FRA High-Speed Intercity Passenger Rail (HSIPR) Program
Funding Selection Summary
(Sorted by State Abbreviation, Funding Source, and Project Type)

State	Funding Source	Project Type	Project Name	Project Summary	Potential Estimated Funding*
Alabama - Total Funding Amount: $200,000					
AL	FY 2009	Planning Project	New Passenger Rail Service in Alabama	Completion of a feasibility study to restore intercity passenger rail service from Birmingham to Montgomery to Mobile, AL.	$ 200,000
Amtrak - Total Funding Amount: $449,944,000					
Amtrak	ARRA	Corridor Program	NEC Power, Signal, Track, Catenary Improvements	This project will boost capacity, reliability, and speed in one of the most heavily used sections of the Northeast Corridor (NEC). The project will create a 24 mile segment of track between New Brunswick and Trenton, NJ capable of 160 mph train operations with high-tension catenary, upgraded electric power facilities, and high-speed rail interlockings that allow express trains to overtake and pass local trains, reducing delays that often affect this track section. In addition, this project makes related track and interlocking investments between Trenton, NJ and Morrisville, PA and at New York Penn Station. The upgraded power facilities will reduce power failures, which are frequently experienced on this segment of the NEC.	$ 449,944,000
California - Total Funding Amount: $4,243,143,231					
CA - DOT	ARRA	Corridor Program	Next Generation Passenger Rail Equipment Purchase	This project encompasses the purchase of 15 passenger rail cars and 4 locomotives for use on the Pacific Surfliner, San Joaquin, and Capitol Corridors in California. These new cars and locomotives will be compliant with standards for equipment that can travel at speeds up to 125 mph established pursuant to Section 305 of the Passenger Rail Investment and Improvement Act of 2008. The new equipment replaces aging and obsolete Amtrak equipment with new bi-level cars that add capacity to help accommodate projected increases in ridership, improve operational reliability, reduce operating costs, achieve a state of good repair, and promote standardization of rolling stock.	$ 68,000,000
CA - DOT	ARRA	Individual Project - Final Design / Construction	Cab Car Bicycle Storage (Rolling Stock)	Modification of first-generation California-owned cab-cars to create a secure lower level storage room for checked baggage and bicycles. The project would increase bicycle carrying capacity in the Capitol Corridor by over 100,000 bicycles annually.	$ 8,230,000
CA - DOT	ARRA	Individual Project - Final Design / Construction	Capital Corridor: South Terminal Station Improvement	Final design and construction of two new island platforms with passenger access; and, construction of four new tracks with switches at San Jose Diridon Station. The project would double the capacity of the station which services the Capitol and San Joaquin Corridors, includes Caltrain commuter service, and Amtrak's Coast Starlight.	$ 20,683,000
CA - DOT	ARRA	Individual Project - Final Design / Construction	Capital Corridor: Yolo West Crossover	Final design and construction of a universal crossover on the UP line used by the Capitol Corridor in Yolo County, between David and Sacramento. The crossover would allow passenger trains to go around freight trains and fully utilize a 13.5 mile section of double track.	$ 5,000,000
CA - DOT	ARRA	Individual Project - Final Design / Construction	Locomotive Emissions Upgrade (Rolling Stock)	Overhaul of eight locomotives to upgrade their emissions control equipment to current EPA Tier II standards.	$ 13,930,000
CA - DOT	ARRA	Individual Project - Final Design / Construction	Los Angeles to Fullerton Triple Track	Construction of the seventh segment of an eight part program to add a third main track to part of the Pacific Surfliner Corridor on BN's busiest main line. Caltrans has completed five of the segments and is working on the sixth.	$ 38,300,000
CA - DOT	ARRA	Individual Project - Final Design / Construction	Pacific Surfliner Corridor: MOW Spurs	Installation of three spur tracks that would decrease time required to shut down mainline track for maintenance.	$ 2,100,000
CA - DOT	ARRA	Individual Project - Final Design / Construction	Pacific Surfliner Corridor: Railroad Crossover Program	Installation of two universal crossovers and new signals to improve operation of passenger trains while passing freight trains.	$ 8,400,000
CA - DOT	ARRA	Individual Project - Final Design / Construction	Pacific Surfliner Corridor: Oceanside Stub Project	Construction of a stub track at Oceanside station to remove Metrolink trains from the mainline tracks.	$ 3,400,000
CA - DOT	ARRA	Individual Project - Preliminary Engineering / NEPA	Pacific Surfliner Corridor: Ortega PE/NEPA	Completion of preliminary engineering and project-level NEPA (environmental) work for the reconstruction of a 7,000 foot rail siding seven miles east of Santa Barbara that was removed due to erosion and storm damage. The replacement siding would be 8,000 feet running parallel to U.S. 101.	$ 950,000
CA - DOT	FY 2009	Individual Project - Final Design / Construction	Capital Corridor: Track Relocation	Completion of the track relocation phase of the Sacramento Intermodal Terminal Project at the existing station in downtown Sacramento, CA. The project includes relocating and straightening main tracks, construction of four new station tracks and two island platforms, signal and switch replacement, and passenger platform access improvements.	$ 6,200,000
CA - DOT	FY 2009	Individual Project - Final Design / Construction	San Onofre-San Diego PTC Implementation	Implementation of positive train control on Amtrak's Pacific Surfliner corridor between San Onofre and San Diego. Includes wayside signal interference, train on-board communications, office and roadway worker protection.	$ 24,900,000
CA - DOT	FY 2009	Individual Project - Final Design / Construction	Moorpark-San Onofre Signal and Communication System Improvements	Implementation of positive train control (PTC) on Amtrak's Pacific Surfliner corridor between Moorpark and San Onofre. Includes wayside signal interface units, PTC communications system equipment and facilities, wireless antennas and towers, and the acquisition of a PTC wireless radio spectrum.	$ 13,500,000
CA - DOT	FY 2009	Planning Project	Pacific Surfliner Corridor: Strategic Assessment	Completion of service planning activities to provide updated ridership demand forecasting and rail operations modeling for the Pacific Surfliner Corridor.	$ 200,000
CA - DOT	FY 2010	Corridor Program	Statewide Rolling Stock Acquisition	Acquisition of new rolling stock for Amtrak's Pacific Surfliner and San Joaquin services, which will help accommodate increases in ridership and improve the quality of service. Includes 27 bi-level intercity passenger rail cars and 2 diesel-electric intercity locomotives. Supports the development of a domestic passenger rail equipment industry and will provide equipment that is interoperable with the existing fleet and complies with new FRA standards.	$ 100,000,000
CA - DOT	FY 2010	Individual Project - Preliminary Engineering / NEPA	Del Mar: PE/NEPA for Second Track, Bridge, Signal Improvements	Completion of preliminary engineering and environmental documentation for 1.1 miles of second main line track; replacement of a 1916 trestle rail bridge; and signal improvements in Del Mar, CA. Benefits Amtrak Surfliner service.	$ 7,000,000
CA - DOT	FY 2010	Individual Project - Preliminary Engineering / NEPA	Oceanside: PE/NEPA for Bridge Replacement with Double Track	Completion of environmental studies/analysis and preliminary engineering for a new double track bridge over the San Luis Rey River in Oceanside, CA. Would replace a single-track timber bridge and create a 3.6 mile stretch of double track, benefiting Amtrak Surfliner service.	$ 4,000,000
CA - DOT	FY 2010	Individual Project - Preliminary Engineering / NEPA	Pacific Surfliner: PE/NEPA for Double Track	Completion of environmental studies/analysis and preliminary engineering for a total of 5.4 miles of double track at 4 separate locations between Carlsbad and San Diego on the Pacific Surfliner Corridor. Advances projects to improve travel times and on-time performance on Amtrak Pacific Surfliner and Coaster commuter services.	$ 400,000

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CA - DOT	FY 2010	Individual Project - Preliminary Engineering / NEPA	Pacific Surfliner: PE/NEPA for Double Track, Curve Realignments	Completion of environmental studies/analysis and preliminary engineering for double track and curve realignments on a 1.9 mile segment on the Pacific Surfliner corridor between Sorrento and Miramar, CA. Will allow for a 6.9 mile stretch of uninterrupted double track.	$ 4,000,000
CA - DOT	FY 2010	Individual Project - Preliminary Engineering / NEPA	Raymer-Bernson: PE/NEPA for Double Track, Grade Crossings, New Bridges, New Platform	Completion of environmental studies/analysis and preliminary engineering for 6 miles of new double track, new bridges and grade crossings, a new center platform at Northridge station, and improvements at the Chatsworth station. Benefits Amtrak Surfliner service.	$ 1,564,000
CA - DOT	FY 2010	Individual Project - Preliminary Engineering / NEPA	San Diego: PE/NEPA for Double Track	Completion of environmental studies/analysis and preliminary engineering for 2.6 new miles of double track in San Diego and potential alignment of the CaHST. Connection between two existing double track segments will lead to 10.3 miles of uninterrupted double track that will benefit Amtrak Surfliner service.	$ 10,000,000
CA - DOT	FY 2010	Individual Project - Preliminary Engineering / NEPA	Seacliff: PE/NEPA for Track Realignment, Siding Extension	Completion of preliminary engineering and environmental documentation to extend short rail sidings to 10,000 feet and realign rail tracks away from an eroding cliff to alleviate congestions and improve safety.	$ 950,000
CA - DOT	FY 2010	Individual Project - Preliminary Engineering / NEPA	Van Nuys Boulevard: PE/NEPA for Bridge Widening, New Platform, System Improvements	Completion of preliminary engineering and environmental documentation required to widen a rail bridge over Van Nuys Boulevard, build a new central platform to serve passenger trains from two mainline tracks, upgrade rail crossovers and signals, relocate utilities, and reconfigure the adjacent Union Pacific track and yard entrance. Benefits Amtrak Surfliner service.	$ 800,000
CA - DOT	FY 2010	Planning Project	California State Rail Plan	Completion of the State Rail Plan in accordance with the Passenger Rail Investment and Improvement Act of 2008 and Federal Railroad Administration requirements.	$ 1,500,000
CA - DOT	FY 2010	Planning Project	Los Angeles-San Luis Obispo Corridor Plan	Completion of a Service Development Plan and corridor environmental study for the Pacific Surfliner Corridor Rail System, which runs from Los Angeles to San Luis Obispo.	$ 1,360,000
CA - DOT	FY 2010	Planning Project	Los Angeles-San Francisco Corridor Plan	Updates to a Service Development Plan and environmental study for the California Pacific Coast Corridor, which connects Los Angeles and San Francisco.	$ 300,000
CA - DOT	FY 2010	Planning Project	Bakersfield-Oakland-Sacramento (San Joaquin) Corridor Plan	Completion of a Service Development Plan and environmental study for the San Joaquin Corridor.	$ 300,000
CA - CHSRA	ARRA	Corridor Program	Phase 1 HSR Program - PE/NEPA/CEQAs	Initiation of 520-mile Phase 1 High-Speed Rail activities, including completion of project-level preliminary engineering and NEPA/CEQA (environmental) documents, right-of-way acquisitions, grade separations, track and station construction or improvements	$ 2,866,176,231
CA - CHSRA	ARRA	Corridor Program	Merced/Fresno HSR - Design/Build		
CA - CHSRA	ARRA	Corridor Program	Fresno/Bakersfield HSR - Design/Build		
CA - CHSRA	ARRA	Corridor Program	SF/San Jose HSR - Design/Build		
CA - CHSRA	ARRA	Corridor Program	LA/Anaheim HSR - Design/Build		
CA - CHSRA	ARRA and FY 2010	Corridor Program	Initial Central Valley Construction Project Extension	This project will support an additional 20 mile extension (approximately) of the Initial Central Valley Construction Project, which was previously selected for awards of $2.95 billion for final design and construction of a 110 mile long segment (approximately) connecting Bakersfield and Fresno. This construction will continue to advance one of the highest priority projects in the nation that will ultimately provide advanced technology 220 mph high-speed rail service from Los Angeles to San Francisco.	$ 300,000,000
CA - CHSRA	FY 2010	Corridor Program	Central Valley HSR: Fresno-Bakersfield or Merced-Fresno	The Department has selected two scenarios in the Central Valley (Merced-Fresno HSR and Fresno-Bakersfield HSR). The Department will work with the State to determine which Central Valley project will be funded. Work includes construction of new high-speed rail lines, stations, and positive train control implementation along the Central Valley section of the California high speed rail system.	$ 715,000,000
CA - CHSRA	FY 2010	Corridor Program	San Francisco-San Jose HSR	Design and development of Communications-Based Overlay Signal System/Positive Train Control (CBOSS/PTC) along the San Francisco - San Jose Corridor.	$ 16,000,000
Colorado - Total Funding Amount: $1,400,000					
CO	FY 2009	Planning Project	Colorado State Rail Plan	Completion of the Colorado State Rail Plan which would incorporate findings from previous studies and focus generally on crafting the rail (passenger and freight) policy for the state.	$ 400,000
CO	FY 2009	Planning Project	Denver Interregional Connectivity Study	Completion of a planning connectivity study between potential HSR, light rail and commuter service (both planned and implemented) in Denver.	$ 1,000,000
Connecticut - Total Funding Amount: $190,900,000					
CT	ARRA	Corridor Program	New Haven - Springfield Track Construction	This project will result in additional double tracking on the Hartford to Springfield section of the New Haven - Springfield corridor to allow for additional intercity rail service. This project builds upon the intercity benefits achieved by the double tracking, crossover installation, positive train control signaling, and station and grade crossing improvements previously funded between New Haven and Springfield. These upgrades will support the multi-state vision for the "Knowledge Corridor" in Massachusetts, as well as additional improvements made in Vermont. These improvements will increase on-time performance and service reliability on the corridor.	$ 30,000,000
CT	ARRA	Individual Project - Final Design / Construction	New Haven to Hartford to Springfield Corridor	Final design and construction of a new segment of second main track on the Amtrak-owned New Haven to Springfield line used by Amtrak Northeast Regional service.	$ 40,000,000
CT	FY 2010	Corridor Program	New Haven-Springfield	Installation of double track on the Amtrak owned New Haven-Springfield line. The project includes the installation of new crossovers, positive train control signaling, and improvements to grade crossings and station facilities. This double tracking work prepares the corridor for future intercity passenger rail services that will require use of this line as part of their planned routing.	$ 120,900,000
District of Columbia - Total Funding Amount: $7,170,500					
DC	ARRA	Individual Project - Preliminary Engineering / NEPA	Long Bridge Preliminary Engineering-NEPA Study	Completion of preliminary engineering and project-level NEPA (environmental) work for the replacement of the CSX-owned Long Bridge between Washington, DC and Arlington, VA, used by Amtrak, VRE, and CSX.	$ 2,900,000
DC	FY 2009	Individual Project - Final Design / Construction	Union Station Access Improvements (Track 4)	Final design and construction for the replacement of ten life-expired escalators at the Union Station parking garage in Washington, DC.	$ 4,270,500

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Delaware - Total Funding Amount: $13,750,000					
DE	FY 2009	Planning Project	Delaware Intercity Rail Connection	Completion of planning activities to determine the feasibility of a new intercity passenger rail service between destinations on the Delmarva Peninsula and the Northeast Corridor.	$ 450,000
DE	FY 2010	Individual Project - Final Design / Construction	Northeast Corridor Third Track Installment	Installation of 1.5 miles of a high-speed third track on the Northeast Corridor near Wilmington, DE. Includes two additional crossovers and a bridge replacement to allow alignment revisions that will increase track speeds.	$ 13,300,000
Florida - Total Funding Amount: $32,300,000					
FL	ARRA	Corridor Program	Tampa to Orlando High-Speed Rail Express	Engineering of 84 miles of track, station improvements, and acquisition of five train sets, to provide for 16 daily round-trips at 186mph maximum and 100mph average.	$ 32,300,000
Georgia - Total Funding Amount: $4,850,000					
GA	FY 2009	Planning Project	Atlanta to Birmingham Feasibility Study	Completion of a feasibility study for the development of a high speed rail connection from Atlanta to Birmingham on the Gulf Coast High Speed Rail Corridor, extending the scope of a Volpe study that recently explored the development of high speed rail from Charlotte to Atlanta.	$ 250,000
GA	FY 2009	Planning Project	Interstate Rail Passenger Network Compact	Completion of a feasibility study for the development of intercity passenger rail service between Chicago through Louisville and Nashville to Atlanta. There currently is no passenger service on this corridor. The feasibility study would provide a basis for integration into a Service Development Plan and help identify feasible alternatives that can be analyzed later in a NEPA corridor document. This is the initial multi-state planning effort to develop service along this corridor, building on studies already prepared by the State of Tennessee.	$ 250,000
GA	FY 2009	Planning Project	Macon to Jacksonville Feasibility Study	Completion of a feasibility study for the development of an intercity passenger rail connection from Macon to Jacksonville, extending the scope of a Volpe study that recently explored the development of high speed rail from Charlotte to Atlanta and Macon.	$ 250,000
GA	FY 2010	Planning Project	Charlotte-Atlanta Corridor Plan	Completion of a Service Development Plan and corridor environmental study for the Charlotte, NC - Atlanta, GA corridor. Will be informed by a feasibility study conducted by the Volpe Center.	$ 4,100,000
Iowa - Total Funding Amount: $248,709,080					
IA	ARRA	Individual Project - Final Design / Construction	Ottumwa Sub Crossover Improvements	Installation of four remotely controlled powered crossovers on the BNSF Ottumwa subdivision, benefiting the Amtrak California Zephyr service.	$ 17,309,080
IA	FY 2009	Planning Project	Chicago to Omaha Passenger Rail Planning	Completion of planning activities to conduct an alternative analysis study, develop a service-level NEPA document, and finalize the Service Development Plan for the passenger rail corridor from Chicago to Omaha, NE.	$ 1,000,000
IA	FY 2010	Corridor Program	Chicago-Iowa City New Corridor Service	Creation of a new intercity passenger rail service between Chicago and Iowa City via the Quad Cities. Includes upgrades to 131 miles of track to FRA Class-IV standards which will allow for 79 mph operations, installation of a centralized traffic control signal system, and construction of three stations in newly served cities.	$ 230,000,000
IA	FY 2010	Planning Project	Iowa State Rail Plan	Completion of an update to the Iowa Travel Analysis Model (iTRAM). Adds freight and passenger rail elements to the model that currently only includes cars and trucks.	$ 400,000
Idaho - Total Funding Amount: $200,000					
ID	FY 2010	Planning Project	Idaho State Rail Plan	Completion of a State Rail Plan for Idaho.	$ 200,000
Illinois - Total Funding Amount: $1,734,866,660					
IL	ARRA	Corridor Program	Chicago to St. Louis HSR	Improvements to track, signal, station and rolling stock to enable three of five current daily round-trips to operate at 110mph between Alton (near St. Louis) and Dwight (near Chicago).	$ 1,142,324,000
IL	ARRA	Individual Project - Final Design / Construction	Englewood Flyover	Construction of a flyover, approach bridges, embankment, retaining walls and other associated investments to support 3 new grade separated tracks to carry Metra operations over the 4 Norfolk Southern (NS) tracks that currently accommodate intercity passenger services and freight services.	$ 133,000,000
IL	ARRA	Individual Project - Final Design / Construction	Next Generation Passenger Rail Equipment Purchase	This project encompasses the purchase of 48 passenger rail cars and 7 locomotives for 8 corridors in the Midwestern States of Illinois, Indiana, Iowa, Michigan, and Missouri. These new cars and locomotives will be compliant with standards for equipment that can travel at speeds up to 125 mph established pursuant to Section 305 of the Passenger Rail Investment and Improvement Act of 2008. The new equipment replaces aging and obsolete Amtrak equipment with new bi-level cars that add capacity to help accommodate projected increases in ridership, improve operational reliability, reduce operating costs, achieve a state of good repair, and promote standardization of rolling stock.	$ 268,201,084
IL	FY 2009	Planning Project	Chicago to St. Louis Double Track NEPA	Completion of a supplemental Environmental Impact Statement (EIS) for the project to double track the Chicago to St. Louis rail corridor.	$ 1,250,000
IL	FY 2009	Individual Project - Final Design / Construction	Wadsworth Bridge Replacement	Replacement of two existing steel and concrete composite railway bridges to meet the speed, reliability, and scheduling needs on Amtrak's Chicago to Milwaukee corridor, located in Wadsworth, IL.	$ 3,711,576
IL	FY 2010	Corridor Program	Chicago - St. Louis Corridor, Dwight to Joliet	This project will result in a series of upgrades and improvements on the Chicago - St. Louis Corridor between Dwight and Joliet, IL that will increase operational flexibility and reliability, reduce trip times, enhance safety, increase accessibility, and improve ridership. In particular, construction of a proposed new siding and track upgrades will allow trains to operate at 110 mph (up from 79 mph) and increase reliability along the entire corridor.	$ 186,380,000
Indiana - Total Funding Amount: $71,364,980					
IN	ARRA	Individual Project - Final Design / Construction	Indiana Gateway Corridor	Construction of eight independent improvements along a congested railroad segment between Porter, IN and the Indiana/Illinois state line. Seven of the investments would be on the NS railroad line and one of them on the Amtrak Michigan Line at Porter, IN. Improvements include crossovers and related signal system improvements, minor rail additions and siding improvements.	$ 71,364,980

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Kansas - Total Funding Amount: $337,563					
KS	FY 2009	Planning Project	Kansas Service Development Plan (SDP)	Preparation of a Service Development Plan for a new intercity passenger rail service over the BNSF Railway track between Kansas City, MO and Oklahoma City, OK with service potentially extending south to Fort Worth, TX.	$ 250,000
KS	FY 2010	Individual Project - Preliminary Engineering / NEPA	Lawrence: PE and FD for Station Improvements	Completion of preliminary engineering and final design required for improvement and restoration of the Amtrak Station located in Lawrence, Kansas. Will ultimately improve the station for passengers on the Amtrak Southwest Chief and historically preserve this transportation facility for the community-at-large.	$ 87,563
Massachusetts - Total Funding Amount: $105,388,305					
MA	ARRA	Corridor Program	Knowledge Corridor - Restore Vermonter	Reconstruction of Pan Am Southern Railway's Connecticut River mainline between Springfield and East Northfield, MA in order to relocate Amtrak's Vermonter service to its historic alignment through Massachusetts and provide a more direct route.	$ 72,888,305
MA	FY 2010	Individual Project - Preliminary Engineering / NEPA	Boston South Station Expansion Project	Completion of environmental studies/analysis and preliminary engineering for expansion at Boston's South Station. Will help meet planned 2030 capacity requirements for Amtrak HSIPR operations and MBTA commuter rail.	$ 32,500,000
Maryland - Total Funding Amount: $91,400,000					
MD	ARRA	Individual Project - Preliminary Engineering / NEPA	B&P Tunnel	Completion of preliminary engineering and project-level NEPA (environmental) work for the replacement of the 135-year-old Baltimore and Potomac tunnels on the Amtrak-owned Northeast Corridor in Baltimore, MD.	$ 60,000,000
MD	ARRA	Individual Project - Preliminary Engineering / NEPA	Baltimore-Washington International Airport Station Improvements	Completion of preliminary engineering and project-level NEPA (environmental) work for the addition of an island platform and construction of a new station building at BWI Airport on the Amtrak-owned Northeast Corridor.	$ 9,400,000
MD	ARRA	Individual Project - Preliminary Engineering / NEPA	NEC Bridge Replacement	This project will fund the completion of preliminary engineering and environmental documentation required to replace the Susquehanna River Bridge, a high-priority, century-old bridge on the Northeast Corridor (NEC) in Maryland. Amtrak experiences frequent delays on this bridge caused by emergency maintenance requirements. Upon completion, the refurbished bridge will allow high-speed rail and other passenger trains to increase their speeds over the bridge, thereby increasing on-time performance and service reliability. These increased speeds will reduce scheduled running time on the NEC and create additional capacity that will allow for additional round-trip NEC trains.	$ 22,000,000
Maine - Total Funding Amount: $59,807,836					
ME	ARRA	Corridor Program	Downeaster Portland North Project	Rehabilitation of 30 miles of track, signals and grade crossings to extend the Downeaster's intercity passenger rail service to Freeport and Brunswick, ME.	$ 38,385,495
ME	ARRA	Individual Project - Final Design / Construction	Downeaster Track Improvements	This project is for the final design and construction of a second track on a 10.4 mile section of single track between Wilmington and Andover, MA and replacement of an additional five miles of obsolete track on the Northern New England "Downeaster" Corridor. The new track construction will allow intercity passenger rail trains to overtake and pass other trains on the corridor, thereby increasing on-time performance and service reliability. The project also includes upgrades to three highway railway at-grade crossings.	$ 20,822,341
ME	FY 2010	Planning Project	Boston-Portland Corridor Plan	Completion of a Service Development Plan and environmental study for the Downeaster Corridor from Boston North Station to Portland, Brunswick, and Auburn, ME.	$ 600,000
Michigan - Total Funding Amount: $400,732,595					
MI	ARRA	Corridor Program	Kalamazoo-Dearborn Service Development	This project will rehabilitate track and signal systems that will allow trains to travel at 110 mph for 235 miles, or 77 percent of the full corridor from Chicago to Detroit, resulting in a 30 minute reduction in trip time. The work funded in this project will replace ties, track, ballast, and highway crossings to a state of good repair on the line segment between Kalamazoo and Dearborn. It will also replace the current obsolete signal system with a positive train control (PTC) system. Together, these investments will result in improvements in trip time, average speed and top speed, and reduction in delay minutes.	$ 196,503,208
MI	ARRA	Individual Project - Final Design / Construction	Chicago to Detroit Corridor: Dearborn, MI Station	Construction of a new station building, platform, and passenger services facilities at a relocated new Amtrak Station in Dearborn, MI.	$ 28,204,450
MI	ARRA	Individual Project - Final Design / Construction	Chicago to Detroit Corridor: Troy, MI Station	Construction of a new platform and passenger services facilities at the Troy, MI Amtrak Station.	$ 8,485,212
MI	ARRA	Individual Project - Final Design / Construction	Chicago to Detroit Corridor: Battle Creek, MI Station	Renovation of the station building and passenger services facilities at the Battle Creek, MI Amtrak Station.	$ 3,620,552
MI	ARRA	Individual Project - Preliminary Engineering / NEPA	Ann Arbor Station Project	This project is for the completion of preliminary engineering and environmental documentation required to design and construct a new high-speed rail station in Ann Arbor, MI to serve the Chicago to Detroit high-speed rail line. The old Ann Arbor station is currently the busiest Amtrak station in Michigan, but it is located on single-track territory without passing sidings, which forces intercity trains to stop and block the mainline while serving the station. This project includes construction of passing track that will allow passenger trains to meet and for more than one train to serve the station at a time, thereby increasing on-time performance and service reliability on the corridor. The project will also incorporate automobile, pedestrian, transit, and intercity bus connectivity at this new station.	$ 2,806,400
MI	FY 2009	Individual Project - Final Design / Construction	West Detroit Rail Improvements	Installation of centralized traffic control signals, construction of 1.34 miles of new connection track on existing and previously abandoned railroad property, replacement of the bridge over Junction Avenue, relocation of approximately 0.86 track miles of existing CSAO tracks, and construction of 3 new cross overs and a service drive.	$ 7,912,773
MI	FY 2010	Corridor Program	Kalamazoo-Dearborn Corridor Development	Proposed purchase (subject to STB approval) and incremental restoration of 135 miles of rail line between Kalamazoo and Dearborn, MI currently owned by Norfolk Southern. This section of rail is part of the Chicago-Detroit corridor, which is traversed by three daily roundtrip Amtrak trains. Amtrak already owns approximately 97 miles of rail adjacent to this section, and the proposed purchase will result in public ownership of 77 percent of the 302-mile corridor.	$ 150,000,000
MI	FY 2010	Planning Project	Chicago-Detroit HSR Corridor Plan	Completion of a Service Development Plan and corridor environmental study for the Chicago Hub (Chicago to Detroit/Pontiac) High-Speed Rail Corridor.	$ 3,200,000

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Minnesota - Total Funding Amount: $45,600,000					
MN	ARRA	Individual Project - Preliminary Engineering / NEPA	Northern Lights Express	This project continues environmental work and preliminary engineering on the proposed Northern Lights Express, a 155 mile-long high-speed intercity passenger rail corridor that will connect Minneapolis and Duluth, MN with 110 mph service.	$ 5,000,000
MN	FY 2009	Planning Project	Wisconsin Service NEPA	Completion of planning studies evaluating the alignment for the extension of the Chicago Hub High-Speed Rail corridor to Minneapolis/St. Paul. Project results would include an analysis of the corridor to identify a preferred routing alternative, production of a preliminary Service Development Plan, and provision of a document to advance the planning and design of this corridor.	$ 600,000
MN	FY 2010	Individual Project - Final Design / Construction	Union Depot Multi-Modal Transit Hub	Construction to rehabilitate the historic St. Paul Union Depot as a multimodal hub for intercity rail, future high-speed rail, local rail and bus transit, and pedestrian, bicycle, taxi, and other local modes of access. Relocation of the Amtrak's Empire Builder service to the Depot upon completion.	$ 40,000,000
Missouri - Total Funding Amount: $50,900,300					
MO	ARRA	Individual Project - Final Design / Construction	Kansas City to St Louis Corridor: Missouri Rail Crossing Safety Improvements	Improvement of 15 highway/rail at-grade crossings on the Union Pacific Railroad between Sedalia, MO and Kansas City, MO. There are 13 crossings that would receive lights and gates, and two crossings that would be closed.	$ 1,887,000
MO	ARRA	Individual Project - Final Design / Construction	Kansas City to St Louis Corridor: Rail Bridge over Osage River	Construction of a second railroad river bridge over the Osage River which is currently single tracked and double track approximately 0.5 miles on both sides of the bridge. Project completion will complete double tracking the Union Pacific railroad between Jefferson City, MO and St. Louis, MO.	$ 22,640,000
MO	ARRA	Individual Project - Final Design / Construction	Kansas City to St Louis Corridor: Webster Universal Crossover	Construction of a universal crossover at the Kirkwood Junction on the Union Pacific Jefferson City Subdivision. The project would improve corridor fluidity and efficiency by making it easier for passenger and freight trains to switch tracks at this congested location.	$ 3,520,000
MO	ARRA	Individual Project - Final Design / Construction	Merchant's Bridge Replacement	This project will advance the design of a new bridge to replace the existing bridge built in 1890 over the Mississippi River on the existing Chicago - St. Louis Corridor. Unless the bridge is replaced, extreme measures of maintenance will be required to keep it in operational condition. The new bridge will maintain existing frequencies and allow for higher speeds on this route.	$ 13,500,000
MO	ARRA	Individual Project - Preliminary Engineering / NEPA	Kansas City to St Louis Corridor: Bonnots Mill Universal Crossover	Completion of preliminary engineering and project-level NEPA (environmental) work for a new universal crossover at Bonnots Mill, MO on the Union Pacific Jefferson City subdivision. The project would create a universal crossover on a long double mainline track segment with no crossovers and would enable the passing and overtaking of passenger and freight trains in a heavily congested area.	$ 611,000
MO	ARRA	Individual Project - Preliminary Engineering / NEPA	Kansas City to St Louis Corridor: Double Track Lee's Summit to Pleasant Hill	Completion of preliminary engineering and project-level NEPA (environmental) work for the construction of a connection of two existing sidings between Lee's Summit, MO and Pleasant Hill, MO and lay a second track next to the main line track that will accommodate 90 mph Amtrak service. The project would enable the passing and overtaking of passenger and freight trains in a heavily congested area.	$ 1,418,000
MO	ARRA	Individual Project - Preliminary Engineering / NEPA	Kansas City to St Louis Corridor: Hermann Universal Crossover	Completion of preliminary engineering and project-level NEPA (environmental) work for a new universal crossover at Hermann, MO on the Union Pacific Jefferson City subdivision. The project would close an 18.2-mile gap on double mainline track with no crossovers and would enable the passing and overtaking of passenger and freight trains in a heavily congested area.	$ 570,000
MO	ARRA	Individual Project - Preliminary Engineering / NEPA	Kansas City to St Louis Corridor: Kingsville Passing Siding	Completion of preliminary engineering and project-level NEPA (environmental) work for the construction of a two-mile siding addition with one public crossing. The project would enable the passing and overtaking of passenger and freight trains in a heavily congested area.	$ 958,800
MO	ARRA	Individual Project - Preliminary Engineering / NEPA	Kansas City to St Louis Corridor: Knob Noster Passing Siding Extension	Completion of project-level NEPA (environmental) work for adding 9,000 feet of siding to the 28-mile segment. The project would enable the passing and overtaking of passenger and freight trains in a heavily congested area, therefore improving on-time performance.	$ 836,800
MO	ARRA	Individual Project - Preliminary Engineering / NEPA	Kansas City to St Louis Corridor: Strasburg Grade Separation	Completion of preliminary engineering and project-level NEPA (environmental) work for the removal of an at-grade state Route E crossing from the existing siding and main track in Strasbourg, MO, and replace it with a grade separation approximately 0.1 mile to the west. The project would enhance rail use of the siding by removing the current restrictions on blocking the crossing and interference with vehicular traffic.	$ 850,000
MO	FY 2010	Individual Project - Final Design / Construction	St. Louis Third Main Track Construction	Construction of a new 10,000-foot third main track with switches, signal, and switch upgrades to improve access to the Gateway Multimodal Center station.	$ 3,608,700
MO	FY 2010	Planning Project	Missouri State Rail Plan	Completion of a State Rail Plan, which will compile, synthesize, plan, reorganize, and map out a course for the future of all railroads in Missouri.	$ 500,000
North Carolina - Total Funding Amount: $572,560,839					
NC	ARRA	Corridor Program	Piedmont Corridor 3rd Frequency	Preliminary engineering, environmental review, equipment procurement and rehabilitation, stations and facilities improvements, and construction to advance the development of two additional Raleigh-Charlotte frequencies for a total of four.	$ 520,000,000
NC	ARRA	Corridor Program	Piedmont Corridor 4th Frequency		
NC	ARRA	Corridor Program	Charlotte to Richmond Service Enhancement	This project will complete the project-level environmental review for the Richmond to Raleigh section of the Southeast High Speed Rail Corridor (SEHSR). The SEHSR project proposes to implement approximately 162 miles of high-speed rail with a top speed of 110 mph as part of an overall plan to extend high-speed passenger rail service from the Northeast Corridor (Boston to Washington, DC) southward through Virginia to Charlotte, NC.	$ 4,000,000
NC	ARRA	Individual Project - Final Design / Construction	Congestion Mitigation	Construction of four crossovers, three of which are located on the CSX A-Line, and the fourth on the North Carolina Railroad near Raleigh.	$ 26,560,839
NC	FY 2010	Corridor Program	Piedmont Corridor, Phase I: Charlotte Station and Grade Separation Program	Design and construct grade separation of Sugar Creek Road with the North Carolina Railroad in Charlotte, NC to eliminate railroad-roadway hazards at the most heavily trafficked grade crossing in the State of NC. The project will support the implementation and expansion of high-speed and intercity passenger rail service on the Piedmont and Southeast High-Speed Rail corridor through Charlotte, NC.	$ 22,000,000
New Hampshire - Total Funding Amount: $2,240,000					
NH	FY 2010	Planning Project	Boston-Concord Corridor Plan	Preparation of a Service Development Plan and environmental documentation for the Boston-Concord corridor.	$ 2,240,000

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FRA High-Speed Intercity Passenger Rail (HSIPR) Program
Funding Selection Summary
(Sorted by State Abbreviation, Funding Source, and Project Type)

State	Funding Source	Project Type	Project Name	Project Summary	Potential Estimated Funding*
New Jersey - Total Funding Amount: $38,500,000					
NJ	ARRA	Individual Project - Final Design / Construction	Portal Bridge	Final design for the replacement of the 100-year-old, 2-track Portal swing bridge with a 3-track, fixed span bridge.	$ 38,500,000
New Mexico - Total Funding Amount: $100,000					
NM	FY 2009	Planning Project	New Mexico State Rail Plan	Creation of a Statewide New Mexico Rail Plan studying intercity passenger rail in New Mexico, specifically the existing Southwest Chief and the Sunset Limited (both Amtrak services). The plan would set policy for both freight and passenger rail transportation and present strategies to enhance/support rail in the future.	$ 100,000
Nevada - Total Funding Amount: $640,000					
NV	FY 2010	Planning Project	Nevada State Rail Plan	Preparation of a State Rail Plan that is compliant with the Passenger Rail Investment and Improvement Act of 2008 and Federal Railroad Administration requirements.	$ 640,000
New York - Total Funding Amount: $514,780,850					
NY	ARRA	Individual Project - Final Design / Construction	Adirondack Corridor: Ballston Spa Capacity Improvements	Final design and construction of 2.27 miles of third mainline track on a portion of the Delaware and Hudson Railway used by Amtrak's state-supported Adirondack (New York - Montreal) and Ethan Allen Express (New York - Rutland, VT) services.	$ 3,318,333
NY	ARRA	Individual Project - Final Design / Construction	Empire Corridor Capacity Improvements	This project is for final design and construction of three interrelated upgrades to track, stations, and signals designed to improve operations along the Empire Corridor. In particular, the project will construct a fourth track at the Albany - Rensselaer Station, one of the most significant bottlenecks linking the New York - Albany service with the Albany - Buffalo service. The project also includes upgrading track alignments and turnouts at the station, replacing signal system equipment along the Hudson line, and replacing the Schenectady Station. These improvements will increase average speed and reduce trip times between the Rhinecliff and Schenectady Stations, together increasing overall reliability in the corridor. The station reconstruction will also improve transit and pedestrian connectivity in the downtown central business district.	$ 58,131,756
NY	ARRA	Individual Project - Final Design / Construction	Empire Corridor South: Albany to Schenectady 2nd Track	Installation of a second track where there is currently only one and will reconfigure interlockings between MP QC 143.3 and 160.3 to eliminate the existing bottleneck. The project will also upgrading existing warning device systems at grade crossings within the project area to include warning signs, automatic flashers, gates and predictors.	$ 91,200,000
NY	ARRA	Individual Project - Final Design / Construction	Empire Corridor South: Grade Crossing Improvements - CSXT Milepost 75 to 143	Improvements to the reliability of the existing grade crossing warning device equipment, allowing them to provide satisfactory approach warning times without the need for further upgrade if higher rail speeds are implemented. This project is located at 12 grade crossing locations on the CSXT Hudson subdivision (MP 75.95-126.98).	$ 2,450,000
NY	ARRA	Individual Project - Final Design / Construction	Empire Corridor West: Buffalo-Depew Station Improvement	Rehabilitation of the Buffalo-Depew station facilities to a state of good repair and provide accessibility upgrades to meet ADA standards. The result will be an enhancement and stabilization of the station facilities that will improve the attractiveness, comfort and convenience of the passenger rail service.	$ 778,540
NY	ARRA	Individual Project - Final Design / Construction	Empire Corridor West: Rochester Station Improvement	Improvements to accessibility issues related to the Americans with Disabilities Act (ADA) and other state-of-good repair issues at Rochester Station. Exterior improvements include the re-striping of parking lot lines, replacement of existing plywood panels on north exterior of the building with metal panels, installation of an Amtrak emergency telephone on the platform, and adjustment of exterior lighting sensitivity. Exterior accessibility improvements related to ADA requirements include the reconstruction / replacement of the platform with tactile strips, and construction of associated ramps and railings. Interior improvements are to include the installation of additional lighting, and the repair / replacement of loose window rubber gaskets, damaged and loose metal ceiling panels, storage room door closer, and the roll-up chain doors in the baggage area and at the baggage counter. Recommended ADA improvements include the reconstruction of ticket counter, construction of ADA accessible restrooms, construction of new station entrance ramps, and installation of a signage package, PIDS, and a TTY/TDD capable public payphone.	$ 1,510,353
NY	ARRA	Individual Project - Final Design / Construction	Moynihan Station Phase 1	New York State, acting through the Moynihan Station Development Corporation, proposes to increase capacity and relieve operational problems at Penn Station--America's busiest passenger transportation facility--by redeveloping surrounding property into a new intermodal transportation facility, the Daniel Patrick Moynihan Station. Funding is being provided to advance construction of the project.	$ 30,000,000
NY	ARRA	Individual Project - Final Design / Construction	NEC Harold Interlocking Amtrak Bypass Routes	This project will result in new, conflict-free routes at Harold Interlocking in Queens, NY, one of the busiest passenger rail interlockings in the nation. These new routes will allow Amtrak trains between New York and Boston to bypass Harold Interlocking, a major source of delay on this segment of the Northeast Corridor (NEC). The project will reduce trip times, while increasing schedule reliability on the corridor. Access to and from the Sunnyside Yard will also be improved, further reducing opportunities for delay at the interlocking.	$ 294,781,579
NY	ARRA	Individual Project - Preliminary Engineering / NEPA	Rochester Station and Track Improvements	This project is for preliminary engineering and environmental analysis for a new Rochester Intermodal Station on the Empire Corridor, which will connect passengers with additional transit and pedestrian options.	$ 1,400,000
NY	ARRA	Individual Project - Preliminary Engineering / NEPA	Niagara Falls Inspection and Maintenance Facility	Completion of preliminary engineering and environmental studies for the construction of a maintenance facility and storage track in Niagara Falls, NY. The project will design a modern, efficient maintenance and inspection facility to support Amtrak service in Western New York, and replace the outdated and open-air facility currently in use.	$ 1,750,000
NY	FY 2009	Planning Project	Empire Corridor Planning	Development of a Service Development Plan (SDP) and a Tier 1 Service Level Programmatic Draft Environmental Impact Statement (PDEIS) for high-speed rail enhancements throughout the Empire Corridor, particularly between Albany, NY and Niagara Falls, NY, with a goal of introducing passenger train speeds of up to 110 mph between Schenectady and Buffalo, NY.	$ 1,000,000
NY	FY 2010	Individual Project - Final Design / Construction	Hudson Subdivision Signal Reliability	Replace old signal pole lines (for electric power to signals and communication lines) with underground cable between Poughkeepsie, NY and near Redhook, NY on the Empire Corridor. Modernizes signaling and communication lines, providing benefits to intercity passenger rail.	$ 7,913,687
NY	FY 2010	Individual Project - Final Design / Construction	Syracuse Track Construction and Signal Improvements	Add crossovers and reconfigure signals at Syracuse station and DeWitt Yard on the Empire Corridor.	$ 18,546,602
NY	FY 2010	Individual Project - Preliminary Engineering / NEPA	Livingston Avenue: PE/NEPA for Bridge Replacement	Completion of environmental studies/analysis and preliminary engineering required to replace the Livingston Avenue Bridge, which is nearing the end of its serviceable life. Benefits Amtrak Empire service.	$ 2,000,000

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FRA High-Speed Intercity Passenger Rail (HSIPR) Program
Funding Selection Summary
(Sorted by State Abbreviation, Funding Source, and Project Type)

State	Funding Source	Project Type	Project Name	Project Summary	Potential Estimated Funding*
Oklahoma - Total Funding Amount: $4,286,843					
OK	FY 2010	Planning Project	Tulsa-Oklahoma City Corridor Plan	Completion of a Service Development Plan and corridor environmental study for the Tulsa-Oklahoma City segment of the South Central High-Speed Rail Corridor.	$ 2,242,050
OK	FY 2010	Planning Project	Oklahoma State Rail Plan	Completion of updates to Oklahoma's 1992 State Rail Plan to meet the Passenger Rail Investment and Improvement Act of 2008 and Federal Railroad Administration requirements.	$ 384,000
OK	FY 2010	Individual Project - Final Design / Construction	Oklahoma City Depot Control Signaling and Power Switch Installment	Construction of a track extension and installation of new signal and power switches that will allow the Heartland Flyer to exit the Oklahoma City station without having to make a reverse move.	$ 1,660,793
Oregon - Total Funding Amount: $20,123,406					
OR	ARRA	Individual Project - Preliminary Engineering / NEPA	Eugene Station Stub Tracks	This project will complete preliminary engineering and environmental documentation on track stubs that will permit overnight layovers of Amtrak Cascades passenger trains at the Eugene, OR station. When constructed, the project will result in capacity increases to allow for future increased passenger rail frequencies, reduction of non-revenue moves for passenger rail equipment switching between the station and the Eugene Yard, and freight congestion relief.	$ 1,500,000
OR	ARRA	Individual Project - Final Design / Construction	Pacific Northwest Corridor: Union Station Roof	Final design and construction of improvements/repairs to fix the building envelope and ceiling tiles of the Union Station in Portland, OR. In addition, there are some seismic improvement features that would be developed in conjunction with the roof renovations.	$ 7,556,158
OR	ARRA	Individual Project - Preliminary Engineering / NEPA	Pacific Northwest Corridor: North Portland Jcts	Completion of preliminary engineering and project-level NEPA (environmental) work for a project to provide a new connection between the UP and BNSF track in North Portland, and establish an interface between the two CTC systems.	$ 1,600,000
OR	ARRA	Individual Project - Preliminary Engineering / NEPA	Pacific Northwest Corridor: Willbridge	Completion of preliminary engineering and project-level NEPA (environmental) work to replace hand-thrown switches with powered turnouts and crossovers.	$ 500,000
OR	FY 2010	Individual Project - Preliminary Engineering / NEPA	Union Station: Structural Improvements, Track Improvements	Preliminary engineering /environmental analysis for the renovation of historic Union Station and track improvements that will increase train speed and throughput. Structural improvements include building upgrades required to comply with the Americans with Disabilities Act.	$ 3,967,248
OR	FY 2010	Planning Project	Eugene-Portland Corridor Plan	Completion of a Service Development Plan and corridor environmental study for the Eugene to Portland, OR corridor, expanding the Amtrak Cascades service. Part of the federally-designated high speed Pacific Northwest Rail Corridor.	$ 4,200,000
OR	FY 2010	Planning Project	Oregon State Rail Plan	Completion of an update to Oregon's 2001 State Rail Plan. Builds on a recent $2 million assessment of statewide rail.	$ 800,000
Pennsylvania - Total Funding Amount: $66,400,000					
PA	ARRA	Corridor Program	Keystone Corridor Interlocking Improvements	This project is for the final design and construction of an upgraded "State" interlocking near Harrisburg, PA on the Keystone Corridor - a passenger rail corridor already operating at110 mph. The rebuilding of this interlocking will further decrease trip time on the corridor, increase on-time performance, and improve service reliability.	$ 40,000,000
PA	ARRA	Individual Project - Final Design / Construction	Keystone Corridor: Grade Crossings	Final design and construction of grade separations to eliminate the last three public grade crossings on the Amtrak-owned Philadelphia-Harrisburg Keystone Corridor.	$ 18,000,000
PA	ARRA	Individual Project - Preliminary Engineering / NEPA	Keystone Corridor: Automatic Block Signaling/Central Control	Completion of preliminary engineering and project-level NEPA (environmental) work for the installation of Automatic Block Signaling and Centralized Traffic Control on a segment of the Amtrak-owned Philadelphia-Harrisburg Keystone Corridor.	$ 1,350,000
PA	ARRA	Individual Project - Preliminary Engineering / NEPA	Keystone Corridor: Interlocking Design	Completion of preliminary engineering and project-level NEPA (environmental) work for the replacement and reconfiguration of several major interlockings along the Amtrak-owned Philadelphia-Harrisburg Keystone Corridor.	$ 6,300,000
PA	FY 2009	Planning Project	Keystone Corridor: Keystone West	Planning for the potential extension of Keystone Corridor services west of Harrisburg to Pittsburgh.	$ 750,000
Rhode Island - Total Funding Amount: $29,200,000					
RI	ARRA	Individual Project - Final Design / Construction	NEC Kingston Track, Platform Improvements	This project is for the final design and construction of an additional 1.5 miles of third track at Kingston, Rhode Island on a heavily used, very high-speed portion of the Northeast Corridor (NEC). The additional track will allow high-speed trains operating at speeds up to 150 mph to overtake and pass other trains on the corridor, thereby increasing on-time performance and service reliability. The project also includes construction of a high-speed rail interlocking and related upgrades to the existing Kingston infrastructure. The construction of two high-level passenger platforms and increased connections to local transit services will foster a more livable community.	$ 25,000,000
RI	ARRA	Individual Project - Preliminary Engineering / NEPA	Kingston Capacity and Track Improvements	Completion of preliminary engineering and project-level NEPA (environmental) work for the installation of two miles of third main track and construction of a second station platform at Kingston, RI on the Amtrak-owned north-end of the Northeast Corridor.	$ 1,200,000
RI	ARRA	Individual Project - Preliminary Engineering / NEPA	NEC Providence Station Improvements	This project is for the completion of preliminary engineering and environmental documentation required to overhaul the current Providence Station in Rhode Island. A Providence Station Transit Oriented Development plan to integrate high-speed rail with commuter rail, local and regional bus service, and a pedestrian and bicycle network will be created as part of this project. The project will also create a plan to address hazardous materials shipments as well as a tunnel and station safety analysis.	$ 3,000,000
Texas - Total Funding Amount: $31,543,823					
TX	ARRA	Individual Project - Final Design / Construction	Crossing Signal Timing, Burlington Northern Santa Fe Fort Worth Sub	Final design and construction of signal timing improvements at grade crossings between Fort Worth and the TX/OK border to increase the operating speed of Amtrak's Heartland Flyer.	$ 3,754,180
TX	ARRA	Individual Project - Preliminary Engineering / NEPA	Dallas - Fort Worth to Houston Core Express Service	This project is for the preliminary engineering and project-level environmental analysis necessary to develop a new Core Express corridor from Dallas - Fort Worth to Houston, two of the largest metropolitan areas in the country. The project proposes to implement at least 150 mph high-speed intercity passenger rail service in a corridor that is not currently served.	$ 15,000,000
TX	FY 2009	Individual Project - Final Design / Construction	Valley View Double Track Project IV	Addition of a second track between existing double track sections on the Texas Railway Express passenger corridor at MP 629.50 to MP630.9, including the construction of a new 200-foot bridge and elimination of one grade crossing.	$ 7,189,643
TX	FY 2010	Planning Project	Oklahoma City-South Texas Corridor Plan	Completion of feasibility studies, a service development plan, and environmental work for the designated high-speed rail corridor of Oklahoma City to Dallas/Ft. Worth, with a potential extension to Austin and San Antonio.	$ 5,600,000

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State	Funding Source	Project Type	Project Name	Project Summary	Potential Estimated Funding*
Virginia - Total Funding Amount: $119,148,119					
VA	ARRA	Individual Project - Final Design / Construction	Arkendale to Powell's Creek Third Track	Construction of 11.4 miles of third track from Arkendale to Powell's Creek on the Washington to Richmond segment of the Southeast High Speed Rail Corridor.	$ 74,840,119
VA	FY 2010	Individual Project - Preliminary Engineering / NEPA	Richmond-DC: PE/NEPA Completion	Completion of project environmental studies/analysis and preliminary engineering for the Richmond, VA - Washington D.C. segment of the Southeast high-speed rail corridor.	$ 44,308,000
Vermont - Total Funding Amount: $53,222,258					
VT	ARRA	Individual Project - Final Design / Construction	Vermonter New England Central Railroad Route Improvements	Improvements to track, roadbed, and bridges on a 190-mile segment of the New England Central Railroad used by the Washington to St. Albans, VT Vermonter service.	$ 52,722,258
VT	FY 2009	Planning Project	NY-VT Bi-State Intercity Passenger Rail Project	Planning for a proposed rerouting of the New York to Rutland, VT Ethan Allen Express service from the existing Albany to Whitehall, NY to Rutland route to an Albany - Bennington, VT - Rutland route. Proposed rerouting is intended to introduce service to several communities that currently lack intercity passenger rail service, while communities on the existing route would continue to be serviced by another existing intercity passenger rail service.	$ 500,000
Washington - Total Funding Amount: $797,527,343					
WA	ARRA	Corridor Program	Pacific Northwest Corridor: Service Block 2-SEA-PDX 6 RTs	Rerouting existing service and constructing bypass tracks to allow for 79mph maximum speed and 6 daily roundtrips.	$ 751,575,100
WA	ARRA	Individual Project - Final Design / Construction	Port of Vancouver Grade Separation	This project includes construction of a grade-separated railroad crossing for the Pacific Northwest Rail Corridor (PNWRC) over the freight rail mainline serving the Port of Vancouver. The project will eliminate delays resulting from conflicts between passenger trains and freight trains accessing the U.S. bulk terminals at the Port of Vancouver. Amtrak has estimated resulting improvement to on-time-performance of up to 8 percent by eliminating this bottleneck.	$ 15,000,000
WA	FY 2009	Individual Project - Final Design / Construction	Mount Vernon Siding Extension	Extension of siding by 4,000 feet, including track, signal (grade crossing and train control), and earthwork/grading improvements on the Amtrak Cascades route in Mount Vernon, Washington.	$ 3,258,836
WA	FY 2009	Individual Project - Final Design / Construction	Tukwila Station Construction	Construction of a new station at the existing Tukwila Station in Tukwila, Washington that will be used by Sound Transit commuter trains and Amtrak Cascades intercity trains. Includes installation of information systems at the nearby Sea-Tac International Airport that display real-time train arrival and departure times at the new station.	$ 9,000,000
WA	FY 2010	Individual Project - Final Design / Construction	King Street Station Rehabilitation	Completion of a second phase of upgrades to King Street Station, including expanded Amtrak passenger and office facilities and seismic retrofits to protect the building.	$ 18,293,407
WA	FY 2010	Planning Project	Washington State Rail Plan	Development of a comprehensive State Rail Plan that combines and updates the state's current Freight Rail Plan and Passenger Rail Plan.	$ 400,000
Wisconsin - Total Funding Amount: $34,055,438					
WI	ARRA	Corridor Program	Milwaukee to Madison High-Speed Rail	Preparatory work for improvements to track, signal, and infrastructure; construction of stations.	$ 20,000,000
WI	ARRA	Individual Project - Final Design / Construction	Chicago to Milwaukee Corridor: Milwaukee Station Platform	Increases to the length of the platform at the Milwaukee Airport Station.	$ 678,022
WI	ARRA	Individual Project - Final Design / Construction	Chicago to Milwaukee Corridor: Truesdell Crossovers	Installation of one universal crossover and a single crossover on the Canadian Pacific's C&M Subdivision between Chicago and Milwaukee.	$ 13,377,417
West Virginia - Total Funding Amount: $1,000,000					
WV	FY 2009	Planning Project	West Virginia HSIPR Planning	Feasibility study for the development of a high speed rail network within the State of West Virginia. Project would result in the development of a State Rail Plan.	$ 1,000,000
FRA-led National Route Planning - Total Funding Amount: $20,533,950					
-	FY 2010	Multi-State	FRA-led Northeast Corridor Planning	Advance service development plans and environmental studies in coordination with states, the Northeast Corridor Commission, and other stakeholders.	$ 17,500,000
-	FY 2010	Multi-State	FRA-led Southwest Corridor Planning	Advance planning for integrated high-speed rail network development in the Southwest (NV, CA, and AZ).	$ 500,000
-	FY 2010	Multi-State	FRA-led National Route Planning Studies	Advance national-level planning and environmental studies, led by FRA, in close partnership with stakeholders.	$ 2,533,950

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