Corridor Service Name: Southeast High Speed Rail (SEHSR) *Date of Submission:* 10/02/09 *Version Number:* A

High-Speed Intercity Passenger Rail (HSIPR) Program

Track 2-Corridor Programs: Corridor Service Overview

Welcome to the Corridor Service Overview form for Track 2-Corridor Programs of the Federal Railroad Administration's (FRA's) High-Speed Intercity Passenger Rail (HSIPR) Program.

The purpose of the Corridor Service Overview is to (1) serve as a navigation tool for application(s) related to a particular corridor service, (2) allow applicants to present their comprehensive vision for the development of a corridor service, and (3) demonstrate regional coordination in the development of the corridor service.

Definition: For purposes of Track 2, a "corridor program" is "a group of projects that collectively advance the entirety, or a 'phase' or 'geographic section,' of a corridor service development plan." *(Guidance, 74 Fed. Reg. 29904, footnote 4).* **A corridor program must have independent utility and measurable public benefits.**

The Corridor Service Overview lists all the applications associated with a particular corridor service (including any Track 2 programs, as well as projects applied for under Tracks 1, 3, and 4). The Overview also lists potential applications for programs and projects supporting the same corridor service that are anticipated under future rounds of the HSIPR Program. For each corridor service, regardless of the number of applicants or applications involved, a Corridor Service Overview must be submitted. In addition to a Corridor Service Overview, an applicant must submit a Track 2 Application Form for each corridor program.

We appreciate your interest in the HSIPR Program and look forward to reviewing your Corridor Service Overview and Track 2 application(s). If you have questions about the HSIPR Program or the Application Forms and Supporting Materials for Track 2, please contact us at HSIPR@dot.gov.

Instructions for the Corridor Service Overview Form:

- Please complete this form electronically.
- In the space provided at the top of each section, please indicate the Corridor Service name, date of submission (mm/dd/yyyy) and an application version number assigned by the applicant. The distinct Corridor Service name should be less than 40 characters and adhere to the following convention: State abbreviation-route or corridor name that is the subject of the Corridor Service Overview (e.g., HI-Fast Corridor). If more than one State is involved in the corridor service, the State abbreviation should be that of the State that is submitting the overview; only one State abbreviation may appear in the Corridor Service name. If projects supporting the same Corridor Service were applied for under Tracks 1a, 1b, 3, or 4, the Corridor Service name must include the same "route or corridor name" that was used in those earlier applications.

- For completion of question 3, at least one corridor **program name** is required. This corridor program name must be the same name used in the Track 2 Application submitted for that program. The corridor program name must be less than 40 characters and must consist of the following elements, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor name, and (3) a corridor program descriptor that will concisely identify the program's focus (e.g., HI-Fast Corridor-Main Stem).
- For completion of question 3, one or more **project name(s)** may be required. In question 3 only list projects already submitted under another track, or exclusively utilizing funding sources other than HSIPR, or intended to be submitted in the future. (I.e., do not list projects that are exclusively components of a Track 2 Corridor Program application). When listing a project already submitted under another track, please use the exact same project name as provided in the original application. For projects not previously submitted, please use a distinct project name according to the following naming convention, each separated by a hyphen: (1) the State abbreviation; (2) the route or corridor service name; and (3) a project descriptor that will concisely identify the project's focus (e.g., HI-Fast Corridor- Wide River Bridge).
- For each question, enter the appropriate information in the designated gray box.
- Narrative questions should be answered within the limitations indicated.
- Applicants must upload this completed Corridor Service Overview as an attachment to each Track 2 Corridor Program application to which it pertains. The Overview, the applications, and all other application materials must be uploaded to www.GrantSolutions.gov by October 2, 2009 at 11:59 pm EDT.

A. Point of Contact and Overview Information

<table>
<tr><td colspan="3">(1) Corridor Service Point of Contact (POC) Name:
Patrick Simmons</td><td colspan="3">POC Title:
Director, Rail Division, NCDOT</td></tr>
<tr><td>Street Address:
1 South Wilmington Street</td><td>City:
Raleigh</td><td>State:
North Carolina</td><td>Zip Code:
27601</td><td>Telephone Number:
(919) 733-7245 ext. 263</td></tr>
<tr><td colspan="2">Email: pbsimmons@ncdot.gov</td><td colspan="3">Fax: (919) 715-6580</td></tr>
<tr><td colspan="5">(2) Name of all States and organizations that are part of this corridor service: North Carolina (NCDOT) and Virginia (Virginia Department of Rail and Public Transportation)</td></tr>
</table>

Master List of Related Applications: Please detail each activity for which HSIPR funding is being requested, or which is directly related to the Corridor Service. Applicants should list submissions for all Tracks which are linked to this Corridor Service Overview. For example, if a related Track 1a Project application was already submitted, that application should be separately listed below. If the project covered by that same 1a application is also being submitted as an element of a Track 2 Program, indicate the program when listing the project.

				Application Track	Estimated Corridor Program or Project Cost (Millions of YOE* Dollars, One Decimal)	
Row No.	Corridor Program or Project Name	Applicant	Description			Funding Info

				1a	1b	2	3	4	**If a "project":** Is this project also included in a "corridor program"? If yes, indicate program's **row number**	Total Cost	Amount Applied For	
1	NC 3.1b SEHSR - Raleigh to Richmond & Enabl Fac	NCDOT	NEPA site specific work on "S Line" - Raleigh to Richmond	☐	☒	☐	☐	☐	yes: Row 10 (project #s 47e and 47f)	14.1	10.1	Already submitted ur
2	NC 5.1a SEHSR - Stations	NCDOT	Station improvements in High Point, Burlington and Cary, NC	☒	☐	☐	☐	☐	yes: Row 7 (project #s 2 and 7) Row 8 (project #s 14 and16)	7.6	7.6	Already submitted ur
3	NC 6.1a - Congestion Mitigation	NCDOT	Construct 4 double crossovers on CSXT and NCRR lines to reduce passenger and freight rail congestion	☒	☐	☐	☐	☐	yes: Row 8 (project #20)	26.6	26.6	Already submitted ur
4	NC 7.3 - WNC/SENC Intercity Passenger Svc Exp	NCDOT	Planning for passenger service expansions in western and southeastern NC	☐	☐	☐	☒	☐	no	6.0	3.0	Already submitted ur
5	NC 8.1a SEHSR - Other Speed & Safety Imp	NCDOT	Klumac Road grade separation	☒	☐	☐	☐	☐	yes: Row 8 (project # 12)	8.9	5.8	Already submitted ur
6	NC 12.1a SEHSR - Current Nds & 3rd Fq'y	NCDOT	Infrastructure improvements, equipment acquisition & rehabilitation to support a 3rd passenger train frequency	☒	☐	☐	☐	☐	yes: Row 7 (project #s 1, 3, 4, 5, and 6) Row 8 (project # 23)	29.3	22.8	Already submitted ur
7	NC T2.1 - SEHSR - Piedmont 3rd Frequency	NCDOT	Projects and equipment necessary to support a 3rd frequency. Passenger Train Security Mgmt. System	☐	☐	☒	☐	☐		30.2	23.5	Currently requesting
8	NC T2.2 - SEHSR - Piedmont 4th Frequency	NCDOT	Projects and equipment necessary to provide a 4th passenger train frequency	☐	☐	☒	☐	☐		510.3	473.8	Currently requesting
9	NC T2.3 - SEHSR - Piedmont 5th Frequency	NCDOT	Projects and equipment necessary to provide a 5th passenger train frequency	☐	☐	☒	☐	☐		560.9	531.4	Currently requesting
10	NC T2.4 - SEHSR - Charlotte to DC/NEC	NCDOT	Projects and equipment necessary to establish a HSIRP corridor from Charlotte to DC/NEC	☐	☐	☒	☐	☐		4,322.3	4,292.3	Currently requesting
11				☐	☐	☐	☐	☐				Already submitted ur
12				☐	☐	☐	☐	☐				Already submitted ur
A.	**Total Costs for Corridor Programs and projects listed above (Unadjusted):**									5,516.2	5,396.9	N/A
B.	**Total costs for projects that are listed separately above (under Tracks 1a, 1b, 3, or 4) and that are included in a Corridor Program above:**									92.5	75.9	N/A

C. To eliminate double counting, subtract the total in B from the total in A (this is the adjusted total cost of Corridor Programs and projects envisioned for this corridor service):	5,423.7	5,321.0	N/A
* 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.			

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B. Corridor Service Narrative

(1) Corridor Service Name: Southeast High Speed Rail (SEHSR)

(2) Corridor Service Narrative. *Please limit response to 10,000 characters.*

Describe the main features and characteristics of the Corridor Service, including:

- The location and description of the benefiting Corridor Service, including the State(s) and relevant jurisdiction(s) (include a map in supporting documentation).
- The service objectives for the corridor, including a description of pertinent features of the service design.
- A description of how the component Corridor Program and project applications fit together within the framework of the overall Corridor Service.
- If more than one State or organization is involved in this corridor service, a description of how you will coordinate service development and operation.

NC is seeking funding to provide HSIPR service from Charlotte, NC, through VA, to DC. Trains would connect to Amtrak's Northeast Corridor (NEC). NC intends to improve the part of the Southeast High Speed Rail (SEHSR) corridor which was federally designated in 1992. When fully completed, SEHSR would connect Florida and the Deep South to the East Coast megalopolis and provide service to one of the fastest growing regions of the country.

FRA's 1997 Overview Report "High-Speed Ground Transportation for America" identified the SEHSR corridor as one of the most promising HSR corridors in the US, indicating that average trip lengths "would be longer and generate more revenue than any other illustrative route, including California North/South" (Page O-44). This positive revenue picture is due in part to synergies that would occur when SEHSR is directly connected to the NEC. In its 24 July 2009 "High Speed Passenger Rail Strategy Study Discussion Draft for Public Outreach," FRA has identified NC's Grade Separation Program as the "most mature" in the country (Page 8). In 2004, FRA completed a Technical Monograph for the Richmond – Charlotte Railroad Corridor which represented the first application of HSIPR planning concepts that resulted from the NEC Improvement Project.

In 1994 NC entered into a MOU with FL, SC, GA, & VA to develop SEHSR. NC continues closest coordination with VA which is submitting an FRA HSIPR Track 2 funding request to upgrade the CSXT (ex RF&P Railroad) route between DC and Richmond. NC and VA's requests continue the process of building SEHSR and, ultimately, a HSIPR corridor along the entire Atlantic Coast.

NC intends to submit four separate Track 2 applications based on an incremental building block approach of providing additional rail passenger service frequencies with the infrastructure improvements necessary to accommodate each frequency. (NOTE: NC2.4 consists of parts a, b and c, PE only) The state would initially offer more intrastate passenger trains while building a new, shorter intercity passenger rail corridor connecting Richmond and Raleigh. NC would also acquire new train sets that would service the completed corridor from Charlotte to DC via Raleigh and Richmond. These incremental improvements will benefit passenger service throughout the corridor by increasing system capacity and improving average train speeds making the service faster, more accessible, safer, reliable, and comfortable.

Project environmental and preliminary engineering work is completed or well underway. VA and NC possess a Tier I Environmental Impact Statement (EIS) for the entire corridor from DC to Charlotte with a Record of Decision (ROD) from the FRA and FHWA. In addition, NCDOT, in partnership with FRA and the VA Department of Rail & Public Transportation, is actively engaged in completing a Tier 2 EIS for Raleigh to Richmond. The DEIS with 30% engineering is slated for release in December 2009.

NC has completed a Service Development Plan (SDP) which identifies the components and process involved to reach its HSIPR vision by 2017. NCDOT has identified the work required and the funding necessary in its Capital and Finance plans within its SDP. The plan is aggressive and relies upon immediate and continued funding to meet its service

objectives. The plan is exceptional in that operating revenues are projected to exceed expenses at build out.

The state owns and maintains its own rail passenger equipment and contracts with Amtrak to render passenger service. Presently NC offers its citizens 2 daily roundtrip passenger trains, the Piedmont and the Carolinian, on its Piedmont Corridor which extends from Charlotte to Raleigh via High Point, Greensboro, and Durham. This region is the population center of the state. The Carolinian travels daily each way to/from New York City.

NC owns 100% of the stock in the NCRR whose 172-mile Raleigh to Charlotte main line is used by the state for passenger rail service. The NS operates freight service across this line with over 30 freight trains a day on the segment between Charlotte and Greensboro and approximately 5 trains a day between Greensboro and Raleigh. The NCRR is primarily a single-track RR.

By September 2017, NC intends to offer the public 8 daily passenger rail round trips (4 intrastate and 4 to DC and connecting to the NEC) in addition to the Carolinian. To accomplish this feat and ensure the smooth flow of both passenger and freight rail traffic, NC must immediately embark on a massive improvement program which includes right-of-way (ROW) acquisitions, equipment purchases, station construction and improvements, track and signal upgrades, and rail grade separations across its rail passenger network. NCDOT recognizes the magnitude of this effort and is committed to this undertaking in partnership with the Federal government, VA, and implementing partners. NCDOT is prepared to commit its 14,000 member workforce and contractors to complete the project timely and on-budget.

The building block approach to developing SEHSR includes acquiring a critical piece of ROW owned by CSXT and commonly referred to as the "S Line". The "S Line" was originally the north-south main line of the Seaboard Airline Railroad. When CSXT undertook a system review and rationalization process, the "S Line" was determined redundant; thus, the railroad removed its track and abandoned this route from Petersburg, VA to Norlina, NC.

The opportunity to purchase an inactive to low volume 168-mile rail ROW representing the shortest route between the state capitals of VA and NC and one identified as a segment of SEHSR is exciting and, all the more so, when the owner is an interested seller. On page 7-7 of its 01/04 Technical Monograph, FRA states "the S Line constitutes an opportunity for the States to establish high-speed rail relatively quickly and at reasonable cost. Noteworthy is the ability to rebuild the S Line 'right the first time' – with time-saving realignments that could, in the absence of daily traffic loads, be built at a very low incremental expenditure."

NC has applied for funds to purchase the "S Line" and transform this route into a HSIPR corridor with trains running by September 2017. Working in conjunction with VA, NCDOT would lead the effort to rebuild the entire line and make it 100% grade separated. It intends to segment and sequence work activities to accomplish this objective; indeed, all of the one hundred plus grade separations (bridges and underpasses) have undergone preliminary engineering. This work includes clearances to accommodate electrification in the future.

While possession of the "S Line" is a critical component on the north end, NCDOT has planned major improvements in the Charlotte area. The Charlotte Rail Improvement and Safety Program (CRISP) envisions a series of major highway and rail grade separations and improvements, construction of a passenger train maintenance facility, track additions and railroad relocations. The initiative culminates in the building of a new downtown Charlotte Gateway Station (CGS). NCDOT has acquired real estate to support the station and related rail improvements. The CGS property assemblage of 9 city blocks will also provide an important opportunity for public-private partnerships in developing dense, transit-oriented land use.

Across the entire corridor, rail improvements have been programmed and placed on NCDOT's Transportation Improvement Plan – each set of improvements corresponding to an additional passenger train frequency building ridership and performance in the process. For example, NCDOT plans to offer a 3rd train frequency beginning early in 2010 and a 4th in 2014. In order to provide this service, NCDOT has identified several projects that must be completed for this service to be activated. Projects include equipment rehabilitation and acquisition, station improvements, grade separations, double tracking and a maintenance facility in Charlotte. The projects are interdependent and provide the required railroad capacity and average speed improvements to accommodate the new train and meet its schedule. Similarly, additional frequencies require additional degrees of project work to meet capacity, speed, safety and reliability goals.

NC and VA have authorized an interstate high speed rail compact to work collaboratively to promote HSIPR and to address and resolve issues and concerns. The states frequently communicate with each other, share information, and cooperate closely to benefit each other's passenger rail programs. As identified in FRA's 2004 Technical Monograph, the states have set passenger travel time goals (4 hrs. 25 mins. Charlotte to Richmond) and Frequency goals (4 round trips between Charlotte and DC) and coordinated their SDPs. VA has included NC's passenger train slotting requirements through VA to DC, and connecting to the NEC in its SDP.

As mentioned earlier, NC contracts with Amtrak to provide rail passenger service and works closely with its passenger rail provider to promote ridership and improve operations. Similarly the state, enjoying a solid relationship with its freight railroad partners, has entered into Master Agreements with each and has executed ARRA-specific MOUs to develop projects beneficial to all parties.

Benefits will abound. Economically, thousands of jobs will be created. Using the figure of $92,000 of federal spending creates one job-year (Table 4, May 2009 Council of Economic Advisers Estimates Of Job Creation From the American Recovery and Reinvestment Act of 2009), deploying SEHSR will create nearly 60,000 job-years. Many of these jobs will be in economically distressed counties. Transportation benefits will be far reaching. Highways will be less congested. Freight trains as well as passenger trains will operate more efficiently due to the vastly improved corridor. With HSIPR extending from Charlotte to Boston, real and competitive city-pair transportation choices will exist providing relief to over-crowded air space. The intent of NC's HSIPR program is to provide direct service to its cities thereby strengthening its downtown cores and providing "green" environmental benefits.