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).

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A. Point of Contact and Application Information

(1) Application Point of Contact (POC) Name:		**POC Title:**		
Applicant State Agency or Organization Name:				
Street Address:	**City:**	**State:**	**Zip Code:**	**Telephone Number:**
Email:		**Fax:**		

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B. Corridor Program Summary

(1) Corridor Program Name:

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

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

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

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

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.

(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				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 Within Boundaries	Average Number of Daily One-Way Train Operations within Boundaries[1]	Notes
		Passenger	Freight			
Freight						
Freight						
Freight						

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

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

Name of Operating Partner:

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

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

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

Project Name	Project Type	Project Description	Project Start Date (*mm/yyyy*)	Estimated Project Cost (Millions of YOE Dollars, One Decimal)		Was this Project included in a prior HSIPR application? Indicate track number(s).	Are more detailed project costs included in the Supporting Forms?
				Total Cost	Amount Applied For		
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes
	PE/ NEPA						Yes

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

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

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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 One 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	☐	☐	☐		
Service/Operating Plan	☐	☐	☐		
Prioritized Capital Plan	☐	☐	☐		
Ridership/Revenue Forecast	☐	☐	☐		
Operating Cost Forecast	☐	☐	☐		
Assessment of Benefits	☐	☐	☐		
Implementation Planning Activities/Documents					
Program Management Plan	☐	☐	☐		
Financial Plan (capital & operating – sources/uses)	☐	☐	☐		
Assessment of Risks	☐	☐	☐		

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

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

Documentation	Date *(mm/yyyy)*	Describe How Documentation Can be Verified
Tier 1 NEPA EA		
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		
Finding of No Significant Impact		
Finding of No Significant Impact		

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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 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.

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				
Annual passenger-miles (millions)				
Annual IPR seat-miles offered (millions)				
Average number of daily round trip train operations (typical weekday)				
On-time performance (OTP)[2]– percent of trains on time at endpoint terminals				
Average train operating delays: minutes of en-route delays per 10,000 train-miles[3]				
Top passenger train operating speed (mph)				
Average scheduled operating speed (mph) (between endpoint terminals)				

[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 5.1.1.2of 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.

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

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

(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, O^3, CO, PMx, and NOx) 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.

(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).

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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.

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.*

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

☐ YES- If yes, explain and provide a timeline for obtaining the waivers
☐ NO
Please limit response to 1,500 characters.

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

(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.*

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.*

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.*

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

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.*

(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	Committed				
	New	Committed				
	New	Committed				
	New	Committed				

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.*

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.*

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			
Surplus/deficit after capital asset renewal charge[5]				
Total Non-FRA sources of funds applicable to the surplus/deficit after capital asset renewal				
Funding Requirements for which Available Funds Are Not Identified				

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

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

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

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

Final Design Duration:	months
Construction Duration:	months
Rolling Stock Acquisition/Refurbishment Duration:	months
Service Operations Start date:	*(mm/yyyy)*

[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).

(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.*
(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.*

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

Supporting Documents *(Documents to be generated and provided by the applicant)*	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**
☐ Map of Corridor Service	✓		Corridor Service Overview Question B.2	
☐ Service Development Plan	✓		HSIPR Guidance Section 1.6.2	
☐ "Service" NEPA	✓		HSIPR Guidance Section 1.6.2	
☐ Project Management Plan	✓		HSIPR Guidance Section 4.3.3.2	
☐ "Project" NEPA (Required before obligation of funds)		✓	HSIPR Guidance Section 1.6.2	
☐ PE Materials	✓	✓	HSIPR Guidance Section 1.6.2	
☐ Stakeholder Agreements	✓	✓	HSIPR Guidance Section 4.3.3.2	
☐ Financial Plan	✓	✓	HSIPR Guidance Section 4.3.3.2	
☐ Job Creation	✓	✓	HSIPR Guidance Section 1.6.2	

Standard Forms *(Can be found on the FRA website and www.forms.gov)*	**Required for Corridor Programs**	**Required for Projects [See Note Below]**	**Reference**	**Comments**

☐ SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Form
☐ SF 424C: Budget Information-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
☐ SF 424D: Assurances-Construction	✓		HSIPR Guidance Section 4.3.3.3	Form
☐ FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	Form
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.				

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