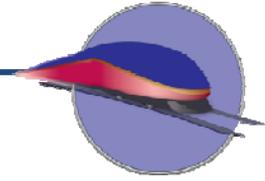


Corridor Program Name: Date of Submission: Version Number:

High-Speed Intercity Passenger Rail (HSIPR) Program

Track 2–Corridor Programs:

Application Form



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

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

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

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

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

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

Instructions for the Track 2 Application Form:

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

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

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

Corridor Program Name: Date of Submission: Version Number:

A. Point of Contact and Application Information

| | | | | |
|---|-------------------------|--|---------------------------|--|
| (1) Application Point of Contact (POC) Name: Erik Steavens | | POC Title: Division Director Intermodal Programs | | |
| Applicant State Agency or Organization Name: Georgia Department of Transportation | | | | |
| Street Address: 600 West Peachtree Street | City: Atlanta | State: GA | Zip Code: 30308 | Telephone Number: 404-347-0573 |
| Email: esteavens@dot.ga.gov | | Fax: 404-631-1935 | | |

Corridor Program Name: Date of Submission: Version Number:

B. Corridor Program Summary

(1) Corridor Program Name: Atlanta - Macon

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

Start Date: 02/2010 **End Date:** 02/2017

(3) Total Cost of the Corridor Program: (Year of Expenditure (YOE) Dollars*) \$ 472000000

Of the total cost above,, how much would come from the FRA HSIPR Program: (YOE Dollars**) \$ 472000000

Indicate percentage of total cost to be covered by matching funds: 0 %

Please indicate the source(s) for matching funds:

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

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

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

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

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

Georgia proposes to begin implementation of passenger rail service on an initial segment of the South East High Speed Rail corridor that is also a critical link in the state's passenger rail network as identified in the State Rail Plan. The implementation of rail service in the Macon-Atlanta Corridor is the key infrastructure by which high speed and intercity rail services will operate in and through the State of Georgia. This line will be the central artery of the state's planned rail network through which intercity and high

speed service will operate. This corridor’s travel growth is projected to increase by 103% by 2020.

By providing an upgraded rail connection, this line will provide connectivity between Atlanta and Macon, and through future expansion, to a majority of the urban centers in the state such as Savannah, Columbus, Albany, Valdosta, and Brunswick to name a few. The immediate impact of passenger service will occur through all areas along the line between Macon and Atlanta with service availability in rural, suburban and urban areas along its length. This investment will also provide critical infrastructure in the most urbanized part of the state allowing the state and the host railroad to preserve a corridor for future high speed rail service.

Initially, improvements will assist in the continued competitiveness of the host railroad, Norfolk Southern Railway (NS). Benefits would be provided by opening service from a subsidiary line and creating redundant capacity for future containerized rail traffic between the ports of Savannah and Brunswick and northern markets while providing immediate general freight rail service improvement. Freight flow on the line, south of Hapeville, currently consists of mostly local rail traffic only, with a few thru trains on the line. If the line is improved so passenger service can be initiated, Norfolk Southern could look to route thru traffic over this line and in so doing, create two very positive outcomes for freight operations in Georgia: the first to stimulate the opportunity for freight oriented economic development along this Atlanta to Macon corridor; Secondly, the improved rail would increase overall freight capacity which will improve the through-put and distribution opportunities for Atlanta as a major transportation and distribution hub.

Intercity Rail Passenger service is planned for inception in 2015 within the corridor. This initial service would provide three round trips between Macon and Atlanta each weekday. These three trips would include one morning, one afternoon and one early evening operation in the first year. Over subsequent years, service is planned to increase to at least six round trips per weekday, providing passengers more options for travel by rail providing a true transportation option. Trips would be scheduled between the initial service trips with a final evening trip.

The proposed improvements made by this project will include replacement and upgrade of rail, ties and ballast to class four levels allowing 79mph service and grade crossing improvements, signaling, and other support infrastructure. The rehabilitated corridor will also act as a foundation for the start up of proposed commuter rail services along the corridor as start up and operating funds are allocated. Project will be consistent & provide transitional investment as the South East High Speed Rail corridor development moves toward 200mph service on new Right of Way where required.

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

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

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

| Type of Railroad | Railroad Right-of-Way Owner | Route Miles | Track Miles | Status of agreements to implement projects |
|------------------|-----------------------------|-------------|-------------|--|
| Class 1 Freight | Norfolk Southern Railway | 103 | 103 | Master Agreement in Place |
| Class 1 Freight | | | | Master Agreement in Place |
| Class 1 Freight | | | | Master Agreement in Place |

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

| Type of Service | Name of Operator | Top Speed Within Boundaries | Number of Route Miles | Average Number of Daily | Notes |
|-----------------|------------------|-----------------------------|-----------------------|-------------------------|-------|
|-----------------|------------------|-----------------------------|-----------------------|-------------------------|-------|

| | | Passenger | Freight | Within Boundaries | One-Way Train Operations within Boundaries ¹ | |
|--|--------------------------|-----------|---------|-------------------|---|-------------------------|
| Freight | Norfolk Southern Railway | | 25 | 102 | | Currently local service |
| Freight | | | | | | |
| Freight | | | | | | |
| <p>(8) Rolling Stock Type. Describe the fleet of locomotives, cars, self-powered cars, and/or trainsets that would be intended to provide the service upon completion of the Corridor Program. <i>Please limit response to 2,000 characters.</i></p> <p>A decision on rolling stock type has not been made at this time and will be dependant on the selection of service operator</p> | | | | | | |
| <p>(9) Intercity Passenger Rail Operator. If applicable, provide the status of agreements with partners that will operate the benefiting high-speed rail/intercity passenger rail service(s) (e.g., Amtrak). If more than one operating partner is envisioned, please describe in Section F.</p> <p>Name of Operating Partner: No partner select at this time</p> <p>Status of Agreement: No operating partner involved</p> | | | | | | |

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

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

The Atlanta to Macon corridor also known as the Central of Georgia's Atlanta – Macon – Savannah main track or the Norfolk Southern S-Line is the essential component of the State of Georgia's planned passenger rail program network. This corridor will provide the main conduit for freight, intercity passenger and eventually high speed passenger rail trains using existing Norfolk Southern and CSX Transportation rights of way. Currently, this line is in a state of repair, allowing only a maximum of 35mph service. Some areas along the line, the currently in place freight rails, will be upgraded and other areas will require newly laid rail and associated civil work. The line after rehabilitation will be developed to handle passenger train speeds at a base speed of 79 mph and to accommodate the present and future needs of the current freight railroad owner. In 2001 after a two year environmental assessment study the Federal Transit Administration issued a Finding of No Significant Impact for this corridor, after two years of study.

The project includes track work improvements (existing rail and turnouts would be replaced with 140 pound welded material), infrastructure improvements, grade crossing improvements/eliminations/signalization, fiber optic relocation for future 79 mph passenger rail operation between Atlanta and Macon on the Central of Georgia S-Line. Other potential needs would include sub-base, base & other civil works required to meet good state of repair for 79mph passenger service. .

The Georgia Department of Transportation anticipates a total of eight (8 to 12) months for implementation of the rehabilitation project, from the time that the notice to proceed is issued. If awarded funds in January 2010, this would be the project schedule:

- contract/bid and let by March 2010,
- April 2010 start,
- completion by March 2012.

Stations, Sidings and associated facilities are to begin in the second phase (2012). Primary passenger facilities will be located at the Macon Terminal Station and in Atlanta at the Atlanta Multi-Modal Terminal. Intermediate station stops could be located at East Point, Hartsfield Jackson Atlanta International Airport, Morrow, Jonesboro, Lovejoy, Hampton, Griffin, Barnesville and Bollingbroke. The station will also be utilized by any future Commuter rail operations when that service becomes feasible.

Intercity passenger service is planned for inception in 2015, within this corridor. This initial service would provide three round trips between Macon and Atlanta each weekday. These three trips would include one morning one afternoon and one early evening operation in the first year. Subsequent service improvements are planned to increase trips to a minimum of six round trip per weekday, providing passengers a more complete schedule on which to plan their travel. Trips would be scheduled between the initial service trips with a final evening trip at or near 9PM by 2020.

Corridor Program Name: Date of Submission: Version Number:

C. Eligibility Information

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance:
 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 all elements of a Service Development Plan. Note: One Service Development Plan may be referenced in multiple Track 2 Applications for the same corridor service.
Please provide information on the status of the below Service and Implementation Planning Activities:

| | Select <u>One</u> of the Following: | | | Provide Dates for all activities: | |
|---|-------------------------------------|--------------------------|-------------------------------------|-----------------------------------|---|
| | No study exists | Study Initiated | Study Completed | Start Date (mm/yyyy) | Actual or Anticipated Completion Date (mm/yyyy) |
| Service Planning Activities/Documents | | | | | |
| Purpose & Need/Rationale | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| Service/Operating Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Prioritized Capital Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Ridership/Revenue Forecast | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| Operating Cost Forecast | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | |
| Assessment of Benefits | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Implementation Planning Activities/Documents | | | | | |
| Program Management Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Financial Plan (capital & operating – sources/uses) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Assessment of Risks | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |

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

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

| Documentation | Date (mm/yyyy) | Describe How Documentation Can be Verified |
|--------------------|----------------|--|
| Non-tiered NEPA EA | 2001 | On line |
| Tier 1 NEPA EA | | |
| Tier 1 NEPA EA | | |

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

| Documentation | Date (mm/yyyy) | Hyperlink (if available) |
|----------------------------------|----------------|--------------------------|
| Finding of No Significant Impact | 02/2004 | |
| Finding of No Significant Impact | | |
| Finding of No Significant Impact | | |

Corridor Program Name: Date of Submission: Version Number:

D. Public Return on Investment

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

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

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

New passenger rail service on an existing freight line can create significant new delays for the freight operator if no improvements or changes in operating practice are made to the line. In the past, this might not have been a major cause for concern, but today railroads are depending increasingly on time-sensitive shipments that would otherwise be on the highway in tractor trailers. Such “piggy-back” and other intermodal traffic is the fastest growing segment for the railroads. Therefore, to make passenger service dependable throughout the State of Georgia, some physical improvement is inevitable on the existing freight lines.

An investment in an intercity passenger rail system for the region is a significant new financial requirement for limited transportation funds available to maintain and improve the regional transportation system. An investment in intercity rail will improve regional productivity at twice the rate of productivity improvement as spending for additional highway capacity – if

such construction was possible. The simple fact is that in order to preserve mobility and regional access, a new supplement to the highway system is needed. An intercity rail system will be a valuable addition to the region's future.

In the Phases I (Macon to Atlanta) and II of Georgia's passenger rail plans, the proposed investment and level of service would provide capacity equivalent to building 580 lane miles of highway in the Atlanta area. Based on an average cost to build a highway in the Atlanta area of \$2 million per lane-mile (exclusive of the right-of-way and automobiles), the total cost of these 580 lane miles would be over \$ 1 billion.

Mobility will be enhanced by the introduction and future enhancement of passenger connectivity with other modes by the creation of more direct and accessible travel mode for passengers to urban centers within the state of Georgia, adding an efficient travel option that currently does not exist. Investment will allow the state to begin passenger service in three years and provide a connection to national and international air travel through facilities at Atlanta Hartsfield Jackson International Airport and future connectivity to Georgia Intercity and Federal High Speed Rail services. This project would also stand as the impetus for the state rail program's upgrading of the statewide freight rail network and future passenger rail system. This will increase the capacity of the highway and interstate systems, improve capacity for freight rail by providing upgraded rail facilities, and allow for travelers from the corridor communities to avoid local streets and the state highway and interstate systems currently delayed with traffic congestion.

We are in development of a plan for the success of the project. Our plan will include an evaluation of the performance of the Atlanta to Macon Corridor, centering on the performance for increased freight movements and the passenger revenues. Upgrades to rail will allow freight traffic to flow more efficiently and at a higher capacity. A measurable difference in State of Good Repair, Environmental Sustainability and Safety should be noticeable and quantifiable as a result of the project. Measurable differences in Economic Competitiveness of the host railroad and Livability of the affected communities will also result from the project.

The reduction in vehicular traffic along I-75 and I- 85 and the state highway network will reduce overall traffic volumes along these main highway corridors and should also translate into less congestion and thus fewer highway crashes.

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

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

| Corridor Program Metric | Actual – FY 2008 levels | Projected Totals by Year | | |
|--|-------------------------|------------------------------|------------------------------|------------------------------|
| | | First full year of operation | Fifth full year of operation | Tenth full year of operation |
| Annual passenger-trips | | 780 | 1560 | 1560 |
| Annual passenger-miles (millions) | | 53560 | 107120 | 107120 |
| Annual IPR seat-miles offered (millions) | | 24102000 | 48204000 | 48204000 |
| Average number of daily <u>round trip</u> train operations (typical weekday) | | 3 | 6 | 6 |
| On-time performance (OTP) ² – percent of trains on time at endpoint terminals | | 90 | 90 | 90 |
| Average train operating delays: minutes of en-route delays per 10,000 train-miles ³ | | | | |
| Top passenger train operating speed (mph) | | 79 | 79 | 110 |
| Average scheduled operating speed (mph) (between endpoint terminals) | | 68.9 | 68.9 | 68.9 |

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

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

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

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

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

Upgrading of the line in the Macon-Atlanta Corridor is the key infrastructure improvement by which freight rail capacity can be increased and allow high speed and intercity rail services to operate in and through Georgia. This line is the key central artery of the State of Georgia’s overall rail network. This corridor will provide connectivity to Atlanta, to a majority of all the urban centers in the state, such as Savannah, Columbus, Albany, Valdosta, and Brunswick to name a few. Investment in this strategic rail line will also provide critical capacity infrastructure in the most urbanized part of the state, allowing it to preserve the corridor for future higher speed services while providing immediate connectivity to other transportation modes.

The jobs created initially though this project will be by the Freight railroad owner Norfolk Southern and by any rail contractors putting work crews to work. It is expected that such a project will include up to 1250 full time position required for the duration of the work. These positions would be phased in at appropriate levels as work commenced. Employment opportunities will include engineers, surveyors, skilled heavy equipment operators, construction supervisors, and skilled railway construction workers. As a secondary benefit, material suppliers will need to keep or increase staff to supply the rock for ballast, cross ties, rail, etc. In turn, rock quarries, cross tie/timber and rail/steel producers will need to keep the vital rail products flowing. The procurement process utilized by the Georgia Department of Transportation for contractor services, follows all Federal requirements which includes the Disadvantaged Business Enterprise (DBE) program. The Department currently has a programmatic DBE goal of 12% which will be addressed in the letting of the Atlanta to Macon Corridor project. There will also be a need for support services, such as hotel/motels, restaurants, shopping, etc. These support services in turn will need supplies from suppliers both American and abroad. This will then benefit in port jobs and other port-related and transportation job creation and availability. All of which will increase as the connectivity of rail and other modes is allowed to grow. Long term investment will allow passenger service to and from employment centers and will also create jobs on the line and in subsequent systems.

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

| Anticipated number of onsite and other direct jobs created (on a 2080 work-hour per year, full-time equivalent basis). | FD/ Construction Period | First full year of operation | Fifth full year of operation | Tenth full year of operation |
|--|-------------------------------|---------------------------------|---------------------------------|------------------------------------|
| | 2500 | 200 | 300 | 300+ |

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

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

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

State sponsored studies of estimated ridership at 1.7 million rides per year by 2030, which would alleviate 58.8 million vehicle miles of travel and a reduction of approximately 27 thousand tons of CO₂ per year.

Freight: based on data from the American Association of State Highway and Transportation Officials, for each 1 percent of long-haul freight currently moving by truck that moved by rail instead, fuel savings in the U.S. would be approximately 111 million gallons per year and annual greenhouse gas emissions would fall by 1.2 million tons. If 10 percent of long-haul freight now moving by truck moved by rail instead, annual greenhouse gas emissions would fall by more than 12 million tons. Based on these findings, the project would, by the creation of greater through-put for freight from the ports of Savannah and Brunswick would produce a reduction in fuel consumption by reducing over the road trucks and efficiency through the use of rail transportation.

It is desired that Stations can be, where applicable, designed and built utilizing as much green technology as possible. This would allow for energy savings at each location by use of passive solar or other technologies with a practical and economic benefit and can be incorporated or retrofit without undue construction costs.

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

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

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

The affected communities are Macon, Forsyth, Barnesville, Griffin, Hampton, Lovejoy, Jonesboro, Morrow, Atlanta, Georgia and the surrounding areas. Investment will allow smaller communities in central and southern Georgia to access the employment pool in Atlanta for jobs. Communities from the Griffin area south increasingly use Macon as a destination for shopping and entertainment opportunities. Reliable rail service between Atlanta and Macon opens up more opportunities for education, housing choice, consumer choices and entertainment. Service would provide connectivity to Hartsfield-Jackson Atlanta International Airport, southern suburban locations in the Atlanta region, and the Macon urban area. This line is the central artery of Georgia's freight and passenger rail networks which will contain intercity service and eventually high speed operations. This corridor will provide the communities with connectivity to Atlanta, to a majority of all the urban centers in the state such as Savannah, Columbus, Albany, Valdosta, and Brunswick and others. This investment will provide critical rail infrastructure in the most urbanized part of the state of Georgia while providing immediate connectivity. Any upgrade of the line will continue to preserve the corridor for future higher speed service. The improvements implemented by this project will also include grade crossing improvements, signaling, and other support infrastructure for the protection of vehicular and pedestrian traffic along the corridor.

Completing this vital link in the connection between national and international commerce is critical to the success of the Port of Savannah.

Corridor Program Name: Date of Submission: Version Number:

E. Application Success Factors

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

1A. Applicant qualifications.

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

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

Please limit response to 3,000 characters.

While this will be Georgia Department of Transportation's first major passenger rail project. By no means is this Georgia Department of transportations first Transportation project. Our experience is deep and it is broad. It is our programs aim to partner with Norfolk Southern Railway (NS) to perform the required Track Signal and infrastructure work. This will occur under a joint venture agreement between NS and GDOT. NS has significant experience in performing the work required, and will a vital asset Stations and ancillary work will be contracted appropriately.

1B. Describe the organizational approach for the different Corridor Program stages included in this application (e.g., final design, construction), including the roles of staff, contractors and stakeholders in implementing the Corridor Program. For construction activities, provide relevant information on work forces, including railroad contractors and grantee contractors. *Please limit response to 3,000 characters.*

Phase I will incorporate the experience and expertise of the host Railroad/Joint Partner Norfolk Southern Railway (NS). It will be the responsibility of the partner to manage the project corridors rehabilitation with emphasis on cost containment of materials and the increase of employment. Norfolk Southern will operate as contractor and project manager, Georgia Department of Transportation will act as the financial manager following the schedule of project progress and timely payment of costs by the project management.

Under the Joint Venture agreement, the partnership will work with local stakeholders for station locations and construction. Track work projects and project management will fall to the Host Railroad partner so that programatic work can be scheduled around current freight operations. Further station design implementation is awaiting platform height guidance.

Procurement of rolling stock and selection of an operator will be a joint decision of Georgia Department of Transportation and Norfolk Southern. Rolling stock will need to meet Federal Railroad Administration and Norfolk Southern rail car standards and boarding heights.

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

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

Please limit response to 1,500 characters.

The current program should not require any Waivers of Safety Regulations

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

Program uncertainties include reliance on American Reinvestment and Recovery Act funding for project completion, the project will be solely funded by a single source for the corridor work. Schedule risks will depend on the ability of material suppliers to provide the required materials to the job site or staging area due to competition and significant product delays from other projects. Stakeholder risk while limited, will have the accepted risk of the aforementioned as well as the risk of delay in the program's completion and failure to complete requirements.

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

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

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

Currently, a joint venture agreement between Norfolk Southern Railway and Georgia Department of Transportation is in the final draft phase and is circulating for approvals. This will create a working framework between the two entities for the design engineering and site works for the project. This will include the eventual agreement and financial exchange for Joint ownership of the corridor which will ensure both partner entities equal access and operations of the corridor for their individual purposes.

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

Operators have not been selected at this time. Selection will be made as service start up approaches.

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

Operator selection will be made to the satisfaction of both Joint venture partners.

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

The communities through which the service will operate have been included in the discussions leading the planning of the work and the submittal of the this application. Letters of support are included for review. The letter also show the pledge of the communities to assist in the funding for operation and maintenance of the service to be provided.

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

A joint venture agreement between Norfolk Southern Railway and Georgia Department of Transportation is in the final draft phase and is circulating for approvals. This will create a working partnership between the two entities for the project. This will include an agreement for Joint ownership of the corridor which will ensure both entities equal access and operations of the corridor.

(3) Financial Information

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

| Non FRA Funding Sources | New or Existing Funding Source? | Status of Funding ⁴ | Type of Funds | Dollar Amount (millions of \$ YOE) | % of Program Cost | Describe uploaded supporting documentation to help FRA verify funding source |
|-------------------------|---------------------------------|--------------------------------|--------------------------------|------------------------------------|-------------------|--|
| | New | Planned | Lease Income W&A | 3 | 0.75 | |
| | New | Planned | State wide Transportation Fund | 6 | 1.5 | |
| | New | Planned | State General Fund | 2.5 | .55 | |
| | New | Planned | Local TIFD | 2 | .50 | |

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

A partnership between Norfolk Southern and Georgia Department of Transportation is being drafted and is currently circulating for comment and approvals. The financial agreement is one of the items being addressed at this time in the negotiations

3C. Corridor Program Sustainability and Operating Financial Plan.

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

O&M is forecast to be \$14 Million dollars per year. This will be formulated with State and local funding. The State of Georgia is looking to four sources to provide funding. 1) The proceeds of the current lease of the Former Western and Atlantic Rail line to CSXT. 1) A new Statewide Transportation fund. 2) The proceeds of the current lease of the Former Western and Atlantic Rail line to CSXT. A request to reassign their property to the Rail Program to be introduced to January 2010 legislative session 3) State General Funds as assigned by the Georgia legislature. Local contributions will be through the proceeds from the development of Tax Incremental Finance Districts. 5) Legislative request for the redirection of Railroad locomotive fuel taxes from roads and bridges to rail programs.

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

⁴ Reference Notes: The following categories and definitions are applied to funding sources:

Committed: Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed phase without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or State Capital Investment Program CIP or appropriation. Examples include dedicated or approved tax revenues, State capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed phase, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed phase.

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

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

| Funding Requirement (as identified on the Supporting Form) | Baseline Actual-FY 2009 Levels (State operating subsidy for FY 2009 if existing service) | Projected Totals by Year (\$ Millions Year Of Expenditure (YOE)* Dollars - One Decimal) | | |
|--|---|--|------------------------------|------------------------------|
| | | First full year of operation | Fifth full year of operation | Tenth full year of operation |
| Indicate the Fiscal Year | 2009 | 2015 | 2020 | 2025 |
| Surplus/deficit after capital asset renewal charge ⁵ | | CMAQ 1-3 yrs State and Local yrs.4-5 | State and Local | State and Local |
| Total Non-FRA sources of funds applicable to the surplus/deficit after capital asset renewal | | 100% | 100% | 100% |
| Funding Requirements for which Available Funds Are Not Identified | | n/a | n/a | n/a |
| <p>* 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.</p> <p>Note: Data reported in this section should be consistent with the information provided in the Operating and Financial Performance supporting form for this application.</p> | | | | |
| <p>(4) Financial Management Capacity and Capability – Provide audit results and/or other evidence to describe applicant capability to absorb potential cost overruns, financial shortfalls identified in 3C, or financial responsibility for potential disposition requirements (include as supporting documentation as needed). Provide statutory references/ legal authority to build and oversee a rail capital investment. <i>Please limit response to 3,000 characters.</i></p> <p>The financial audit for the most current year for the Georgia Department of Transportation is included as a supporting document.</p> <p>The Georgia Department of Transportation has controls in place that will monitor the use and expenditure of funds throughout the project. The main vehicle for this is through in house Funds Verification Process, GDOT form 1625 which sets up the funding source for tracking. Also, electronic funds management through software TPRO, monitors the account and draws to the account.</p> | | | | |
| <p>(5) Timeliness of Corridor Program Completion – Provide the following information on the dates and duration of key activities, if applicable. For more information, see Section 5.1.3.1 of the HSIPR Guidance, Timeliness of Corridor Program Completion.</p> | | | | |
| Final Design Duration: | | 6 months | | |

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

| | |
|--|-------------------|
| Construction Duration: | 8-14 months |
| Rolling Stock Acquisition/Refurbishment Duration: | 14-21 months |
| Service Operations Start date: | 06/2015 (mm/yyyy) |
| <p>(6) If applicable, describe how the Corridor Program will promote domestic manufacturing, supply and industrial development, including furthering United States-based equipment manufacturing and supply industries. Please limit response to 1,500 characters.</p> <p>It is the intention of this program to procure materials for rehabilitation and the eventual power and rolling stock for operations from manufacturers located within the United States (Buy American). These activities will only look to other sources in the event that cost containment and timely delivery is no longer possible from domestic sources. Prior identification of potential problems and corrective action will be forwarded to the Federal Railroad Authority (FRA) prior to any foreign source change. This is following the need and desire of the Federal Grant Programs mission to stimulate the American economy and to restore employment hampered by economic factors.</p> | |
| <p>(7) If applicable, describe how the Corridor Program will help develop United States professional railroad engineering, operating, planning and management capacity needed for sustainable IPR development in the United States. Please limit response to 1,500 characters.</p> <p>The Joint Venture Agreement between the Host Railroad and the State, the work as a catalyst for the continued training and experience building of personnel. This will be especially true for those employed by or that wish to work for the host railroad dealing in areas of engineering and civil works. The State will benefit from the relationship by improvements to the planning for expansion of intercity and eventual high speed passenger rail services.</p> | |

Corridor Program Name:

Date of Submission:

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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 E, Question 1B). *This section is optional.*

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G.Summary of Application Materials

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

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

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

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

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