



**U.S. Department of Transportation • Federal Railroad Administration (FRA)
Capital Assistance to States—Intercity Passenger Rail Service Program
September 2008 Award Announcements**

State	Project Description	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Arizona	Phoenix-Tucson Rail Service Planning	\$1,000,000	\$1,000,000	\$2,000,000
California	Double Track Construction, San Joaquin Corridor, Kings Park, CA	\$5,000,000	\$13,500,000	\$18,500,000
Illinois	Centralized Traffic Control and Cab Signals System Installation, Joliet to Mazonia, IL	\$1,550,000	\$1,980,912	\$3,530,912
Illinois	Cab Signal System Installation, Mazonia to Ridgely (Springfield), IL	\$1,850,000	\$1,850,000	\$3,700,000
Maine	Portland, ME Area Track Improvements	\$500,000	\$858,330	\$1,358,330
Midwest States	Midwest Regional Rail Initiative Alternatives Analysis and Planning (awarded through Wisconsin)	\$297,000	\$297,000	\$594,000
Minnesota	Twin Cities-Duluth High-Speed Rail Programmatic Environmental Impact Statement	\$1,100,000	\$1,100,000	\$2,200,000
Missouri	Passing Track Construction and Preliminary Engineering, St. Louis - Kansas City Corridor	\$3,292,684	\$5,000,000	\$8,292,684
New York	Albany Station Track and Signal Improvements Design and Engineering	\$1,250,000	\$1,250,000	\$2,500,000
Ohio	Cleveland-Columbus-Dayton-Cincinnati Planning and Alternatives Analysis	\$62,500	\$62,500	\$125,000
Vermont	Two-Mile Track Reconstruction, Ethan Allen Route	\$581,775	\$581,775	\$1,163,550
Vermont	One-Mile Rail Replacement and 4 Bridge Re-deckings, Vermonter Route	\$450,000	\$450,000	\$900,000
Virginia	Third Track Construction and Interlocking Reconfiguration Preliminary Engineering	\$2,000,000	\$11,475,276	\$13,475,276
Washington	Point Defiance Bypass Design, Engineering, and Right-of-Way, D to M Street Tacoma	\$6,000,000	\$20,606,000	\$26,606,000
Wisconsin	Welded Rail Installation, Hiawatha Route	\$5,022,968	\$5,022,968	\$10,045,936



**U.S. Department of Transportation • Federal Railroad Administration (FRA)
Capital Assistance to States–Intercity Passenger Rail Service Program
Project Summary for the State of Arizona**

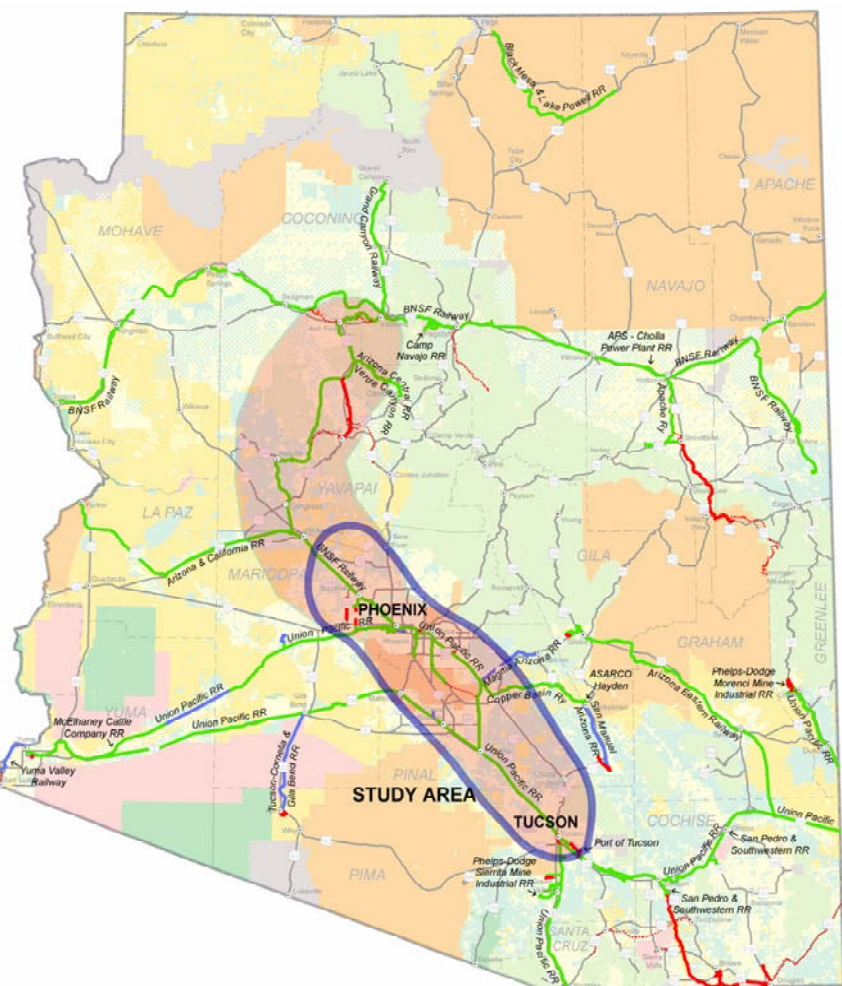
Project	Location in Arizona	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Phoenix-Tucson Rail Service Planning	Tucson, Phoenix	\$1,000,000	\$1,000,000	\$2,000,000

Benefiting Intercity Passenger Train Routes:
Possible Future Service

Project Description: Arizona DOT will conduct the first year of an Environmental Impact Statement (EIS) for new intercity passenger rail service in the “Sun Corridor” linking the greater metropolitan areas of Phoenix and Tucson. The service would generally follow the Union Pacific Railroad line using FRA-compliant Diesel-powered trains capable of speeds up to 125 mph. As many as 15 stations are planned over the 140-mile length. Existing track may be upgraded or new track built in existing rail corridors; or new corridors may be developed where state land or smart growth opportunities exist. The EIS will address improvements at many of the 150 grade crossings, both public and private.

Project Benefits: Upon completion of the EIS, Sun Corridor rail service could be implemented. The EIS will build upon the initial 1998 feasibility study and 2008 update by defining the project and advancing the NEPA process. There is no daily, punctual rail service in this corridor today; modern rail service is projected to carry approximately 1.2 million annual passengers, to cost approximately \$600 million to implement, and to require \$34 million to operate per year. This service could ultimately interlink commuter rail serving both Tucson and Phoenix.

Source(s) of Matching Funds: State of Arizona, local, tribal, and private funds (\$1,000,000)





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Capital Assistance to States–Intercity Passenger Rail Service Program
Project Summary for the State of California**

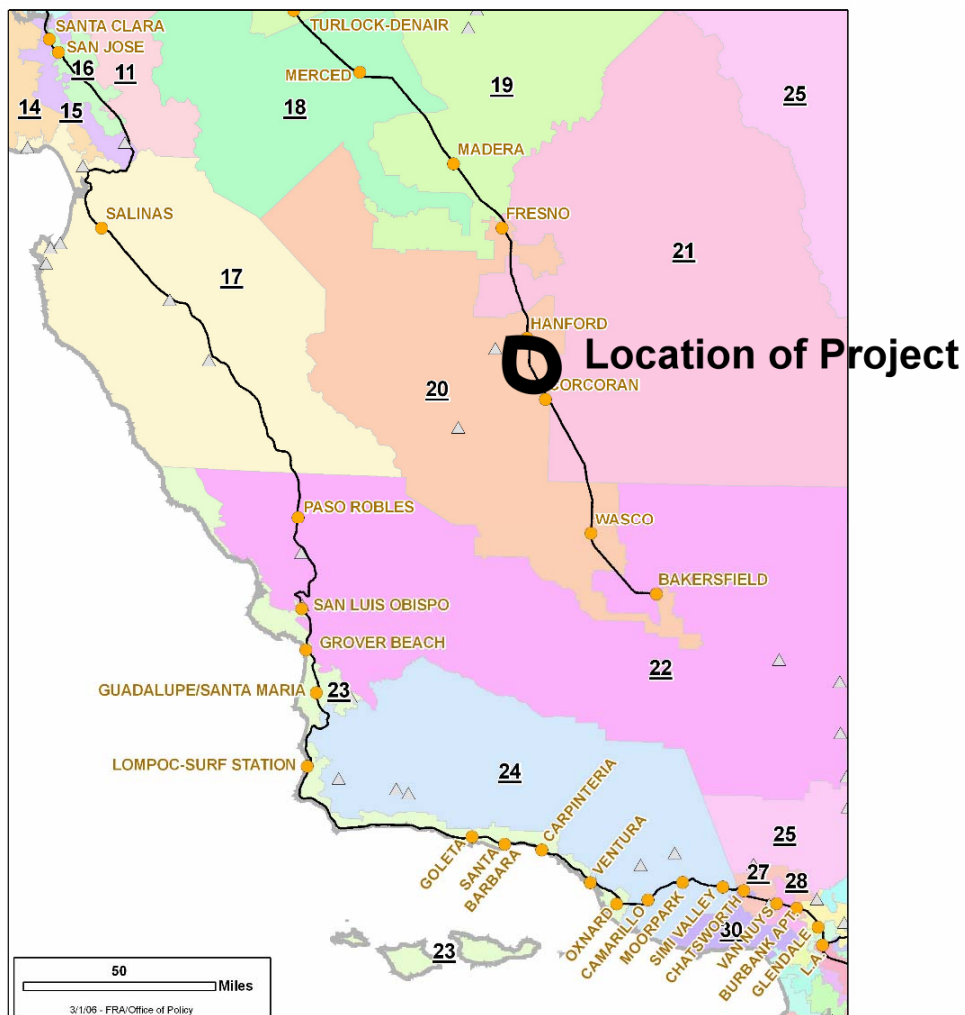
Project	Location in California	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Double Track Construction, San Joaquin Corridor, Kings Park, CA	Central Valley	\$5,000,000	\$13,500,000	\$18,500,000

Benefiting Intercity Passenger Train Routes: *San Joaquins* (6 round-trips/day, Oakland/Sacramento–Bakersfield)

Project Description: California DOT will improve the route of the *San Joaquin*, State-supported corridor service in Kings Park, CA, which is one of the worst congestion points on the BNSF sections of the corridor operated by Amtrak. The project will convert 4.5 miles of running side track to a second main line, construction of side tracks, the addition of two high-speed crossovers and other track improvements, as well as related signal and highway crossing improvements.

Project Benefits: Completion of the project will result in 9.5 miles of continuous double track that will allow trains to pass each other at maximum track speed of 79 mph. The project is anticipated to reduce Amtrak train delays by 5 hours per week and increase average speeds of the *San Joaquin* service by 1.3%. As a result of the performance improvement, the project is estimated to increase passenger revenues by about \$0.85 million annually, reduce passenger train delays by 18 percent, and freight train delays by two percent.

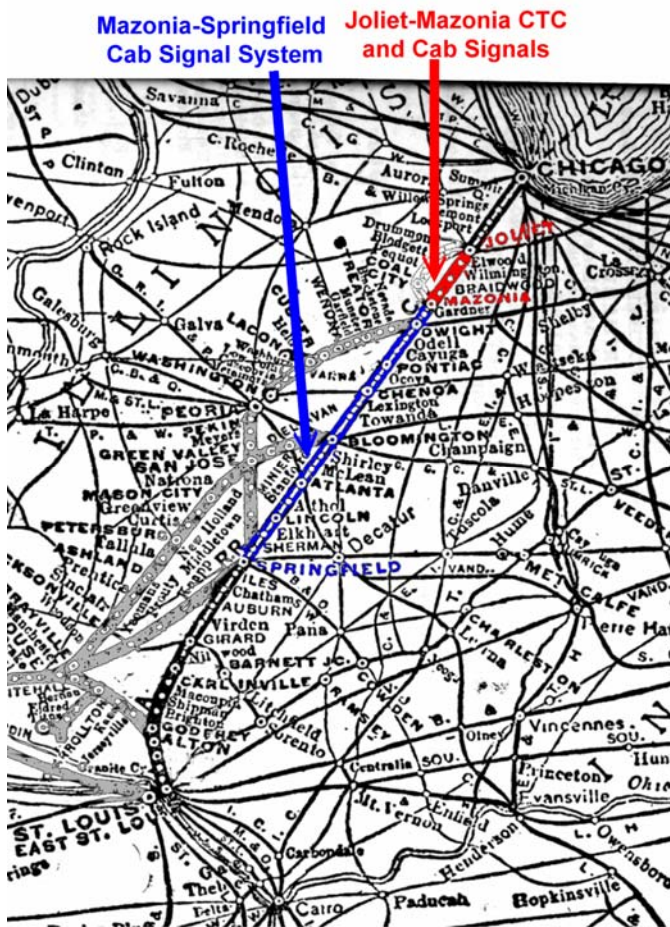
Source(s) of Matching Funds: State of California (\$13,500,000)





**U.S. Department of Transportation • Federal Railroad Administration (FRA)
Capital Assistance to States—Intercity Passenger Rail Service Program
Project Summary for the State of Illinois**

Project	Location in Illinois	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Cab Signal System Installation, Mazonia to Ridgeley (Springfield), IL	Chicago-Springfield	\$1,850,000	\$1,850,000	\$3,700,000
Benefiting Intercity Passenger Train Routes: <i>Lincoln Service</i> (4 round-trips/day, Chicago–St. Louis); <i>Texas Eagle</i> (1 round-trip/day, Chicago–Saint Louis–San Antonio)				
Project Description: The State of Illinois and the Union Pacific Railroad will undertake a signal improvement project on 120 miles of the 284-mile designated high speed passenger rail corridor between Chicago and St. Louis. This project will install a Cab Signal train control system and Advanced Activation warning system at grade crossings on the segment of the corridor from Mazonia to Ridgeley (Springfield). These tracks are used by five intercity trains between Chicago and St. Louis including three that are supported by the State of Illinois, and the long-distance <i>Texas Eagle</i> .				
Project Benefits: The installation of the Cab Signal system will provide for an increase in train speed from 79 mph up to 110 mph on 120 miles of the Chicago-St. Louis corridor. This technology will provide for a reduction in travel time along this corridor by 24-minutes, supported by a safer train control system with improved reliability.				
Source(s) of Matching Funds: State of Illinois (\$925,000), Union Pacific (\$925,000)				



Project	Location in IL	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Centralized Traffic Control and Cab Signal System Installation, Joliet to Mazonia, IL	Chicago-Springfield	\$1,550,000	\$1,980,912	\$3,530,912
Benefiting Intercity Passenger Train Routes: <i>Lincoln Service</i> (4 round-trips/day, Chicago–St. Louis); <i>Texas Eagle</i> (1 round-trip/day, Chicago–Saint Louis–San Antonio)				
Project Description: The State of Illinois and the Union Pacific Railroad will undertake a signal improvement project on 25 miles of the 284-mile designated high speed passenger rail corridor between Chicago and St. Louis. This project will replace the existing Automatic Block train control system on the segment of the corridor from Joliet to Mazonia with a Centralized Traffic Control (CTC) system with Cab Signal technology. These tracks are used by five intercity trains between Chicago and St. Louis including three that are supported by the State of Illinois, and the long-distance <i>Texas Eagle</i> .				
Project Benefits: The installation of CTC and Cab Signal technology will improve the safety of train operations between Joliet and Mazonia, and provide for a 30 minute reduction in delays currently attributable to the existing signal system. Ultimately, CTC and Cab Signal technology will enable Amtrak to increase train speeds up to 110 mph in sections of this corridor capable of supporting high speed operations.				
Source(s) of Matching Funds: State of Illinois (\$1,205,912). UP (\$775,000)				



**U.S. Department of Transportation • Federal Railroad Administration (FRA)
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Project Summary for the State of Maine**

Project	Location in Maine	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Portland, Maine Area Track Improvements	Portland	\$500,000	\$858,330	\$1,358,330

Benefiting Intercity Passenger Train Routes: The *Downeaster* (5 round-trips/day, Portland–Boston)

Project Description: The Northern New England Passenger Rail Authority (NNEPRA) will undertake a track improvement project on rail lines owned by Pan Am Railways in the Portland, ME area. These include tracks extending from the Portland station to the equipment layover facility, including a “wye” which is currently out of service for the purpose of turning of passenger train equipment. These tracks are used by the State-supported *Downeaster* service, which currently operates at five frequencies per day.

Project Benefits: Completion of this project will allow for increased passenger train speeds through the area, and will allow for passenger train equipment to be turned around on the wye. The reactivation of the wye is particularly important in situations where locomotives must be switched off of trains in the case of mechanical difficulties. The project would have additional value should the State’s planned extension of *Downeaster* service to Brunswick, ME be realized.

Source(s) of Matching Funds: State of Maine (\$631,730); Pan Am Railways (\$226,600)





**U.S. Department of Transportation • Federal Railroad Administration
 Capital Assistance to States–Intercity Passenger Rail Service Program
 Project Summary for the Midwest Regional Rail Initiative—
 Includes Eight Midwestern States, IA–IL–IN–MI–MO–MN–OH–WI
 Funded and Managed Through the State of Wisconsin**

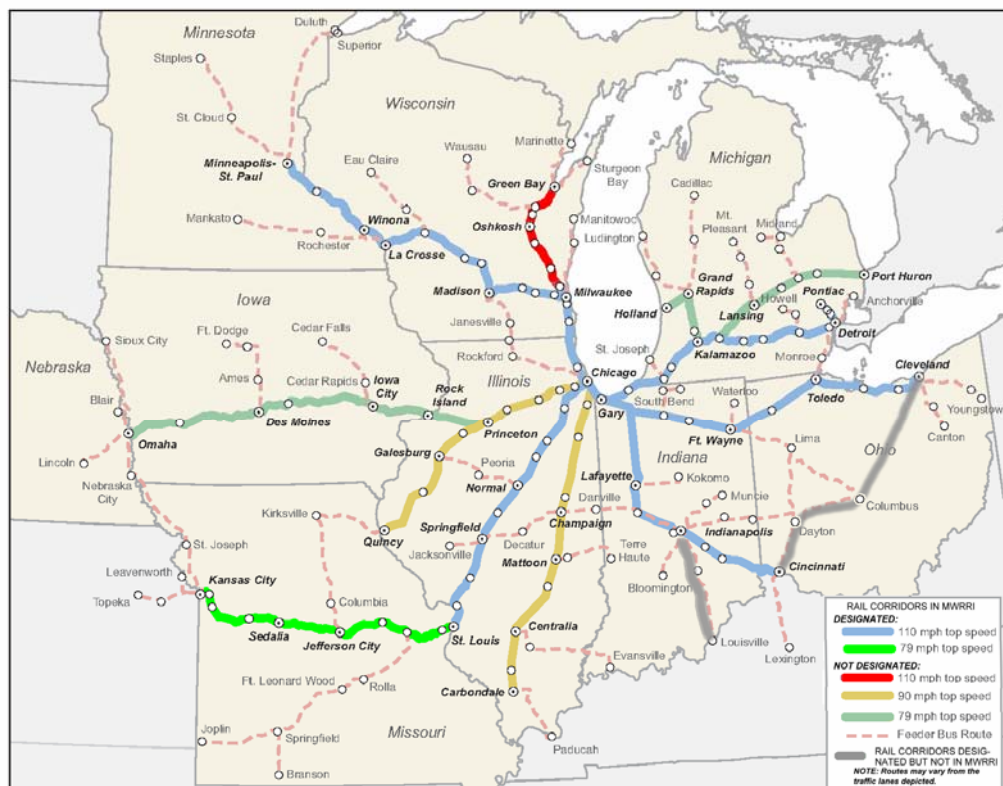
Project	Location	Program Share	Non-Program Share	Total Project Cost
Midwest Regional Rail Initiative Alternatives Analysis and Planning	Planned for All 9 States	\$297,000	\$297,000	\$594,000

Benefiting Intercity Passenger Train Routes: All existing routes serving Chicago and new possible future services

Project Description: Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin will continue planning the Midwest Regional Rail Initiative (MWRRI) including analysis of alternative routes, updating MWRRI system costs, equipment, train control and operational plans, and the preparation of public outreach materials. The project includes updating the South of the Lake alternatives analysis between Chicago, IL and Porter, IN, and preliminary alternatives analysis in other corridors.

Project Benefits: The MWRRI States are projecting significant intercity passenger rail benefits if the MWRRI is implemented. This planning project will advance the MWRRI on a path toward implementation by updating and refining key MWRRI plan elements and public information materials. By completing corridor alternatives analysis, the project will advance the federal NEPA process and contribute to future environmental documentation for implementation of the MWRRI.

Source(s) of Non-Program Funding Share: States (Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin) and Amtrak in 9 equal \$33,000 shares. [Note: Nebraska is part of the overall MWRRI, but is not participating in funding this particular project.]

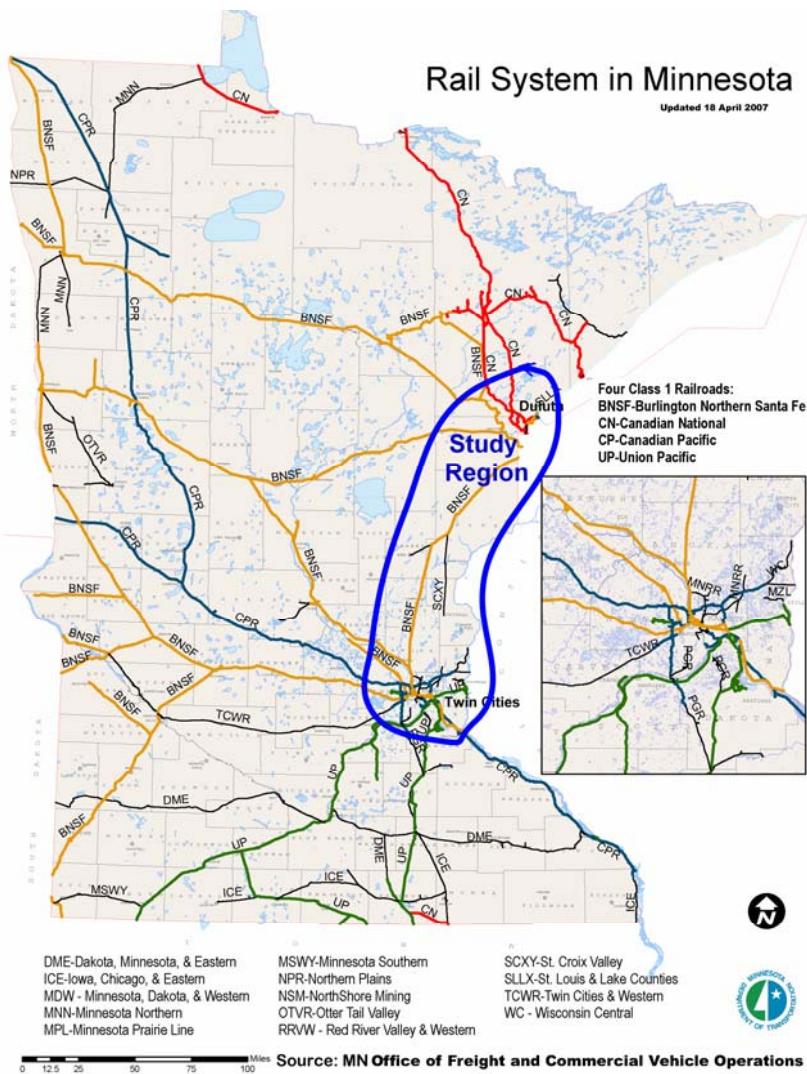


*Indiana DOT is evaluating additional passenger rail service to South Bend and to Louisville.
 **In Missouri, current restrictions limit train speeds to 79 mph.



**U.S. Department of Transportation • Federal Railroad Administration (FRA)
Capital Assistance to States–Intercity Passenger Rail Service Program
Project Summary for the State of Minnesota**

Project	Location in Minnesota	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Twin Cities-Duluth High-Speed Rail Programmatic Environmental Impact Statement	Minneapolis Duluth	\$1,100,000	\$1,100,000	\$2,200,000



Benefiting Intercity Passenger Train Route(s): Possible future service

Project Description: Minnesota DOT will prepare a Programmatic Environmental Impact Statement (PEIS) for new passenger rail service from Minneapolis to Duluth. The PEIS will address proposed rail infrastructure improvements to support high-speed rail service up to 110 mph along the BNSF line, for a distance of about 150 miles. A feasibility study was completed for the proposed service that describes a range of rail improvements from conventional 79 mph service to 110 mph service requiring a full train control system. Capital improvements are estimated to range from \$75 to \$400 million (2006 dollars).

Project Benefits: Completion of the PEIS will advance implementation of Minneapolis to Duluth rail service. A PEIS will set the stage for implementation over time as the service is introduced and expanded. The proposed project would introduce intercity passenger rail service where there is none today. In 2009 a commuter rail service is planned to start along the Minneapolis end of the route and both services could terminate at the same station and connect with transit.

Source(s) of Matching Funds: State of Minnesota (\$900,000) and local-private funds (\$200,000)



**U.S. Department of Transportation • Federal Railroad Administration (FRA)
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Project Summary for the State of Missouri**

Project	Location in Missouri	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Passing Track Construction and Preliminary Engineering, St. Louis - Kansas City Corridor	California, Knob Noster	\$3,292,684	\$5,000,000	\$8,292,684

Benefiting Intercity Passenger Train Routes: *Mules* and *Anne Rutledge* (2 round-trips/day, St. Louis–Kansas City)

Project Description: Missouri DOT will construct a 9000 ft. passing track (located near California, MO), and complete preliminary engineering for a second (to be located near Knob Noster, MO) on Union Pacific Railroad’s Sedalia Subdivision between Jefferson City and Kansas City. This new passing tracks will support the State-supported *Mules* and *Anne Rutledge* services, which operate with a total of two round-trips per day. These new tracks would eliminate two existing gaps of more than twenty miles between passing tracks on a single-track line.

Project Benefits: Completion of these projects will eliminate up to an average of 6 minutes of delay per train due congested conditions on the line. These estimates are the result of an extensive simulation study performed by the University of Missouri which identified capital investment projects which would improve on-time performance on the cross-Missouri routes.

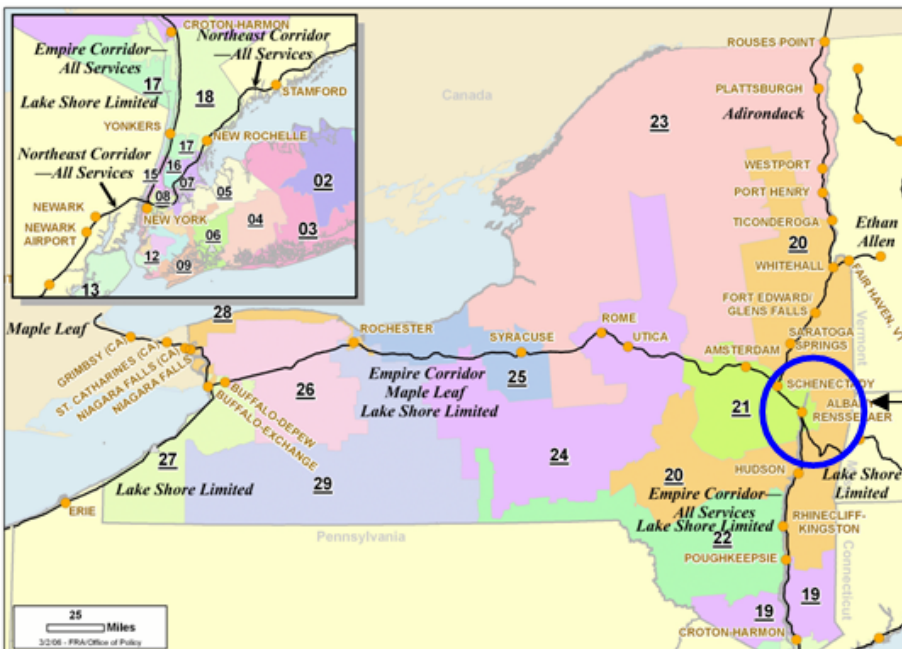
Source(s) of Matching Funds: State of Missouri (\$5,000,000)





**U.S. Department of Transportation • Federal Railroad Administration (FRA)
Capital Assistance to States–Intercity Passenger Rail Service Program
Project Summary for the State of New York**

<i>Project</i>	<i>Location in New York</i>	<i>FRA Program Share</i>	<i>Matching Funds from Other Sources</i>	<i>Total Project Cost</i>
Albany Station Track and Signal Improvements Design and Engineering	Albany	\$1,250,000	\$1,250,000	\$2,500,000
Benefiting Intercity Passenger Train Routes: Adirondack, Empire Service, Ethan Allen, Lake Shore Limited, and Maple Leaf (13 round-trips/day)				
Project Description: New York State DOT will perform full design and engineering work in preparation for a major multiphased reconfiguration of the interlockings in and around Albany-Rensselaer Station. The station currently serves 13 Amtrak round-trips per day. The project will improve and rationalize one of the country’s busiest intercity passenger rail switching complexes, one which has not seen significant capital investment since it was constructed over thirty years ago.				
Project Benefits: The full implementation of the reconfiguration would allow for improved speeds approaching and departing the station resulting improved signaling and track realignments. The project would also increase the capacity of the station by adding a fourth station platform to the existing three.				
Source(s) of Matching Funds: State of New York (\$1,250,000)				



Project Location



**U.S. Department of Transportation • Federal Railroad Administration (FRA)
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Project Summary for the State of Ohio**

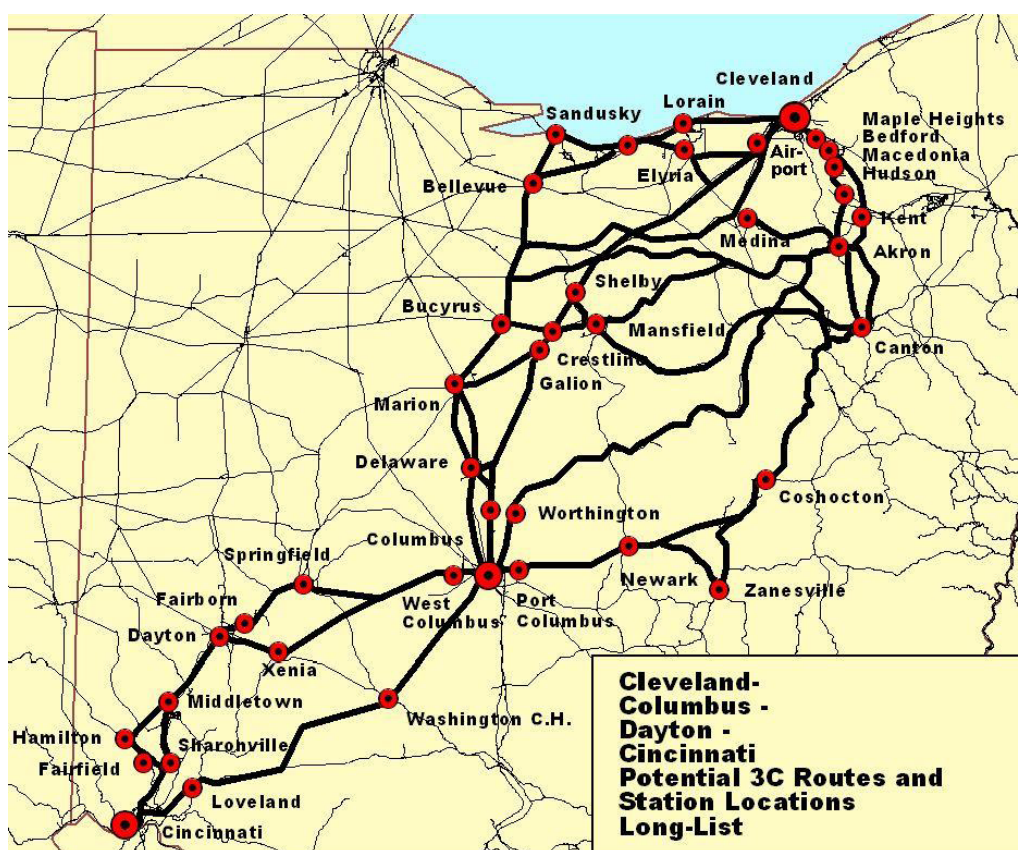
<i>Project</i>	<i>Location in Ohio</i>	<i>FRA Program Share</i>	<i>Matching Funds from Other Sources</i>	<i>Total Project Cost</i>
Cleveland-Columbus-Dayton-Cincinnati Planning and Alternatives Analysis	"3C" Corridor	\$62,500	\$62,500	\$125,000

Benefiting Intercity Passenger Train Routes: Possible Future Service

Project Description: Ohio has contracted with Amtrak to assess the feasibility of initiating a start-up service of two round trips per day between Cleveland, Columbus and Cincinnati (which together define the "3C corridor"). The planning project will complement the Amtrak assessment and advance the analysis of alternative 3C routes and station locations that would most effectively serve the corridor—both in the short term and the long term. The project will also define purpose and need of the service and complete alternative route analysis.

Project Benefits: The project will support the State initiative for startup service and advance long-term planning analysis of 3C corridor requirements. This project will help to align any short-term actions with the long-term needs, planning and environmental documentation. The project will involve conceptual engineering and analysis of alternative routes and station sites and facilities, and will clarify a long-term corridor development strategy.

Source(s) of Matching Funds: State of Ohio (\$62,500)





**U.S. Department of Transportation • Federal Railroad Administration (FRA)
Capital Assistance to States–Intercity Passenger Rail Service Program
Project Summary for the State of Vermont**

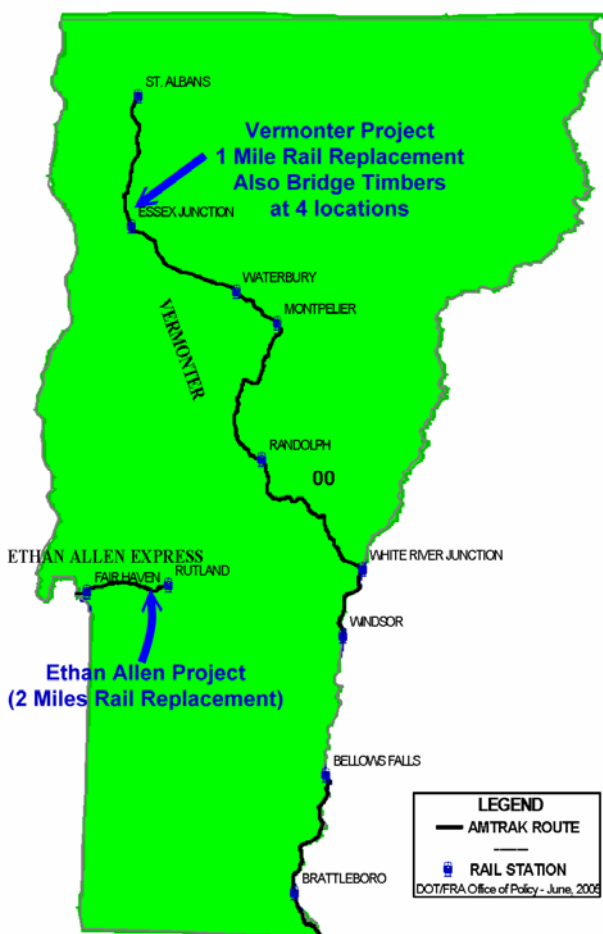
<i>Project</i>	<i>Location in Vermont</i>	<i>FRA Program Share</i>	<i>Matching Funds from Other Sources</i>	<i>Total Project Cost</i>
Two-Mile Track Reconstruction, <i>Ethan Allen</i> Route	Rutland	\$581,775	\$581,775	\$1,163,550

Benefiting Intercity Passenger Train Routes: *Ethan Allen* (1 round-trip/day, New York–Rutland)

Project Description: The Vermont Agency of Transportation will rebuild two miles of track on the Clarendon and Pittsford Railroad near Rutland, VT. This track is on the route of the State-supported *Ethan Allen Express*, which operates as one round-trip per day. The project involves the installation of continuous welded rail, 2000 new ties, and renewal of the roadbed under the track.

Project Benefits: Completion of the project will result in the reduction of the ten minutes of delay per train that currently results from suboptimal track conditions.

Source(s) of Matching Funds: State of Vermont (\$290,887.50), Clarendon and Pittsford Railroad (\$290,887.50)



<i>Project</i>	<i>Location in Vermont</i>	<i>FRA Program Share</i>	<i>Matching Funds from Other Sources</i>	<i>Total Project Cost</i>
One-Mile Rail Replacement and 4 Bridge Redeckings, <i>Vermont</i> Route	Vermont Route	\$450,000	\$450,000	\$900,000

Benefiting Intercity Passenger Train Routes: *Vermont* (1 round-trip/day, Washington, DC–St. Albans, VT)

Project Description: The Vermont Agency of Transportation will replace one mile of rail and rebuild four bridges on the New England Central Railroad (NECR). This track is on the route of the State-supported *Vermont*, which operates as one round-trip per day.

Project Benefits: Completion of the project will result in the reduction of the twelve minutes of delay per train that currently results from suboptimal track conditions.

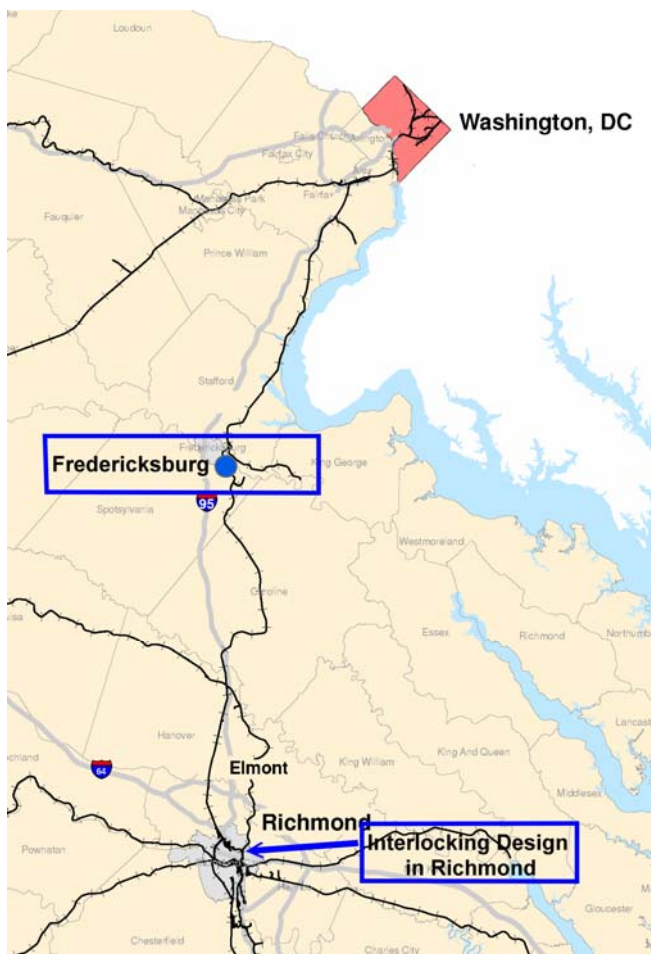
Source(s) of Non-Program Funding Share: State of Vermont (\$225,000), New England Central Railroad (\$225,000)



**U.S. Department of Transportation • Federal Railroad Administration (FRA)
Capital Assistance to States–Intercity Passenger Rail Service Program
Project Summary for the Commonwealth of Virginia**

Project	Location in Virginia	FRA Program Share	Matching Funds from Other Sources	Total Project Cost
Third Track Construction and Interlocking Reconfiguration Preliminary Engineering	Fredericksburg, Richmond	\$2,000,000	\$11,475,276	\$13,475,276

Benefiting Intercity Passenger Train Routes: *Northeast Regional* (4 round-trips/day), *Auto Train*, *Silver Star*, *Silver Meteor*, *Palmetto*, *Carolinian* (all 1 round-trip/day)



Project Description: The Commonwealth of Virginia and CSX Transportation will undertake a track improvement project to install 3.1 miles of third track south of Fredericksburg Station in Spotsylvania County. This project includes the rehabilitation of existing track to serve as a passing track for intercity passenger, commuter and freight trains traveling on the corridor between Richmond and Washington. This grant also includes funding for the design of track and interlocking (track junction) improvements in Richmond between Main Street Station and Staples Mill Station. These tracks are used by nine intercity round trip trains daily, including: four *Northeast Regional* round trips between Washington and Richmond (of which two serve Newport News); four overnight and daylight round trips to and from the Carolinas, Georgia and Florida; and Amtrak's *Auto Train*.

Project Benefits: Completion of this project will provide for the only location for a train to pass another without opposition between Richmond and Alexandria, ultimately supporting an 80% or greater on-time performance of intercity passenger trains on this corridor. The project to design interlocking improvements in Richmond will advance the development of the corridor to accommodate the eventual relocation of all passenger service through Richmond Main Street station, extending to Newport News to the east and through Petersburg to the south.

Source(s) of Matching Funds: Commonwealth of Virginia (\$11,475,276)



**U.S. Department of Transportation • Federal Railroad Administration (FRA)
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Project Summary for the State of Washington**

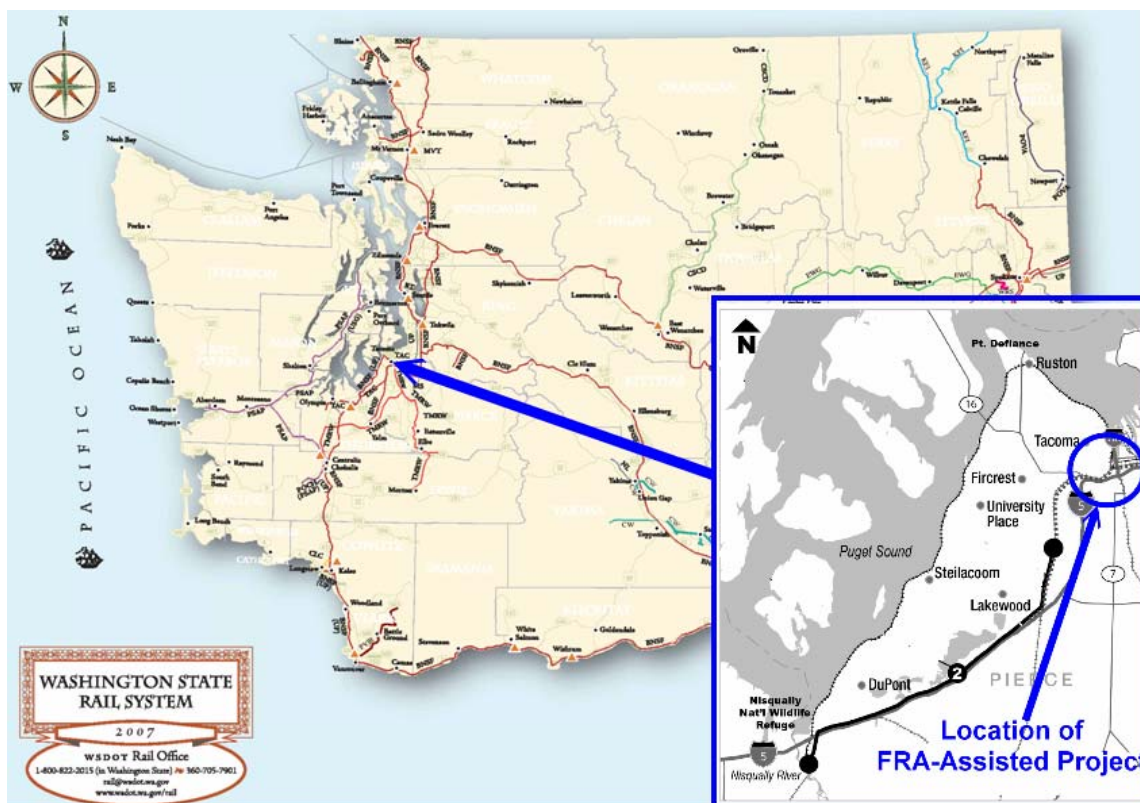
<i>Project</i>	<i>Location in Washington</i>	<i>FRA Program Share</i>	<i>Matching Funds from Other Sources</i>	<i>Total Project Cost</i>
Point Defiance Bypass Design, Engineering, and Right-of-Way, D to M Street Tacoma	Tacoma	\$6,000,000	\$20,606,000	\$26,606,000

Benefiting Intercity Passenger Train Routes: *Cascades* (4 round-trips/day, Bellingham/Seattle–Portland/Eugene), *Coast Starlight* (1 round-trip/day, Seattle–Los Angeles)

Project Description: Washington State DOT will undertake preliminary engineering, environmental review, and right-of-way acquisition for the 1.2 mile D to M street segment of the 19.5 mile Point Defiance Bypass project on the Pacific Northwest Designated High Speed Rail Corridor currently underway by the State of Washington and SoundTransit. Components of the D to M street project will include new track and signal systems on a realigned right-of-way, and a grade-separated railroad crossing at Pacific Avenue in Tacoma. The Pacific Northwest Corridor serves six intercity passenger train round trips serving various segments between Vancouver, British Columbia, Seattle, Washington, and Portland and Eugene, Oregon; this includes the four Washington State-supported *Amtrak Cascades* round trips and the *Coast Starlight* long distance service.

Project Benefits: The Point Defiance Bypass project will enable the State of Washington to operate two additional round trip *Cascades* trains between Portland and Seattle, and SoundTransit to extend commuter rail service to Lakewood. Upon completion of this project, all passenger rail and transit services in Tacoma will be consolidated to SoundTransit's newly constructed Freighthouse Square station on the new alignment. Ultimately, the Point Defiance Bypass project will reduce travel time by six minutes between Portland and Seattle, and allow passenger trains to avoid freight traffic interference currently experienced along the current route.

Source(s) of Matching Funds: Local (Sound Transit) (\$16,396,000), Federal Highway Administration (\$4,210,000)

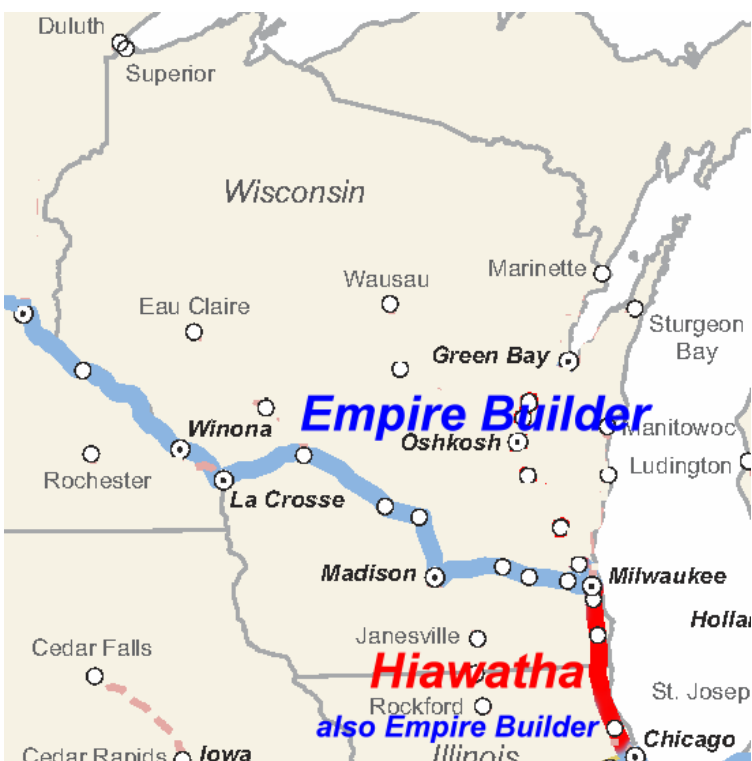




U.S. Department of Transportation • Federal Railroad Administration
Capital Assistance to States–Intercity Passenger Rail Service Program
Project Summary for the State of Wisconsin

<i>Project</i>	<i>Location in Wisconsin</i>	<i>FRA Program Share</i>	<i>Matching Funds from Other Sources</i>	<i>Total Project Cost</i>
Welded Rail Installation, Hiawatha Route	Milwaukee	\$5,022,968	\$5,022,968	\$10,045,936

Benefiting Intercity Passenger Train Routes: *Hiawatha* (Chicago–Milwaukee, 7 round-trips/day), *Empire Builder*



Project Description: The State of Wisconsin and the Canadian Pacific Railway will undertake a track improvement project to install 18 miles of continuously welded rail (CWR) on the Chicago to Milwaukee corridor. The project will replace the last sections of remaining jointed rail with CWR, as well as reprogram signal circuitry at grade crossings to accommodate higher speeds. These tracks are used by eight intercity trains between Chicago and Milwaukee, including seven that are supported by the State of Wisconsin, and the transcontinental *Empire Builder*.

Project Benefits: Installation of CWR will increase the reliability of passenger trains on the Chicago to Milwaukee corridor by improving train speed, reducing travel time, and eliminating up to 70% of the delays along this segment attributable to slow orders associated with ongoing maintenance of jointed rail. These improvements will insure a greater on-time arrival into Metra territory, avoiding a potential 10-20 minute delay into Chicago. In addition, CWR will enhance the ride quality for Amtrak passengers and equipment along this corridor.

Source(s) of Matching Funds: Canadian Pacific Railway (\$5,022,968)