 of the Project Management Plan for details.

1B. Describe the organizational approach for the different project stages included in this application (final design, construction), including the roles of staff, contractors and project stakeholders in implementing the project. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors. Please limit response to 2,000 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 the FD/Construction Project 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 project uncertainties and mitigation strategies (consider funding risk, schedule and budget 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.

NCDOT has stakeholder agreements in place and has extensive experience in building rail improvements on the corridor owned by NCR and operated by NS. There is a potential risk in the relationship with CSXT in that a MOU has not yet been executed. However, negotiations with CSXT over this agreement are progressing and there is a very strong likelihood that this agreement will be executed by early fall of 2009.

NCDOT utilizes resources available across all of its divisions to manage the HSIPR projects. This is led by the Rail Division, whose staff has extensive rail project experience. NCDOT has adequate resources to manage a large influx of ARRA HSIPR funds. There will be a learning curve involved as individuals migrate their skills from one mode (highways) to another (rail). This is an area in which technical assistance may be needed to help train highway engineers to become rail engineers.

There is uncertainty over the ability of CSXT and NS to provide adequate staff resources to accomplish design and construction work on their property. Both railroads will likely have many ARRA projects across their systems, and they will be hard-pressed to deliver all of the work requested of them on very tight ARRA schedules. NCDOT is in a strong position with both railroads possessing a history of successfully implementing rail improvements. NS in particular has developed a high level of confidence in the NCDOT rail division and it permits the state to do final design work that would normally be done by its own engineers.

There is always budgetary risk with grant funding. 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 and reasonable contingency limits. The state has demonstrated through its long history of funding rail capital and operating projects its willingness to provide adequate funding to insure project completion.

(2) Stakeholder Agreements Narratives. 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 project design and scope,

project benefits, project implementation, use of project property, project maintenance, scheduling, dispatching and operating slots, project ownership and disposition, statutory conditions and other essential topics. Summarize the status and substance of any ongoing or completed agreements. *Please limit response to 2,000 characters.*

Concerning the crossover located in the vicinity of Powell Drive, the North Carolina Railroad (NCRR) has an existing agreement with NS dated July 27, 1999. Norfolk Southern Railway has continued to operate on the property of NCRR under the provisions of federal and/or state law. As part of the general principles of the lease, NCRR and NS have agreed to the following:

- (a) Safety considerations will be paramount;
- (b) NCRR and NS intend to jointly work to make changes in a manner that will: (1) minimize capital and operating costs, and (2) minimize disruption to existing service so as to maximize the value of both freight and passenger services;

NCRR has granted to NS exclusive freight trackage rights over the lines and properties of NCRR owned by NCRR as of the date hereof, thereby extending to NS the exclusive right to conduct freight operations over the NCRR lines and properties, including performance of local freight service on those lines and properties.

NCRR has also granted to NS such operating rights over the lines of NCRR as will permit continuation of Amtrak's existing operations over NCRR's lines, together with such additional operating rights over lines of NCRR operated by NS as may from time to time during the term of the agreement be required for the continuation or modification of Amtrak's intercity rail passenger service over the NCRR lines pursuant to the Basic Agreement and Amtrak's franchise under federal law.

Concerning the three remaining crossovers on CSXT's "A-Line," NCDOT is developing a master agreement between the parties. NCDOT and the railroads use agreements in principle as addendums to the master agreement to address specific improvement projects. These agreements typically include capital, operating, and maintenance items.

All four crossovers will provide system fluidity, redundancy and capacity benefits to the freight railroads.

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

CSXT: NCDOT is developing a Master Agreement for Fall 2009 to establish terms, conditions, and responsibilities for designing and constructing passenger projects on CSX-owned rail corridor.

Amtrak: In an annually renewable contractual agreement to subsidize operations of the Carolinian and Piedmont trains, NCDOT covers all losses incurred in operating the trains and pays Amtrak monthly in advance. Quarterly adjustments reflect actual revenues and fuel costs. NCDOT owns and maintains rail equipment used to operate Piedmont's Raleigh to Charlotte service with its coach and locomotive fleet in Raleigh's Capital Yard.

Norfolk Southern Railway (NS): In 1999 North Carolina Railroad (NCRR) and NS forged a Master Agreement (MA) providing for NS operations on NCRR. The MA gives NS exclusive right to conduct freight operations on the lines and properties of NCRR. NCRR also permits continuation of existing Amtrak service operations over these lines. The MS period is 15 years with options for two more 15-year periods.

The MA provides passenger service prioritization in the corridor. NS gives priority to scheduled passenger trains over freight trains and set procedures to resolve disputes about train dispatching. The MA permits trains speeds up to 90 mph with speeds faster than 90 mph only on dedicated separate infrastructure on the right-of-way and dispatched/maintained by a third party

If passenger service or third-party passenger operations are added to NCRR's line, passenger service or other third-party passenger operator must make and pay for capital improvements to assure that NS's current and unused capacity is not diminished or disadvantaged.

The MA also provides for implementing NCDOT Rail Impact program, improvements for increasing passenger speeds while not adversely affecting freight operations.

2C. Selection of Operator – This question applies to Track 1a only. 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 project or of the operations that it enables or improves. *Please limit response to 1,000 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 passenger rail service.

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

N/A

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

Per NCGS 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.

(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 ⁵	Type of Funds	Dollar Amount (YOE Dollars)	% of Project Cost	Describe Uploaded Supporting Documentation to Help FRA Verify Funding Source
	New	Committed				
	New	Committed				
	New	Committed				

⁵ 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/program 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/program, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project/program.

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.

3B. Capital Investment Financial Agreements: Describe any cost sharing contribution the applicant intends to make towards the FD/Construction Project, 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 2,000 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.

In 2007, NCDOT, the Virginia Department of Rail and Public Transportation and CSXT participated in the development of capacity studies on the “A-line” extending from Baltimore, MD to Florence, SC. The results of the study prioritized the CSXT crossovers (Armstrong, Enfield, and South Weldon) as three elements of the top 17 corridor capacity projects. At the time, the parties discussed funding for these priority capacity projects. CSXT indicated it would commit to one-third of the project construction costs.

Concerning project overruns, NCDOT intends to commit to conservative budgeting and lump sum agreements with contractors, thus minimizing potential financial shortfalls.

North Carolina will provide in-kind services, including project management and project oversight, administrative support, and access to the NCRR.

3C. Operating Financial Plan: Does the applicant expect that the State operating subsidy requirements for the benefiting intercity passenger rail service will significantly increase, **as a result of the project**, during the first five years after project completion?

Yes No

If “Yes,” please complete the table below (in YOE dollars) and answer the following questions. *Please limit response to 2,000 characters.*

- (a) How did you project future State operating subsidies for the benefiting service(s); and
- (b) What are the source, nature, and likelihood of the funding that will enable the State to finance the projected increases in annual operating subsidies due to the project?

NCDOT has had great success in undertaking projects with the railroads by entering into MOUs which commit the railroads to cost sharing contributions. NCDOT intends to continue using MOUs in this regard.

In 2007, NCDOT, the Virginia Department of Rail and Public Transportation and CSXT participated in the development of capacity studies on the “A-line” extending from Baltimore, MD to Florence, SC. The results of the study prioritized the CSXT crossovers (Armstrong, Enfield, and South Weldon) as three elements of the top 17 corridor capacity projects. At the time, the parties discussed funding for these priority capacity projects. CSXT indicated it would commit to one-third of the project construction costs.

Concerning project overruns, NCDOT intends to commit to conservative budgeting and lump sum agreements with contractors, thus minimizing potential financial shortfalls.

North Carolina will provide in-kind services, including project management and project oversight, administrative support, and access to the NCRR.

Subsidy	Actual— FY 2009 levels (YOE Dollars)	Projected Totals by Year (Actual Levels Plus Project Caused Changes Only) (YOE Dollars)											
		First Full Year After Project Completion	Fifth Full Year After Project Completion										
State operating subsidy (total for all benefiting services)	N/A	N/A	N/A										
<p>(4) Financial Management Capacity and Capability – Provide audit results and describe applicant capability to absorb potential cost overruns, financial shortfalls, 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. <i>Please limit response to 2,000 characters.</i></p> <p>From 2001 to now, 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.</p> <p>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.</p> <p>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 67% 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.</p> <p>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.</p> <p>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.</p> <p>See Section F.E4.</p>													
<p>(5) Timeliness of Project Completion – Provide the following information on the dates and duration of key activities, if applicable. <i>For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Project Completion.</i></p> <table border="1"> <tr> <td>Final Design Duration:</td> <td>1 months</td> </tr> <tr> <td>Construction Duration:</td> <td>12-24 months</td> </tr> <tr> <td>Rolling Stock Acquisition Duration:</td> <td>n/a months</td> </tr> <tr> <td>Rolling Stock Testing Duration:</td> <td>n/a months</td> </tr> <tr> <td>Service Operations Start date:</td> <td>n/a (mm/yyyy)</td> </tr> </table>				Final Design Duration:	1 months	Construction Duration:	12-24 months	Rolling Stock Acquisition Duration:	n/a months	Rolling Stock Testing Duration:	n/a months	Service Operations Start date:	n/a (mm/yyyy)
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Rolling Stock Testing Duration:	n/a months												
Service Operations Start date:	n/a (mm/yyyy)												
<p>(6) If applicable, describe how the project will promote domestic manufacturing, supply and other industries, including United States-based equipment manufacturing and supply industries. <i>Please limit response to 1,500 characters.</i></p> <p>The congestion mitigation projects, as envisioned in this application, 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. Based on a close working relationship with Norfolk Southern Railway, we can anticipate that the following resources will be acquired: ties (Roanoke, VA and Montevallo, AL); tie plates (Newport, AR); railroad spikes (Caskey, SC); anchors (Atchinson, KS); and rail (either Colorado or Bethlehem, PA). While some small turnout components are made in China, NS has used a domestic provider in the past when required. As to the major turnout material itself, components will be acquired from vendors in Birmingham, AL or Cleveland, OH or Memphis, TN.</p>													
<p>(7) If applicable, describe how the project will help develop US professional railroad engineering, operating,</p>													

planning and management capacity needed for sustainable HSR/IPR development in the United States, including promotion of a diverse workforce. *Please limit response to 1,500 characters.*

The Institute for Transportation Research and Education (ITRE) at North Carolina State University (NCSU) administers NCDOT's Research Program and trains future engineers. ITRE played a critical role in testing cooking oil as biofuel for locomotives. In conjunction with Piedmont Corridor Projects as part of SEHSR, NCDOT, partners with NCSU, USEPA, and USDOT-FRA, engaged in extensive testing to determine optimum emissions on ultra low sulfur diesel fuel. Upcoming tests will analyze B-20 biodiesel fuel usage and improving emissions.

NCDOT has aggressive DBE, MBE, WBE programs developed over years as it expanded its highways due to a large Federal highway letting effort. A recent Disparity Study by EQUANT commends NC for steps taken to implement these State and Federal programs, narrowly tailoring its programs while conforming to legal and regulatory requirements. The significant number of race and gender neutral programs and continuous modification of these are reflective of the focused attention that the NCDOT continues to give to promote a diverse workforce.

NCDOT provides aggressive outreach to access railroad project DBE/MBE/WBE firms and communities statewide to build its cadre of service firms. State pre-qualified, certified DBE/MWBEs working on the Piedmont and Sealed Corridors include Stay Alert (53 full-time and 10 part-time employees), Simpson Engineers & Associates (6 full-time and 5 part-time employees), and Gibson Engineering (11 full-time and 3 part-time workers).

Project Name: NC6.1a - Congestion Mitigation Date of Submission: Aug 24 Version Number: L

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.*

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>.

C2: [Conceptual Improvements to CSX A-Line, Armstrong Universal Crossover](#)
[SEHSR Collier to VA/NC Line, Alternate 1](#)
[SEHSR Collier to VA/NC Line, Alternate 2](#)
[SEHSR Collier to VA/NC Line, Alternate 3](#)
[SEHSR Proposed Rail Improvements Richmond, VA to Raleigh, NC Portion](#)
[SEHSR Richmond to S. Collier](#)
[SEHSR VA/NC Line to Raleigh, Alternate 1](#)
[SEHSR VA/NC Line to Raleigh, Alternate 2](#)
[SEHSR VA/NC Line to Raleigh, Alternate 3](#)
[Mainline Diagram](#)
[H-Line Diagram](#)

E4: Additional NC resources that are to be deployed include:

- * NCDOT has been and will continue to fund operational shortfalls.
- * 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.
- * NCRRC produces \$15 Million annual operating cash flow, which is being reinvested in capital improvement to its 317 miles, besides that already budgeted from State resources.
- * 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 rail.
- * Further, NCDOT has authority via a Joint Legislative Resolution to aggressively pursue PRIA and ARRA rail projects and, via pending regulations, to initiate Public-Private Partnerships.

NCRRC envisions air rights and alternative land use development of 32 acres it acquired in downtown Charlotte for a future multi-modal station.

Project Name: NC6.1a - Congestion Mitigation Date of Submission: Aug 24 Version Number: L

G. Summary of Supporting Materials

Application Form	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> This Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Forms	Required	Optional	Reference	Description	Format
<input type="checkbox"/> General Info.	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input type="checkbox"/> Detailed Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input type="checkbox"/> Annual Capital Cost Budget	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
<input type="checkbox"/> Project Schedule	✓		HSIPR Guidance Section 4.3.5	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input type="checkbox"/> Map of the Planned Investment		✓	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 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input type="checkbox"/> SF 424D: Assurance 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

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.