

FRA High-Speed Intercity Passenger Rail (HSIPR) Program
March 2011 NOFA Funding Selection Summary (sorted by State abbreviation, then Project Type)
Selections Announced May 9, 2011

State	Applicant Name	Project Type	Project Name	Project Summary	Funding Amount*	Funding Source
Amtrak - Funding Amount*: Corridor(s): \$449,944,000 TOTAL: \$449,944,000						
Prior Funding: \$0						
Amtrak	National Railroad Passenger Corporation	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	ARRA
California - Funding Amount*: Corridor(s): \$368,000,000 TOTAL: \$368,000,000						
Prior Funding: \$3,875,143,230						
CA	California Department of Transportation	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	ARRA
CA	California High-Speed Rail Authority	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	ARRA and FY 2010
Connecticut - Funding Amount*: Corridor(s): \$30,000,000 TOTAL: \$30,000,000						
Prior Funding: \$160,900,000						
CT	Connecticut Department of Transportation	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	ARRA

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Illinois - Funding Amount*: Corridor(s): \$186,380,000 FD/Construction Project(s): \$268,201,084 TOTAL: \$454,581,084						
Prior Funding: \$1,280,285,576						
IL	State of Illinois - Illinois Department of Transportation	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	FY 2010
IL	State of Illinois - Illinois Department of Transportation	Project - FD/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	ARRA
Maryland - Funding Amount*: PE/NEPA Project(s): \$22,000,000 TOTAL: \$22,000,000						
Prior Funding: \$69,400,000						
MD	Maryland Department of Transportation	Project - PE/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	ARRA
Maine - Funding Amount*: FD/Construction Project(s): \$20,822,341 TOTAL: \$20,822,341						
Prior Funding: \$38,985,495						
ME	Northern New England Passenger Rail Authority	Project - FD/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	ARRA

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Michigan - Funding Amount*: Corridor(s): \$196,503,208 PE/NEPA Project(s): \$2,806,400 TOTAL: \$199,309,608						
Prior Funding: \$201,422,987						
MI	Michigan Department of Transportation	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	ARRA
MI	Michigan Department of Transportation	Project - PE/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	ARRA
Minnesota - Funding Amount*: PE/NEPA Project(s): \$5,000,000 TOTAL: \$5,000,000						
Prior Funding: \$40,600,000						
MN	Transportation, Minnesota Department of	Project - PE/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	ARRA
Missouri - Funding Amount*: FD/Construction Project(s): \$13,500,000 TOTAL: \$13,500,000						
Prior Funding: \$37,400,301						
MO	Missouri Department of Transportation	Project - FD/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	ARRA

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North Carolina - Funding Amount*: Corridor(s): \$4,000,000 TOTAL: \$4,000,000						
Prior Funding: \$568,560,839						
NC	Transportation, North Carolina Department of	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	ARRA
New York - Funding Amount*: FD/Construction Project(s): \$352,913,335 PE/NEPA Project(s): \$1,400,000 TOTAL: \$354,313,335						
Prior Funding: \$186,832,924						
NY	NYS DOT	Project - FD/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	ARRA
NY	NYS DOT	Project - FD/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	ARRA
NY	NYS DOT	Project - PE/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	ARRA
Oregon - Funding Amount*: PE/NEPA Project(s): \$1,500,000 TOTAL: \$1,500,000						
Prior Funding: \$18,623,406						
OR	Oregon Department of Transportation	Project - PE/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	ARRA
Pennsylvania - Funding Amount*: Corridor(s): \$40,000,000 TOTAL: \$40,000,000						
Prior Funding: \$26,400,000						
PA	Pennsylvania Dept of Transportation	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 at 110 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	ARRA

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Rhode Island - Funding Amount*: FD/Construction Project(s): \$25,000,000 PE/NEPA Project(s): \$3,000,000 TOTAL: \$28,000,000						
Prior Funding: \$1,200,000						
RI	RIDOT	Project - FD/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	ARRA
RI	RIDOT	Project - PE/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	ARRA
Texas - Funding Amount*: PE/NEPA Project(s): \$15,000,000 TOTAL: \$15,000,000						
Prior Funding: \$16,543,823						
TX	Texas Department of Transportation	Project - PE/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	ARRA
Washington - Funding Amount*: FD/Construction Project(s): \$15,000,000 TOTAL: \$15,000,000						
Prior Funding: \$782,527,343						
WA	WSDOT State Rail and Marine	Project - FD/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	ARRA

Funding Summary		
	Awarded	Selected
ARRA Corridor Program Subtotal:	\$ 788,447,208	6
FY10 Corridor Program Subtotal:	\$ 186,380,000	1
FY10 and ARRA Corridor Program Subtotal:	\$ 300,000,000	1
ARRA FD/Construction Project Subtotal:	\$ 695,436,760	7
ARRA PE/NEPA Project Subtotal:	\$ 50,706,400	7
Total Funding Amount:	\$ 2,020,970,368	22

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