



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

EUGENE A. CONTI, JR.
SECRETARY

**CERTIFICATION UNDER SECTION 1511 OF
THE AMERICAN RECOVERY AND REINVESTMENT ACT:**

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009)) ("ARRA"), I Eugene Conti, hereby certify that the infrastructure investments funded with amounts appropriated by ARRA under the heading: "Capital Assistance For High Speed Rail Corridors" and "Intercity Passenger Rail Service" to the Federal Railroad Administration, have received the full review and vetting required by law and that I accept responsibility that such investments are appropriate uses of taxpayer dollars. I further certify that the specific information required by section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is enclosed or provided on the North Carolina Statewide Transportation Improvement Program (STIP) and is available to the public at <http://www.ncdot.org/about/finance/federalstimulus/#id72> and linked to Recovery.gov.

I understand that my State or local agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.

A handwritten signature in cursive script that reads "Eugene Conti, Secretary".

Eugene Conti, Secretary
North Carolina Department of Transportation

Signed this 8th day of June, 2010.

North Carolina Department of Transportation ARRA High Speed and Intercity Passenger Rail Project List

Proj. #	Hwy Div.	County	TIP #	Track & Mile Post	Project Description	Benefits		Total Estimated Cost	Committed Funds	
						Public	Private		ARRA	Other

Track 1- NC 6 - Congestion Mitigation

59	5	Wake	P-3819A	NCRR H 71-79 CSXT S 160.5-164.8	Design and construct #24 universal crossover at Fairgrounds, between Fetner and Method.	Allows for meets and passing of trains to improve operational efficiency and reduce travel time.	Reduces railroad congestion by removing a network bottleneck. Improves capacity, reliability, and efficiency of train movement.	\$2,721,225	\$2,721,225	
60	4	Halifax	P-5005	CSXT A 86.4	Upgrade existing crossover and build #20 crossover to create universal at South Weldon.	Allows for meets and passing of trains to improve operational efficiency and reduce travel time.	Reduces railroad congestion by removing a network bottleneck. Improves capacity, reliability, and efficiency of train movement.	\$5,730,423	\$5,730,423	\$0
61	4	Halifax	P-5005	CSXT A 101.0	Design and construct #20 universal crossover at Enfield.	Allows for meets and passing of trains to improve operational efficiency and reduce travel time.	Reduces railroad congestion by removing a network bottleneck. Improves capacity, reliability, and efficiency of train movement.	\$6,702,673	\$6,702,673	\$0
62	4	Nash/Edgecombe	P-5005	CSXT A 115.9	Design and construct #20 universal crossover at Armstrong.	Allows for meets and passing of trains to improve operational efficiency and reduce travel time.	Reduces railroad congestion by removing a network bottleneck. Improves capacity, reliability, and efficiency of train movement.	\$7,270,073	\$7,270,073	\$0
Total								\$ 22,424,393	\$ 22,424,393	\$ -

NC T2.1 SEHSR - Piedmont Corridor Service Current Needs and 3rd Frequency

1	7	Alamance	P-5205	NCRR H 23.5 - 25.5	NCRRIP - Graham to Haw River Passing Siding and Curve Realignment.	Increases capacity, improves safety, eliminates 22-mile bottleneck. Existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves freight capacity and efficiency.	\$17,403,443	\$11,368,676	\$6,034,767
2	5	Wake	P-3803	NCRR H 73.5	Cary Station expansion	Provides platform improvements, parking expansion, additional waiting room, ticketing and luggage handling.		\$2,248,722	\$2,248,722	
3	5, 7, 9, 10.	Wake, Durham, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	P-2918	NCDOT	Rebuild 2 F59PHI Locomotives - Mid-life rebuilds and required emission upgrades.	Extends life of locomotives used for Piedmont service. Upgrades locomotives' prime movers to meet EPA Tier I emissions standards and head-end power generators to Tier II standards, thus reducing impacts to air quality.		\$2,625,000	\$2,625,000	
4	5, 7, 9, 10.	Wake, Durham, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	P-2918	NCDOT	Purchase 2 Used Locomotives	Provides power required for additional service frequency.		\$684,000	\$0	\$684,000
5	5, 7, 9, 10.	Wake, Durham, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	P-2918	NCDOT	Rehabilitate 3 Locomotives	Rehabilitates existing locomotives required for current and additional service frequencies. Upgrade to EPA Emissions standards - Tier I for prime mover and Tier II for head end power		\$3,955,022	\$3,955,022	

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6	5, 7, 9, 10.	Wake, Durham, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	P-2918	NCDOT	Rehabilitate 3 Passenger Cars	Rehabilitates passenger cars for additional service frequency.		\$1,986,214	\$1,986,214	
7	5, 7, 9, 10.	Wake, Durham, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	P-2918	Various	Passenger Train Station Security Management System , CCTV Data Network for 9 stations and backup generators for stations	Provides remote oversight of platform and station facilities. Backup generators provide a source of power during outages.		\$1,312,612	\$1,312,612	
Total								\$30,215,013	\$23,496,246	\$6,718,767

NC T2.2 - SEHSR - Piedmont Corridor Service - 4th Frequency

8a	10	Mecklenburg	P-2918	NS 378.6	Charlotte Maintenance Facility Phase II - Extension of tracks and shop building to service longer fixed-consist SEHSR train sets. Right-of-Way Acquisition.	Acquire ROW for maintenance facility needed for SEHSR and intercity service.		\$23,385,254	\$23,385,254	
8b					CRISP - Charlotte Maintenance Facility - Creates 700 foot 2-track shop for intercity equipment maintenance with 2 outdoor tracks.	Supports safety, service, and maintenance of passenger equipment.				
9	10	Mecklenburg	P-5002	NS 377.1 CSXT SF 330.6	CRISP - Create grade separation for NS/CATS/CSXT in Charlotte, Mecklenburg Co including moving CSXT's Tryon Yard to Pinoca Yard	Provides critical access to Charlotte Gateway Station for SEHSR and intercity passenger service. Required for grade separation of busy mainline and planned CATS commuter service. Reduces emissions, energy use and noise from waiting trains.	Creates grade separation of NS Crescent Corridor and CSXT National Gateway eliminating bottleneck at mainline at-grade crossing.	\$129,209,347	\$128,326,147	\$883,200
10a	10	Cabarrus, Mecklenburg	P-5208	NCRP 360.1 - 372.2	NCRP Improvement Program (NCRIP) - Restore Double Track Charlotte to Greensboro - Haydock to Junker	Improves capacity by allowing trains to pass without delay, improves safety and reliability. Completes double track Greensboro to Charlotte. Design speed 79 mph with future upgrade to 90 mph. Significant safety and operational improvements.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency. Removes crossing hazards that impact train operations and business/residential development.	\$95,116,212	\$92,116,212	\$3,000,000
					Double track	Subtotal	\$79,169,502			
					Grade Separations	Subtotal	\$15,946,710			
11	10	Cabarrus	P-4010	NCRP 349	Kannapolis Station Platform Canopy	Provides safe shelter from the elements for passengers.		\$344,715	\$344,715	
10b	9	Rowan	P-5206	NCRP 337.3 - 347.3	NCRIP - Restore Double Track Charlotte to Greensboro - Reid to North Kannapolis	Improves capacity by allowing planned passenger trains to pass without delay, and improves safety and OTP. Completes double track Greensboro to Charlotte. Design speed 79 mph with future upgrade to 90 mph. Includes crossing closures and improvements.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency.	\$92,593,479	\$92,593,479	
					Double track	Subtotal	\$63,793,479			
					Grade Separations	Subtotal	\$28,800,000			

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12	9	Rowan	U-3459	NCCR 335.2	Klumac Road Grade Separation	Improves safety and area mobility.	Eliminates crossing hazard and potential for crashes and system interruptions. Reduces crossing signal and surface maintenance.	\$9,219,469	\$6,063,869	\$3,155,600		
13	9	Davidson, Rowan	I-2304AE	NCCR 327.4	Curve realignment at Duke south of Linwood yard. To be progressed with (I-2304AC and AD) I-85 Yadkin River Bridge improvement.	Increases passenger train speed from 45 to 65 mph and reduces travel time per train by 1 minute.	Reduces maintenance at Duke interlocking and increases intermodal train speeds to 60 mph.	\$4,444,659	\$1,444,659	\$3,000,000		
10c	9	Davidson	C-4901	NCCR 309.9-314	NCCRIP - Restore Double Track Charlotte to Greensboro- Bowers to Lake	Improves capacity by allowing trains to pass without delay, improves safety and reliability. Completes double track Greensboro to Charlotte. Design speed 79 mph with future upgrade to 90 mph. Eliminates crossing hazards through grade separations.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency. Eliminates crossing hazard.					
								Double track	Subtotal	\$37,436,637		
								Grade Separations	Subtotal	\$10,108,800	\$47,545,437	\$44,545,437
14	7	Guilford	P-2912	NCCR 299.4	High Point Station parking.	Provides more parking for passenger rail customers.		\$2,199,000	\$2,199,000			
10d	7	Guilford	P-4701A	NCCR 289.3-298.1	NCCRIP - Restore Double Track Charlotte to Greensboro- Cox to Hoskins	Improves capacity by allowing trains to pass without delay, improves safety and reliability. Completes double track Greensboro to Charlotte. Design speed 79 mph with future upgrade to 90 mph.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency.	\$18,445,065	\$6,945,065	\$11,500,000		
15	7	Guilford	P-5204	NCCR H 9.1	Carmon Road crossing closure and 1-mile road realignment on new location.	Eliminates 2 highway crossings in a railroad passing siding, increasing its utility for passenger trains to pass long freight trains. Eliminates hazard to traveling public.	Increases operational utility of siding and removes crossing hazards that impact train operations and business/residential development.	\$6,627,478	\$4,781,448	\$1,846,030		
16	7	Alamance	P-2909AA	NCCR H 21.4	Burlington Station platform extension.	Allows all passengers to board faster/safer without repositioning train thus improving travel time.	Reduces passenger train dwell time and related movements resulting in more capacity and safer boarding.	\$334,480	\$334,480			
17	5	Durham	U-4716	NCCR H 63.6-66	NCCRIP - Clegg to Nelson Passing Siding.	Improves capacity by allowing trains to pass without delay, and improves safety and reliability. Design speed 79 mph with future upgrade to 90 mph.	Improves freight capacity and efficiency.	\$8,817,800	\$8,817,800			
18	5	Durham	U-4716AC	NCCR H 64.7- H65.2	NCCRIP - Hopson Road Grade Separation, Church Street Closure and associated traffic rerouting, and Track Realignment.	Improves safety and increases speed by flattening curve. Existing speed 55 mph. Design speed 79 mph with future upgrade to 90 mph.	Eliminates crossing hazard which could result in accidents and delays and crossing signal/surface maintenance. Prepares for Clegg Siding capacity improvement.	\$13,898,994	\$9,312,844	\$4,586,150		
19	5	Wake	P-5201	NCCR H 69.6	Morrisville Parkway Grade Separation	Improves safety and area mobility.	Eliminates crossing hazard and potential for crashes and system interruptions. Reduces crossing signal and surface maintenance.	\$15,997,094	\$13,997,094	\$2,000,000		

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21	5, 7, 9, 10.	Wake, Durham, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	P-4405	NCCR H 75.7 to 0; 295.2 to 366.5	Private Crossing Safety Initiative (PCSI)- Raleigh to Charlotte - Environmental, PE and Construction.	Removes and/or mitigates hazards at 15 private crossing locations along SEHSR corridor between Raleigh to Charlotte.	Removes crossing hazards that impact train operations and business/residential development.	\$19,986,955	\$16,444,731	\$3,542,224
22	5, 7, 9, 10.	Wake, Durham, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	P-2918	NCDOT	Purchase 4 used passenger cars and spare parts and rehabilitate 7 cars	Provides needed equipment for additional service frequencies.		\$11,767,700	\$11,767,700	
23	5	Wake	P-2918	NCDOT	Capital Yard Phase I Improvements - Extends tracks 1 & 2 and provides track pans under track and concrete pads for maintenance of additional trains sets. Provides major improvements to track 3 and adds concrete pad North for inspections.	Supports service and maintenance of passenger equipment.		\$6,104,460	\$6,104,460	
24	5, 7, 9, 10.	Wake, Durham, Alamance, Guilford, Davidson, Rowan, Cabarrus, Mecklenburg	P-2918	Various	Equip 9 NC stations and platforms with ADA/FRA mandated Public Information Display Systems. PIDS to include software and hardware, installation, and connections to local 911 centers, and North Carolina State Emergency Management Off	Provides required video and audio information for passengers that are hearing and sight impaired.		\$1,506,897	\$1,506,897	
Total								\$507,544,497	\$471,031,293	\$36,513,204
Grand Total								\$560,183,903	\$516,951,932	\$43,231,971
ARRA Award								\$	545,000,000	
ARRA	American Recovery and Reinvestment Act of 2008									
CRISP	Charlotte Railroad Improvement and Safety Program									
CSXT	CSX Transportation									
HSIPR	High Speed and Intercity Passenger Rail Program									
NCCR	North Carolina Railroad Company									
NCRRIIP	North Carolina Railroad Improvement Program									
NS	Norfolk Southern Railway									
Project listing is from NC DOT applications, US DOT has announced an award of \$545 million.										