SPRC Members and AASHTO States UPDATE: February 2023: Passenger Rail Projects Ready for Funding

February 15, 2023

Table 1: Projects in the pipeline and ready/almost ready for grant application, final design, construction

Project Description	State or JPA	Project Status		Project Cost			Description of Project Results
		Design Status	NEPA Status	Total Project Cost	Federal: 80% (unless noted differently)	State, local, private: 20% (unless noted differently)	
Sacramento to Roseville Third Track Service Expansion Phase 1	Capitol Corridor Joint Powers Authority	Final design	Not Started	$162,000,000	$129,600,000	$32,400,000	Provides two additional daily roundtrips on existing passenger rail corridor for a total of three round trips per day between Roseville and Sacramento. Up to 15 new cars, 8 miles of new track, existing PTC applied, improve freight capacity by separating passenger and freight rail traffic.
Sacramento to Roseville Third Track Service Expansion Phase 2	Capitol Corridor Joint Powers Authority	Preliminary design	Not Started	$340,000,000	$272,000,000	$68,000,000	Seven additional daily round-trips on existing passenger rail corridor, up to 20 new cars, 10 miles new track, existing PTC applied, improve freight capacity by separating passenger and freight rail traffic. No federal funds identified. NEPA not permitted until there are fed funds per FRA.
Agnew Siding	Capitol Corridor Joint Powers Authority	Final design	Categorical Exemption	$10,000,000	$8,000,000	$2,000,000	0.5 mile siding in single track territory to improve fluidity of passenger train operations with added freight benefits.
South Bay Connect	Capitol Corridor Joint Powers Authority	Final design	In Progress	$349,442,000	$279,553,600	$69,888,400	Provides seven additional daily roundtrips on existing passenger rail corridor for a total of 10 daily roundtrips (when added to the one existing and the two enabled by phase 1), up to 20 new cars, 10 miles new track, existing PTC applied, improve freight capacity by separating passenger and freight rail
Oakland to Sacramento Signal Upgrades	Capitol Corridor Joint Powers Authority	Final design	Categorical Exemption	$30,000,000	$24,000,000	$6,000,000	Improved reliability of signal system achieved by upgrading outdated signal equipment.
Davis Station Platform Replacement and Track Improvements	Capitol Corridor Joint Powers Authority	Final design	Categorical Exemption	$50,000,000	$40,000,000	$10,000,000	One new or improved station. Eliminates danger from passengers crossing active main line track to reach their train. Provide ADA accessible 8 inch above top rail platform for both main tracks. Currently only one main track served with accessible platform, other track served by boarding off pedestrian crossings. Eliminate holdout rule to improve freight train operation and corridor fluidity. Project Partners are Capitol Corridor Joint Powers Authority, City of Davis, Amtrak, and Union Pacific Railroad.
Sacramento Valley Station (SVS) Transit Center - Northside Access	Capitol Corridor Joint Powers Authority	Final design		$6,014,000	$4,811,200	$1,202,800	Expands the existing emergency egress stairway to the portion of the Railyards development north of the Sacramento Valley Station (SVS). As the Paint Shop at SVS is being developed to include outdoor event space and a performance venue, this access project will provide alternatives to driving and parking for trips to the area.
Hiawatha - Muskego Yard Bypass	Wisconsin	Preliminary design	Complete	$91,000,000	$63,000,000	$28,000,000	The Muskego Yard Bypass Project (Project) is a freight rail improvement project that will update and reconfigure existing rail and yard facilities along the Canadian Pacific Railway (CPR) railroad corridor in Milwaukee. The Project includes signal, track, and structure upgrades to improve rail operations, relieve congestion at the Milwaukee Intermodal Station (MIS), reduce vehicle delays at rail grade crossings, and provide reliable access in and around the Muskego Yard Project area. Under current agreement with CPR, secured funding for the Project is one of the requirements to allow an eighth-round trip for the Hiawatha passenger rail service between Milwaukee and Chicago. A previous grant was awarded, however, during the NEPA process additional infrastruture needs were identified.
Hiawatha Milwaukee Airport Rail Station (MARS) Technology and Accessibility Project	Wisconsin	Final design	Complete	$3,000,000	$2,400,000	$600,000	This project consists of two components: 1) Install technical improvements including Passenger Information Systems at the Milwaukee Airport Rail Station (MARS) and 2) Replace existing canopy on east platform with cantilevered canopy to improve accessibility. Will match canopy on new west platform. $1M. The Hiawatha station technology and accessibility project will modernize the station experience, provide necessary information to passengers, and most importantly, better meet ADA standards. The project installs digital signage with real-time departure, arrival, and track information for passengers and includes screens and automated announcements.
Hiawatha Sealed Corridor Grade Crossing Improvement Project	Wisconsin	Concept design	Not Started	$14,700,000	$11,760,000	$2,940,000	This project completes upgrades to all public crossings, installing either median barriers or quad gates. This is a significant safety upgrade and could enable speed increases to decrease travel time pending negotiations with the railroad. The total project cost is $15 million based on 24 crossings and an average estimate of $425,000 per crossing (signal & roadway) with an addition of 30% contingency assumption. The Hiawatha sealed corridor grade crossing improvement project will bring the corridor to a new level of safety with the most robust grade crossing protections available, and will set up corridor for potential future speed increases.
Chicago-Carbondale Corridor Improvements; package may include up to 5 individual projects that add capacity to existing CN-owned corridor between Chicago-Carbondale.	Illinois	Preliminary design	In progress	$100,000,000	$80,000,000	$20,000,000	Would result in 80% on-time-performance with more fluidity to CN corridor with crossovers and sidings.
Supplemental Single-Level Cars Accommodate future growth of Midwest-owned fleet	Illinois	Final design	Complete	$210,000,000	$210,000,000	$0	Preliminary cost for up to 41 additional cars (new total of 120 cars). Supplemental cars would be divided among participating Midwest Fleet Ownership consortium (currently IL, MI, MO & WI), as needed. Equipment that serves multiple states and jointly owned by multiple parties would be best for 100% federal funds. The additional cars are needed to meet forecasted demand over the next 10 years.
Installation of induction loop technology on 17 married pair coach cars in the jointly owned Midwest Next Generation single-level equipment fleet	Illinois	Final design	Complete	$4,000,000	$4,000,000	$0	Installation of induction loop technology to assist hard of hearing passengers on jointly owned Midwest Next Generation single-level equipment on 17 married pair coach cars
Shunt enhancer devices for 33 Charger locomotives	Illinois	Final design	Complete	$4,000,000	$4,000,000	$0	Improve shunt quality for the 33 jointly-owned Siemesn Charger locomtoives in the Midwest fleet. This would eliminate the need for additional car equipment to meet minumum axel counts from the host railroads and eliminate some opearting speed restrictions in Illinois, Michigan, and Missouri.
Mid-life overhauls of 33 Midwest state Charger locomotive fleet	Illinois	Final design	Complete	$43,000,000	$34,400,000	$8,600,000	Completes required mid-life overhauls of 33 Siemens Charger locomotives owned by Illinois, Michigan, Missouri, and Wisconsin. All state-supported routes in the Midwest rely on these locomotives.
Chicago-Rockford Rail Expansion (2 daily round trips) - New/improved stations	Illinois	Preliminary design	In progress	$25,000,000	$20,000,000	$5,000,000	Five new cities served and four new/improved stations. The total rail corridor improvements cost of up to $275M is being funded by the State of Illinois. Federal funding is needed for new station locations including Rockford, Belvidere, and Huntley, and proposed improvements at Elgin.
St. Louis to Kansas City - Double track from Lee's Summit to Pleasant Hill	Missouri	Preliminary design	Complete	$134,700,000	$107,760,000	$26,940,000	Would enable double tracking to improve capacity for both passenger and freight rail traffic, and improve reliablity on the Missouri River Runner.
St. Louis to Kansas City - Hermann Universal Crossover	Missouri	Final design	Complete	$7,000,000	$5,600,000	$1,400,000	Would enable improvements to capacity for both passenger and freight rail traffic.
St. Louis to Kansas City - Bonnots Mill Universal Crossover	Missouri	Final design	Complete	$7,000,000	$5,600,000	$1,400,000	Would enable improvements to capacity for both passenger and freight rail traffic.
St. Louis to Kansas City - Kingsville Siding	Missouri	Final design	Complete	$17,000,000	$13,600,000	$3,400,000	Would enable improvements to capacity for both passenger and freight rail traffic.
St. Louis to Kansas City - Knob Noster Siding	Missouri	Final design	Complete	$15,000,000	$12,000,000	$3,000,000	Would enable improvements to capacity for both passenger and freight rail traffic.
SEC - Raleigh, NC to Wake Forest, NC (Phase of SEC - Raleigh to Richmond)	North Carolina/Virginia	Preliminary design	Complete	$1,250,000,000 - to avoid double count it is included in the **Full Build Option**	$1,000,000,000 - to avoid double count it is included in the **Full Build Option**	$250,000,000 - to avoid double count it is included in the **Full Build Option**	One additional station served on new extension of an existing route. This is the NC initial operable segment of the full SEC - Raleigh to Richmond Corridor. Avoid double-counting funds.
SEC - Wake Forest NC to Petersburg, VA. (Phase of SEC - Raleigh to Richmond)	North Carolina/Virginia	Preliminary design	Complete	$4,250,000,000 - to avoid double count it is included in the **Full Build Option**	$3,400,000,000 - to avoid double count it is included in the **Full Build Option**	$850,000,000 - to avoid double count it is included in the **Full Build Option**	This is an extension of the initial operable segment from Wake Forest to Petersburg, VA. Planned for at least 2 additional stations. Avoid double-counting funds. Matching funds are being requested through local/state sources.
SEC - Petersburg, VA to Richmond, VA (Phase of SEC - Raleigh to Richmond)	North Carolina/Virginia	Preliminary design	Complete	$1,400,000,000 - to avoid double count it is included in the **Full Build Option**	$1,120,000,000 - to avoid double count it is included in the **Full Build Option**	$280,000,000 - to avoid double count it is included in the **Full Build Option**	This is an extension of the initial operable segment of the full SEC - Raleigh to Richmond Corridor. Avoid double-counting funds. Matching funds are being requested through local/state sources.
SEC - Raleigh to Richmond, VA - **Full Build Option**	North Carolina/Virginia	Preliminary design	Complete	$6,900,000,000	$5,520,000,000	$1,380,000,000	Five cities served on new passenger rail corridor.

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SEC - Individual Grade Separations and Crossing Closures (Subset of SEC - Raleigh to Richmond)	North Carolina/Virginia	Preliminary design	In progress	TBD	TBD	TBD	Extensive safety improvements.
Oregon City Siding	Oregon	Preliminary design	Complete	$7,383,800.00	$3,691,900	$3,691,900	Improved passenger OTP.
Superstructure Replacements for five bridges (31.71, 32.46, 139.46, 129.39, 82.55)	Michigan	Final design	In progress	$22,843,000	$18,274,000	$4,568,600	Keep the corridor in a state of good repair.
Jackson Station Platform Reconfiguration - PE/NEPA	Michigan	Preliminary design	Not Started	$1,492,000	$1,193,600	$298,400	Reduce trave time between Pontiac, Michigan and Chicago to under six hours and improve reliability.
Chicago-Detroit/Pontiac Passenger Rail Corridor Program - Glenwood to Niles Double Track	Michigan	Preliminary design	Not Started	$160,000,000	$128,000,000	$32,000,000	Reduce trave time between Pontiac, Michigan and Chicago to under six hours and improve reliability.
Detroit New Center Multi-Modal Transportation Center - New Station: Construction	Michigan	Preliminary design	In progress	$57,000,000	$45,600,000	$11,400,000	Rebuilding current station to add bus facilities.
Chicago-Detroit/Pontiac - Blackman Township Bridge - PE/NEPA	Michigan	Concept design	Not Started	$1,500,000	$1,200,000	$300,000	Rebuild existing bridge.
CSX/Michigan Line Connector east of New Buffalo - PE/NEPA	Michigan	Preliminary design	Not Started	$1,836,000	$1,468,800	$367,200	Allows Pere Marquette to utilize Amtrak-owned trackage, enhancing reliability and increased access to residents of SW Michigan.
Northern Lights Express	Minnesota	Preliminary design	Complete	$545,000,000	$436,000,000	$109,000,000	New passenger rail service on a 152 mile long corridor with 4 new cities served. Project includes 6 new/improved station, corridor capacity improvements, upgrading 126 public railroad crossings, and installing 140 new miles of PTC coverage, resulting in capacity improvements that will benefit both passenger rail and freight movement.
Quad Cities to Iowa City Extension Program - Final Design and Construction	Iowa	Conceptual Design and Operations and Environmental Planning has been completed.	NEPA analysis has yet to begin, but resource data compilation has been completed.	$295,000,000	$295,000,000	$0	To date, Iowa DOT has conducted multi-party coordination with host railroad and public agency stakeholders, developed conceptual railroad operations modeling and service planning, and developed conceptual design of potential infrastructure to support the proposed implementation of a twice-daily intercity passenger rail service between Moline, Illinois, and Iowa City, Iowa. The Iowa service is anticipated as an extension of a service from Chicago to Moline under development by Illinois DOT. Carried in table as 100% Federal/0% State as no State funds have yet been identified.
ACE Coach/Cab Cars (4 Option Coaches)	San Joaquin JPA	Concept design		$14,411,179	$11,528,943	$2,882,236	ACE Coach/Cab Cars (4 Option Coaches).
ACE Locomotives (2 Option Tier 4)	San Joaquin JPA	Concept design		$16,781,033	$13,424,826	$3,356,207	ACE Locomotives (2 Option Tier Ivs)
San Joaquins Locomotives	San Joaquin JPA	Concept design		$15,480,000	$12,384,000	$3,096,000	ADA compliant rolling stock.
Cab Car Purchase (ACE Ext. Lathrop/Ceres)	San Joaquin JPA	Concept design		$67,011,000	$53,608,800	$13,402,200	Cab Car Purchase (ACE Ext. Lathrop/Ceres).
San Joaquin Street Station Layover Track	San Joaquin JPA	Concept design		$7,000,000	$5,600,000	$1,400,000	Construct layover track, reconfigure parking lot, and install street lighting along San Joaquin Street. This project is needed to provide a layover track for a potential third-party-operated DMU service between Sacramento and Stockton.
BNSF Projects - Empire Crossover	San Joaquin JPA	Concept design		$4,814,000	$3,851,200	$962,800	This reliability improvement will allow trains along the San Joaquins route to switch from one main track to the other, providing more oportunities to avoid delay due to interference from other train traffic.
Merced Amtrak Station Parking Expansion	San Joaquin JPA	Concept design		$900,000	$720,000	$180,000	Construction of approx. 100 space parking lot.
Merced Station Second Platform	San Joaquin JPA	Final design		$10,300,000	$8,240,000	$2,060,000	Addition of a second platform at the Merced station. One new or improved station. Improved reliability and reduced passenger rail travel time with faster boarding. ADA compliant station. Design complete, construction out to bid.
Stockton Diamond Grade Separation	San Joaquin JPA	Concept design		$290,553,000	$232,442,400	$58,110,600	Construction of a rail to rail grade separation between UPRR and BNSF in Stockton California. Major increase in network fluidity in the San Joaquin Valley, elimination of freight interference between both Class I railroads. Overall reduction of frieght interference with vehicles and pedestrians in the corridor.
Oakley Station	San Joaquin JPA	Final design		$8,632,119	$6,905,695	$1,726,424	Design and construct a new station and platform in the Oakley Civic Center on the San Joaquins route between Oakland and Stockton. This station is five miles from the existing Antioch/Pitsburg Station and will serve the communities of Oakley and Brentwood.
Merced Station	San Joaquin JPA	Final design		$20,160,000	$16,128,000	$4,032,000	Upgraded station for ACE Merced service.
Valley Rail Stations: Lodi Station and Trackwork	San Joaquin JPA	Final design	Complete	$60,007,000	$48,005,600	$12,001,400	Construction of new Valley Rail Station: Lodi Station. Project also includes assicated track work. This station will support expanded service between Stockton to Sacramento along the UP Sacramento Subdivision. Trackwork from MP 105.5 to MP 107.9 on the Sacramento Subdivison to support increased ACE and San Joaquins Service between Stockton and Sacramento.
Valley Rail Stations: Elk Grove Station and Trackwork	San Joaquin JPA	Concept design	Complete	$62,372,600	$49,898,080	$12,474,520	Construction of new Valley Rail Station: Elk Grove Station. Project also includes associated track work. This station will support expanded service between Stockton to Sacramento along the UP Sacramento Subdivision.
Valley Rail Stations: City College Station	San Joaquin JPA	Final design	Complete	$19,962,000	$15,969,600	$3,992,400	Construction of new Valley Rail Station: City College Station.
Valley Rail Stations: Midtown Station	San Joaquin JPA	Final design	Complete	$28,390,000	$22,712,000	$5,678,000	Two additional daily round-trips on existing passenger rail corridor. One new or improved station. ADA compliant station. PA&ED DEIR Circulating Final/CTC June 2023 - Component of the Valley Rail Project.
Valley Rail Stations: Natomas/Airport Station	San Joaquin JPA	Final design	Complete	$48,800,000	$39,040,000	$9,760,000	Two additional daily round-trips on existing passenger rail corridor. One new or improved station. ADA compliant station. PA&ED DEIR Circulating Final/CTC June 2026 - Component of the Valley Rail Project.
Old North Sacramento Station and Trackwork	San Joaquin JPA	Final design	Complete	$33,950,000	$27,160,000	$6,790,000	Two additional daily round-trips. One new or improved station. ADA compliant station. PA&ED DEIR Circulating Final/CTC June 2025 - Component of the Valley Rail Project.
Sacramento Subdivision Track Improvements	San Joaquin JPA	Concept design	Complete	$149,077,766	$119,262,213	$29,815,553	Two additional daily round-trips on existing passenger rail corridor. PA&ED DEIR Circulating Final/CTC June 2027 - Component of the Valley Rail Project.
San Joaquins Locomotives	San Joaquin JPA	Concept design		$15,480,000	$12,384,000	$3,096,000	ADA compliant rolling stock.
Stockton Regional Maintenance Facility Expansion	San Joaquin JPA	Final design		$26,584,000	$21,267,200	$5,316,800	Expansion of regional maintenance facility. The San Joaquin Regional Rail Commission is expanding their facilities at its existing Stockton Regional Rail Maintenance Facility (RMF) located at 1020 E. Alpine Avenue in Stockton, California. The SJRRC RMF Expansion project scope includes, but is not limited to, the following components: 1. Sitework2. Maintenance Building Expansion3. Maintenance Building Service and Inspection Expansion4. Parts Storage Building Addition5. Maintenance Building Mezzanine Remodel (Bid Alternate 1)6. Rail Storage Yard Expansion (Bid Alternate 2) Elements of construction include, but are not limited to, the following: Demolition, Earthwork, Utilities, Concrete, Asphalt Paving, Masonry, Pre-Engineered Metal Building, New Rail Trackwork, Mechanical, Electrical, Plumbing, Compressed Air, CCTV, HVAC, Fire, Insulation, Framing, Metal Work, Racking, Storage, Specialty Equipment, Signage, Coatings and Painting.
Stockton Track Extension	San Joaquin JPA	Final design		$50,000,000	$40,000,000	$10,000,000	Improved reliability and reduced passenger rail travel time. More efficient movement of trains between ACE Rail Maintenance Facility and Cabral Station, reducing safety risks. More efficient movement of trains between ACE Rail Maintenance Facility and Cabral Station, reducing interference between ACE and freight trains in the area. $22,088,242 has been secured by SJJPA for this project. Awaiting NEPA CE approval from FTA, with formal request submitting on April 8, 2020. HDR completing PS&E, awaiting C&M agreement with UPRR.
Robert J. Cabral Station Expansion	San Joaquin JPA	Preliminary design		$8,000,000	$6,400,000	$1,600,000	One new or improved station. Enhanced security improvements at Cabral Station and ADA compliant sidewalks. $6,860,228 has been secured by SJJPA for this project.
Madera Station Relocation	San Joaquin JPA	Final design		$35,585,000	$28,468,000	$7,117,000	The existing Madera San Joaquins Station, which is nearly three miles north of Madera, has extremely low ridership and lacks connecting bus service in the area due to its location. The San Joaquin Joint Powers Authority (SJJPA), in coordination with local leaders, has been planning to relocate the Madera Station to a location near Avenue 12 to better meet regional goals of improving ridership and connectivity.
Roadway Grade Separations: McKinley Ave and Blackstone	San Joaquin JPA	Concept design		$80,000,000	$64,000,000	$16,000,000	Creates roadway grade separations at the diagonal railroad crossing at the corner of McKinely Avenue and Blackstone Avenue in Fresno. This project is located on the San Joaquins corridor (BNSF).
Merced Extension Stations and Track Work Phase and Stations Phase 1	San Joaquin JPA	Concept design		$320,650,000	$256,520,000	$64,130,000	Phase 1 stations and track work to extend ACE Service from Ceres to Merced on the UP Fresno Subdivision.

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Merced Extension Stations and Track Work Phase 2	San Joaquin JPA	Concept design		$233,380,000	$186,704,000	$46,676,000	Phase 2 Stations and track work to extend ACE Service from Ceres to Merced on the UP Fresno Subdivision.
UPRR South Stockton Crossover	San Joaquin JPA	Concept design		$10,000,000	$8,000,000	$2,000,000	Installation of crossovers south of the UPRR Stockton yard to increase network fluidity during and after the construction of the Stockton Wye. Restores and improves the connection between the UPRR Fresno and Oakland Subdivisons to the Port of Stoctkon.
Merced Intermodal Track Connection (MITC)	San Joaquin JPA	Preliminary design	In Progress	$276,000,000	$220,800,000	$55,200,000	Project provides for eleven additional daily roundtrips on existing passenger rail corridor, and one new or improved station. Project allows reliable connections between ACE/San Joaquins and California High Speed Rail.
Stockton Wye	San Joaquin JPA	Concept design		$19,060,000	$15,248,000	$3,812,000	The Stockton Wye Project will create a new connection between the Burlington Northern Santa Fe Railroad Stockton and Union Pacific Railroad Fresno subdivisions. Once constructed the new track connection will provide a vital link in the Northwest quadrant of the Stockton Diamond grade crossing
San Joaquin Street Station Roof and Parking Lot Improvements	San Joaquin JPA	Final design		$1,000,000	$800,000	$200,000	San Joaquin Street Station Roof and Parking Lot Improvements.
BNSF Modesto Crossover and CP Lake to CP West Escalon	San Joaquin JPA	Concept design		$27,500,000	$22,000,000	$5,500,000	BNSF track work at Modesto Crossover and CP Lake to CP West Escalon. This track work will support for continuous double-tracking for the San Joaquins between Stockton and Modesto.
Manteca Station	San Joaquin JPA	Final design		$28,600,000	$22,880,000	$5,720,000	New Station for future ACE southern Extension from Lathrop to Ceres/Merced.
Ripon Station and Track Extension	San Joaquin JPA	Final design	Complete	$31,800,000	$25,440,000	$6,360,000	Construction of new Valley Rail Station: Ripon Station. Project also includes extension of track. This supports the ACE Extension from Lathrop to Ceres/Merced.
Calla to Ripon Siding Extension (MP 99.46 to MP 103.02)	San Joaquin JPA	Concept design		$21,560,000	$17,248,000	$4,312,000	Track extension from MP 99.46 to MP 103.02. This project supports the extension of ACE Service between Lathrop and Ceres/Merced.
Phillips Siding Rehabilitation	San Joaquin JPA	Concept design	Complete	$7,380,000	$5,904,000	$1,476,000	The Phillips Siding Rehabilitation on the UPRR Sacramento Subdivision is located from MP 121.3 to MP 123.9. The project will require replacing the southern switch with a #20 turnout and rehabilitating the existing siding to mainline track standards. Required for initial Valley Rail service to Natomas (1 daily round trip).
Del Paso Siding Upgrade and Extension	San Joaquin JPA	Concept design	Complete	$41,310,000	$33,048,000	$8,262,000	This project will support Valley Rail which will expand service between Stockton and Natomas along the UP Sacramento Subdivision.
South Sacramento Crossover	San Joaquin JPA	Final design		$3,427,000	$2,741,600	$685,400	South Sacramento Crossover supports additional San Joaquins and ACE Service between Stockton and Sacramento on the UPRR Sacramento Subdivision.
US 101 Undercrossing Double Track and Siding	San Joaquin JPA	Concept design		$50,000,000	$40,000,000	$10,000,000	US 101 Undercrossing Double Track and Siding
San Joaquins Mini-High Platforms	San Joaquin JPA	Concept design		$5,000,000	$4,000,000	$1,000,000	Installation of mini-high platforms at all stations served by the San Joaquins. Pre-fabricated platforms and associated bridge plates will allow level boarding for wheelchairs.
Pleasant Grove Siding Extension	San Joaquin JPA	Concept design	Complete	$6,850,000	$5,480,000	$1,370,000	The Pleasant Grove Siding Passenger Rail Operational and Capacity Improvements project will extend the existing siding that begins just south of Howsley Road in Sutter County to the north just past Catlett Road. The project will allow implementation of the $1.3 billion Valley Rail program, expanding the ACE service to run up to four (4) daily round trips to Natomas. This will help increase the transportation options for residents throughout the corridor and enable the future ACE expansion to Marysville and Butte County. The project will reduce freight-passenger train conflicts, increase passenger train speeds and reliability, and improve the on-time performance of the ACE service. The project is located on UPRR Sacramento Subdivision from MP 157.1 to MP 157.8
Sacramento Sub - Upgrade for Rideability	San Joaquin JPA	Final design		$18,729,000	$14,983,200	$3,745,800	Track upgrades for rideability/smoother ride.
Sacramento Subdivision Curve Improvements, Rail Engineering	San Joaquin JPA	Final design		$1,312,000	$1,049,600	$262,400	Additional roundtrips on ACE and San Joaquins using the UP Sacramento Subdivision route between Natomas and Stockton.
Lathrop/Manteca Shuttle Pullout	San Joaquin JPA	Construction		$904,700	$723,760	$180,940	The intent of this project is to provide a new shuttle pullout along West Yosemite Avenue adjacent to the Lathrop/Manteca ACE Train Station.
Platform Extensions (Lathrop/Manteca, Tracy, Vasco, Livermore, Pleasanton)	San Joaquin JPA	Concept design		$15,830,000	$12,664,000	$3,166,000	Platform Extensions at Lathrop/Manteca, Tracy, Vasco, Livermore and Pleasanton. These extensions at existing ACE train stations are needed to accommodate longer trains for the ACE service.
Hammer Lane Siding Upgrade	San Joaquin JPA	Concept design	Complete	$9,725,000	$7,780,000	$1,945,000	Siding Upgrade along the Sacramento Subdivision to accommodate Valley Rail Service between Stockton and Sacramento.
Lathrop Wye	San Joaquin JPA	Concept design		$49,575,000	$39,660,000	$9,915,000	Improvements to the Lathrop Wye including addition of an Oakland to Fresno Subdivision Connection, which will enable continuous service between Ceres/Merced and San Jose without requiring the ACE Train to reverse direction.
North Lathrop Transfer Station	San Joaquin JPA	Final design	Complete	$43,020,000	$34,416,000	$8,604,000	Construction of new Valley Rail Station: North Lathrop Transfer Station. This station will allow passengers traveling from Merced on Sacramento-bound trains to transfer to San Jose-bound trains in Lathrop.
Ceres Station	San Joaquin JPA	Final design	Complete	$82,618,000	$66,094,400	$16,523,600	Construction of new Valley Rail Station: Ceres Station. This project will support the ACE Extension along the UP Fresno Subdivision between Stockton and Merced.
Modesto Station	San Joaquin JPA	Final design	Complete	$112,100,000	$89,680,000	$22,420,000	Construction of new Valley Rail Station: Modesto Station. This project will support the ACE Extension along the UP Fresno Subdivision between Stockton and Merced.
Tuolumne River Bridge and Track Extension (MP 113.69 to 114.63)	San Joaquin JPA	Final design		$33,572,000	$26,857,600	$6,714,400	This bridge and track extension over the Tuolumne River supports the ACE Extension from Lathrop to Ceres/Merced.
Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project	San Joaquin JPA	Concept design		$53,316,000	$42,652,800	$10,663,200	The Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project would be constructed between mile post 121.3 and mile post 123.9 along the UPRR Sacramento Subdivision. The project will upgrade and extend the existing Philips Siding creating an approximately 4.4-mile-long second main track that will serve trains entering the proposed North Elk Grove Station. The existing siding switches will be upgraded to allow for increased train speed. The project will also include modifications to numerous existing private and public crossings, bridges, and culverts within the project limits. The siding extension and upgrades will allow the ACE service to operate up to four (4) daily rounds trips to Natomas increasing the transportation options for residents throughout the corridor.
Pollock to South Sacramento Yard Extension	San Joaquin JPA	Concept design		$26,660,000	$21,328,000	$5,332,000	The South Sacramento Siding Passenger Rail Operational and Capacity Improvements project would be constructed just to the southeast of Sacramento Executive Airport, from Florin Road to north of 47th Avenue. There are currently two (2) existing sidings within the project area, the South Pollock, and South Sacramento Sidings. The project will construct 1.3 miles of new track to connect each of the existing sidings and upgrade the siding switches and the line and surface of the tracks to increase speeds. The project will require relocating 13 metal utility poles. The connection of the sidings will allow ACE to run up to four (4) trains to Natomas increasing the transportation options for residents throughout the corridor. The project is located on the UPRR Sacramento Subdivision from MP 132.8 to MP 134.1.
Pollock Siding Upgrade (MP 131.8 to 132.8)	San Joaquin JPA	Concept design		$5,535,000	$4,428,000	$1,107,000	Upgrades to Pollock Siding from MP 131.8 to MP 132.8. This will enable additional San Joaquins and ACE Service between Sacramento and Stockton on the UP Sacramento Subdivision.
South Sacramento Yard Rehab	San Joaquin JPA	Final design		$9,156,000	$7,324,800	$1,831,200	South Sacramento Yard Rehab supports additional San Joaquins and ACE Service between Stockton and Sacramento on the UPRR Sacramento Subdivision.
Thornton Siding Upgrade/Extension	San Joaquin JPA	Final design		$14,488,000	$11,590,400	$2,897,600	Upgrade and extension of Thornton Siding in the City of Sacramento to support additional San Joaquins and ACE Service between Stockton and Sacramento on the UPRR Sacramento Subdivision.
Fremont Platform Extension	San Joaquin JPA	Concept design		$5,770,000	$4,616,000	$1,154,000	The project will extend the platform at Fremont station by 400 feet to accommodate longer 10-car trains.
Pacific Northwest Rail Corridor Reliability Landslide Mitigation Phase III	Washington	Preliminary design	In progress	$6,750,000	$3,375,000	$3,375,000	Eliminating service disruptions due to landslides will support achievement of the corridor operation goal of 88 percent on-time end-point performance as outlined in the 2012 Service Outcome agreement between WSDOT, BNSF and Amtrak. Freight benefit is improved system and service performance. 50/50 on Federal/State split.
Cascades - New Equipment Procurement	Washington	Preliminary design	Complete	$75,000,000	$37,500,000	$37,500,000	Replacement of aging equipment and increased performance due to reduction from equipment failures consistent with WSDOT Fleet Management Plan. 9 new or refurbished trainsets. WSDOT is one of 10 States participating in the Amtrak National Procurement for new passenger equipment. 50/50 Federal/State split.
L'Enfant Fourth Track and Station Improvements	Washington, D.C.	Preliminary design	In progress	$111,000,000	$88,800,000	$33,300,000	Construction of an additional mainline track between Virginia and L'Enfant interlockings in Washington, D.C. in coordination with the Virginia Long Bridge Project to enable separation of passenger and freight rail traffic traveling between DC and Northern Virginia on the RF&P. Enables simultaneous boarding of two full-length trains.
Long Bridge Project (CSX bridge from VA to DC) : Construct additional 2 tracks	Virginia	30% Design	Complete	$2,279,000,000	$1,823,200,000	$455,800,000	Project will double the existing two-track rail bridge across the Potomac River to four tracks by building a second parallel two-track rail bridge, enabling separation of passenger and freight rail traffic traveling over the bridge between Washington, D.C. and Virginia. The project is 1.8 miles long, and includes: a parallel,

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Project Description	State or JPA	Project Status		Project Cost			
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Crystal City Station (Virginia Railway Express) - Improvement to existing station (construction of island platforms)	Virginia	Final Design	Complete	$50,114,619	$40,091,695	$10,022,924	This project includes the planning, design, permitting, and construction for an expanded and relocated station and platform for the VRE Crystal City Station and related track modifications. The project will construct an island platform to enable simultaneous boarding of two trains and accommodate full-length trains and the planned fourth track in and around the station. This project is related to and must be coordinated with the fourth track project between AF and RO interlockings, part of the DC2RVA project, the planned CC2DCA pedestrian bridge connection to Ronald Reagan National Airport, and Long Bridge Capacity Improvements. This project will be delivered in two phases: Phase 1 will design and construct the north entrance and station platform. Phase 2 will design and construction the south entrance. Phase 2 design will be concurrent with Phase 1 construction.
King and Commonwealth Bridges	Virginia	Final Design	Complete	$55,700,000	$44,560,000	$11,140,000	The replacement of the King and Commonwealth railroad bridges will extend the bridge life duration and reduce maintenance needs. The new bridges will improve safety by providing walkways for emergency egress and achieving VDOT minimum vehical clearance dimensions under the bridge reducing the risk of bridge strikes.
Alexandria 4th Track	Virginia	Final design	Complete	$210,500,000	$168,400,000	$42,100,000	The Alexandria 4th Track project will reduce rail traffic congestion and improve rail operations around Alexandria Station, which will enable expanded rail capacity and separation of passenger and freight rail in the most congested part of the RF&P in Northern Virginia, connecting to the Long Bridge. The project will add approximately six miles of fourth main line track to an existing three-track portion of the RF&P rail corridor, and modify existing RO, AF, & Slaters Lane Interlockings. Project extends from Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Memorial Parkway to Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road. Project completion year 2026.
Franconia-Springfield Bypass	Virginia	Preliminary design	Complete	$435,000,000	$348,000,000	$87,000,000	The Franconia-Springfield Bypass project, just south of Franconia-Springfield Station, will allow passenger trains to crossover to serve stations on the west side of the railroad corridor when traveling north of Franconia and on the east side of the rail corridor when traveling south of the Franconia-Springfield Station (which aligns operation plans to separate passenger and freigth services). Project construction involves a single track on a bypass bridge with accomodtions for a future second track. Project Benefit: reduces conflict with freight trains when passenger trains cross the corridor to serve VRE and Amtrak stations on the west side (north of Franconia) and on the east side (south of Franconia).
Railroad Bridges over Newington Road	Virginia	Preliminary design	Complete	$39,800,000	$31,840,000	$7,960,000	The railroad bridges over Newington Road will increase rail capacity in accordance with current and future Transforming Rail in Virginia program goals. These bridges will also increase the horizontal clearance to allow Fairfax County to expand roadway configurations per their Comprehensive Plan.
Franconia to Lorton Third Track	Virginia	Final Design	Complete	$229,500,000	$183,600,000	$45,900,000	The Franconia to Lorton Third Track will alleviate a major bottleneck in the Commonwealth and will remove up to 26 conflicts per day between passenger and freight trains crossing tracks as they enter or exit the Long Bridge Corridor. This corridor encompasses Franconia through Fairfax County, Alexandria, and Arlington to the District of Columbia. The project will add capacity and further improve the reliability of both freight and passenger rail.
Neabsco Creek to Woodbridge Third Track (Siding D - Phase 2)	Virginia	Preliminary design	Complete	$8,500,000	$6,800,000	$1,700,000	The Neabsco Creek to Woodbridge Third Track (Siding D) will add approximately 3 miles of third track in Prince William County from south of Dawson Beach Road to north of Neabsco Creek, and will include the construction of new, two-track railroad bridges. The project also will include modifications to the at-grade crossing at Featherstone Road and the existing Featherstone interlocking to accommodate the third track. Siding D will increase the efficiency of passenger and freight trains throughout the rail network and will target the area south of Rippon station.
Aquia Creek Third Track South (Siding E - Phase 2)	Virginia	Preliminary design	Complete	$5,400,000	$4,320,000	$1,080,000	The Aquia Creek Third Track South (Siding E) will construct 2.3 miles of third track in Stafford County from the north end of Virginia Railway Express (VRE)'s Brooke station to the existing Aquia Creek bridge. Siding E will create additional capacity and increase the efficiency of passenger and freight trains throughout the network and in the area north of Virginia Railway Express (VRE)'s Brooke station.
Potomac Creek Third Track South (Siding A - Phase 1)	Virginia	Preliminary design	Complete	$143,000,000	$114,400,000	$28,600,000	The Potomac Creek Third Track South (Siding A) will construct approximately 4 miles of third track in Stafford County between the Brooke and Leeland Road stations. Infrastructure work will include modifications to Dahlgren Junction interlocking, reconstruction of the roadway bridge at Leeland Road, and a new rail bridge over Harrell Road at Claiborne Run. The additional capacity provided by this new siding will increase the efficiency of passenger and freight trains throughout the rail network and in the area of Leeland Road station.
Crossroads Third Track (Siding F - Phase 2)	Virginia	Preliminary design	Complete	$10,000,000	$8,000,000	$2,000,000	The Crossroads Third Track (Siding F) will construct approximately 4 miles of third track in Spotsylvania County from south of Spotsylvania station to Claiborne Crossing Road, and include modifications to the at-grade crossing at Summit Crossing Road and the existing XR interlocking to accommodate a third track. The additional capacity provided by this new siding will increase the efficiency of passenger and freight trains in the area south of VRE's Spotsylvania station.
Woodford to Milford Third Track (Siding B - Phase 1)	Virginia	Preliminary design	Complete	$85,200,000	$68,160,000	$17,040,000	The Woodford to Milford Third Track (Siding B) will construct approximately 3 miles of third track in Caroline County between Woodslane Road and Paige Road. The additional capacity provided by Siding B will increase the efficiency of passenger and freight trains throughout the rail network and in the area between Spotsylvania and Richmond.
Hanover Third Track (Siding C - Phase 1)	Virginia	Preliminary design	Complete	$84,400,000	$67,520,000	$16,880,000	The Hanover Third Track (Siding C) will construct approximately 3 miles of third track to the south of the South Anna River in Hanover County. The project also will include reconstruction of the roadway bridge at Washington Highway and construction of a new, single-track rail bridge at Elletts Crossing Road. Siding C will increase the efficiency of passenger and freight trains throughout the rail network and in the area between Spotsylvania and Richmond.
Richmond Layover Facility	Virginia	Preliminary design	In Progress	$39,300,000	$31,440,000	$7,860,000	Design and Construction of a new layover facility and tracks for storage and light servicing of existing and growing Amtrak service through 2030. This facility is necessary for the expansion of service in 2026 to Richmond Main Street Station in downtown Richmond, per Virginia's agreement with CSX to expand service and avoid dead-head moves through the congested Acca Yard in Richmond, Virginia.
Wunpost Mainline Siding	California	Concept design		$20,000,000	$16,000,000	$4,000,000	Wunpost siding south of King City to accommodate every 4-hour intercity rail service to SLO.
Sacramento Valley Station (SVS) - Regional Bus and Mobility Hub	California	Concept design		$76,177,000	$60,941,600	$15,235,400	Creates a two-level transit center surrounding the intercity rail station at Sacramento Valley Station.
The Newark-Albrae Siding Connection Project	California	Concept design		$9,800,000	$7,840,000	$1,960,000	The project involves connecting two sidings to create a second main track. With implementation of this project, the connected sidings would permit double track operation between Fremont and just north of the Alviso Wetlands, thus increasing overall capacity. This project connects with previous improvements implemented by the Capitol Corridor Joint Power Authority and will benefit both ACE and the Capitol Corridors.
Martinez Intercity Rail Turn Around Facility Project	California	Concept design		$17,000,000	$13,600,000	$3,400,000	Add turn tracks at the existing Martinez station to allow SJJPA trains to turn back at Martinez and for passengers to efficiently transfer between SJJPA and CCJPA trains. This would open slots on the UPRR Martinez Subdivision between martinez and Oakland for 5 additional CCJPA round trips (total of 20)
Diridon Integrated Station Concept (DISC)	California	Concept design		$3,263,000,000	$2,610,400,000	$652,600,000	The Diridon Integrated Station Concept (DISC) project will help San Jose Diridon Station handle new passengers and transfers from increases from existing service and new services as it becomes one of the busiest intermodal stations on the West Coast. Electrified Caltrain, High-Speed Rail, and the BART extension to San Jose will add to the existing VTA bus and light rail, ACE train and Amtrak & State-Supported rail services already serving Diridon station. Additional transit-oriented developments will also be permitted by the City of San Jose in the Vicinity of Diridon Station.
New Commerce Intermodal Facility	California	Final design		$184,250,000	$147,400,000	$36,850,000	Project is a component of the LA Urban Mobility Corridor improvements between LA and Fullerton that will expand the BNSF Commerce IMF, including purchase of additional right of way and utility relocation needed to provide space for the I-710 to I-5 Rail Flyover Project as part of BNSF investment plans for the facility.
San Joaquins Coaches	California	Concept design		$68,000,000	$54,400,000	$13,600,000	Coaches for SJJPA/SJRRC.
Tier 4 Locomotive Purchase (ACE Ext. Lathrop/Ceres)	California	Concept design		$32,396,568	$25,917,254	$6,479,314	Locomotive Purchase
Los Angeles Link Union Station Freight Project (i.e. Malabar Yard)	California	Final design		$84,000,000	$67,200,000	$16,800,000	Constructs approximately 500 feet of new track to connect BNSF Malabar Yard with the Los Angeles Railway Junction through East 46th Street and permanently closes the 49th Street at-grade railroad crossing. The project is necessary to offset the impact of the construction of the LinkUS project and realize the passenger rail benefits associated with LinkUS, intercity passenger rail, regional transit, and freight.

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BAAQMD - Decommission Two F59 Locomotives	California	Concept design		$26,000	$20,800	$5,200	Caltrans received a $7,400,000 Carl Moyer grant from BAAQMD to purchase two EPA-certified Tier IV locomotives and decommission two older, heavily polluting F59 locomotives in service on the Northern California fleet. This project component includes drilling a single bore hole through the engines of two F59 locomotives. This must be completed by 6/15/2021 to comply with the BAAQMD grant.
BAAQMD - Convert F59 Non-Powered Control Units to Non-Powered Control Unit Cars	California	Concept design		$200,000	$160,000	$40,000	Caltrans received a $7,400,000 Carl Moyer grant from the BAAQMD to purchase two EPA-certified Tier IV locomotives and decommission two older, heavily polluting F59 locomotives in service on the Northern California fleet. This project component includes removing the disabled engines from the NPCUs and converting that space into bag storage. This would need to be carefully designed and executed to avoid adverse outcomes.
BAAQMD - Convert F59 Locomotives to Non-Powered Control Units	California	Concept design		$1,000,000	$800,000	$200,000	Caltrans received a $7,400,000 Carl Moyer grant from the BAAQMD to purchase two EPA-certified Tier IV locomotives and decommission two older, heavily polluting F59 locomotives in service on the Northern California fleet. This project component includes converting the disabled F59 locomotives into non-powered control units.
Facility Power Supply Upgrades	California	Concept design		$5,460,000	$4,368,000	$1,092,000	Installation of trip optimization systems (TOS) and driver training that leads to more efficient operation. Reduce HEP consumption while modifying passenger comfort system for better use of HEP energy (automatic door open/closure, HVAC, lighting, windows, etc.) This project phase includes evaluating equipment facilities for electricity demand, studying the feasibility of power delivery methods, and construction of power delivery equipment.
Renewable Diesel and After-Treatment	California	Concept design		$19,510,000	$15,608,000	$3,902,000	This initial project phase will include converting locomotives to renewable diesel, fitting the locomotives with after-treatment to reduce emissions, training on efficient driving techniques, and emission measurements.
Hydrail (Pilot Project)	California	Concept design		$32,450,000	$25,960,000	$6,490,000	Zero Emissions Rail Program - Conversion of state-owned passenger rail locomotive fleet from diesel to greener forms of motive power to reduce criteria pollutants and greenhouse gas emissions. This project phase consists of a hydrogen fuel cell pilot program, including planning, design, construction, operation, and control optimization. Locomotives will operate in hydrogen-hybrid dual-mode with batteries and any existing electrified overhead catenary wires (where feasible).
BAAQMD - Purchase Lease-To-Own Charger Locomotives	California	Concept design		$7,501,000	$6,000,800	$1,500,200	Caltrans received a $7,400,000 Carl Moyer grant from the Bay Area Air Quality Management District (BAAQMD) to purchase two EPA-certified Tier IV locomotives and decommission two older, heavily-polluting F59 locomotives in service on the Northern California fleet. Caltrans entered a lease-to-own agreement with Siemens Financial Services to procure two Charger locomotives. The leasing costs over a ten-year period will total $9,984,800 in PTA operations funds. Capital funds should be made available to fully purchase the locomotives as soon as possible to avoid spending more PTA funds.
San Joaquins Siemens Venture Trainsets	California	Concept design		$52,250,000	$41,800,000	$10,450,000	Rolling stock procurement
Intercity Passenger Rail Vehicle Overhauls	California	Concept design		$64,700,000	$51,760,000	$12,940,000	Provide necessary overhauls identified as necessary by Caltrans and the three JPAs to maintain the state-owned railcars in a state of good repair.
Valley Rail Zero-Emission Multiple Units	California	Concept design	Complete	$80,000,000	$64,000,000	$16,000,000	Procuremento of four (4) Hydrogen Fuel cell and battery Zero-Emission Multiple Unit (ZEMU) trainsets, which are Self-Propelled Rail Vehicles (SPRV). In addition to vehicles, Stadler will provide training, manuals, special tools, spare parts, shipping, transportation insurance, liability insurance, and customizations to the vehicles. Caltrans also plans to contract a maintenance package with Stadler as an option to maintain the ZEMUs.
Intercity Passenger Rail Fleet Modernization	California	Construction		$221,100,000	$35,000,000	$44,220,000	Progressively modernize the bi-level passenger rail fleet to update vehicle designs and layouts for improved passenger amenities, accessibility, and efficiency.
High Desert Operational Efficiency	California	Final design		$150,466,882	$50,000,000	$30,093,376	This project will construct two 22,500 ft staging tracks and an 11.2-mile extension to the main line. This will allow phasing and queuing as well as train passing, increasing operational efficiency and throughput.
San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair Amtrak Stations Project	California	Final design		$36,400,000	$16,400,000	$7,280,000	Construction of a 2nd platform at each of the Modesto and Turlock-Denair Amtrak Stations, including all associated infrastructure improvements (additional track; lighting; benches; shelters; signage; upgraded road crossings). Further, the project will construct a pedestrian overpass at Modesto. Elimates passenger and freight train meets and passes at these stations. Project is necessary to eliminate delays for intercity rail passenger and freight services. To enhance safety and efficiency, a pedestrian overpass will be constructed.
Hobart-Commerce IMF Extended Lead Tracks Project	California	Final design		$1,200,000,000	$37,000,000	$240,000,000	This project will construct extended lead tracks at the Intermodal Facility in the Los Angeles area between Commerce and Hobart at the BNSF rail yard. It will construct 32,000 feet of west lead tracks into Hobart, 3,000 feet of west lead tracks into Hobart IMF, and 10,000 feet of west lead tracks into Commerce IMF. This project will increase freight throughput and support greater capacity for intercity passenger rail and regional rail.
I-710 to I-5 Rail-over-Rail Flyover	California	Final design		$939,400,000	$37,000,000	$187,880,000	This project will construct a flyover in the Los Angeles area for passenger trains over a BNSF yard. This project will permit more frequent service and improve travel times significantly for users of intercity passenger rail and regional rail and facilitate High Speed Rail service south of Los Angeles (a prerequisite to the planned future inland rail route to San Diego unaffected by sea level rise and coastal erosion).
Coachella Valley Rail	California			$60,000,000	$48,000,000	$12,000,000	Complete service planning, environmental review, and design for a new intercity rail passenger corridor including approximately 144 miles between downtown Los Angeles and the City of Coachella via downtown Fullerton and Downtown Riverside.
San Luis Obispo (Central Coast) Layover Facility (Full Build Out)	LOSSAN	Final design	In Progress	$77,458,000	$35,000,000	$41,300,000	Supports up to three additional trains on existing passenger rail corridor. Will remove existing conflict with freight operations by removing freight impact of passenger trains operations while moving to/from facility. Project will construct a new and expanded layover facility in San Luis Obispo that will improve intercity passenger rail service. The Pacific Surfliner would be able to improve the ridership, revenue, and expand service through additional layover capacity. The project will facilitate the maintenance of equipment mid-route and at route terminus. Project is currently partially funded with State funds.
Cematerio Bridge Replacement	LOSSAN	Concept design	Not started	$40,000,000	$32,000,000	$8,000,000	One additional daily round-trip on existing passenger rail corridor. Improved reliability. Removes existing speed restrictions, which is anticipated to save approximately 1-2 minutes of travel time. Replaces an old steel bridge and removes existing speed restrictions for both passenger and freight. This project is necessary to improve operational flexibility and reliability by removing existing speed restrictions and to allow for expansion of service.
Seacliff Siding	LOSSAN	Preliminary design	Not started	$40,000,000	$32,000,000	$8,000,000	Improved reliability. Provides additional corridor capacity allowing for increased freight and passenger services.
Caripinteria Second Track	LOSSAN	Concept design	Not started	$40,000,000	$6,500,000	$10,678,000	Two additional daily round-trips on existing passenger rail corridor, one new or improved station, and improved reliability. Provides additional corridor capacity allowing for increased freight and passenger services.
Caripinteria Pedestrian Underpass	LOSSAN	Concept design	Not started	$20,000,000	$16,000,000	$4,000,000	Two additional daily round-trips on existing passenger rail corridor and one new or improved station. Creates a safe route for people to cross the tracks. Creates a safe and ADA accessible route for people to cross the tracks.
Caripinteria Second Platform	LOSSAN	Concept design	Not started	$10,000,000	$8,000,000	$2,000,000	Two additional daily round-trips on existing passenger rail corridor and one new or improved station.
Ortega Siding	LOSSAN	Concept design	Not started	$30,000,000	$24,000,000	$6,000,000	Two additional daily round-trips on existing passenger rail corridor. Improved reliability. Provides additional corridor capacity allowing for increased freight and passenger services.
Oxnard Station Second Platform and Leesdale Siding Extension	LOSSAN	Concept design	Not started	$105,273,666	$84,218,933	$21,054,733	Additional daily round-trips on existing passenger rail corridor. Improved reliability. Extends a passing siding between the Oxnard and Camarillo stations, reducing overall travel time by removing need for recovery time in schedule. Provides additional corridor capacity allowing for increased freight and passenger services.
San Diego County Layover and Maintenance Facility (Full Build Out)	LOSSAN	Concept design	Not started	$135,778,748	$107,339,088	$28,439,660	Will support up to three additional trains for service on existing passenger rail corridor. Two additional stations served on existing route. Will provide for a more secure and safer location to maintain the fleet, which is currently maintained each night at the San Diego station, which is open to the public. Proposed location for facility is along right-of-way owned by BNSF and improvements will be required to the existing track infrastructure allowing for faster and more frequent service on the line, which serves the Port of San Diego. Project will design and construct a new and larger layover and maintenance facility for the Pacific Surfliner in San Diego County. Federal 80%/State, Local, Private 20% shares are for illustrative purposes only and any proposed project shares may differ.
Honda Bluff Repair	LOSSAN	Concept design	Not started	$34,266,667	$27,413,334	$6,853,333	Designs and constructs repairs significant damage to Honda bluffs.
Honda Siding Stabilization	LOSSAN	Concept design	Not started	$1,063,128	$850,502	$212,626	Rehabilitates a 1.37-mile siding north of the Honda Bridge that will allow for added capacity in the region.
Hollister Ranch Repairs	LOSSAN	Concept design	Not started	$8,405,026	$0	$8,405,026	Addresses significant bluff erosion and old rock buttresses that have failed.
El Capitan Bluff and Pipe Repair	LOSSAN	Concept design	Not started	$4,352,513	$3,482,010	$870,503	Repairs a broken pipe, fill scour holes, and slope above seawalls at El Capitan in Santa Barbara County.

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Ortega Hill Bluff and Pipe Repair	LOSSAN	Concept design	Not started	$8,405,026	$6,724,021	$1,681,005	Improves an area experiencing slumping and bluff erosion from surface water.
Rincon Point Slope Repairs	LOSSAN	Concept design	Not started	$5,365,640	$0	$5,365,641	Addresses significant areas of hill erosion above the track area along with toe erosion at the base of the slope.
Coastal Erosion and Bluff Stabilization Projects	LOSSAN	Concept design	Not started	$288,200,000	$230,560,000	$57,640,000	MP302.85 through MP395 along the Santa Barbara Subdivision. Needed to improve reliability of service and increase speeds.
*Other projects in the LOSSAN corridor identified by regional partner agencies.	LOSSAN CORRIDOR	VARIOUS	VARIOUS	$4,500,000,000	$3,600,000,000	$900,000,000	
Newark Regional Transportation Center	Delaware	Final design	Complete	$87,609,807	$22,250,794	$65,359,013	One new or improved station. Construction of new pedestrian bridge and high level platform will improve accessibility to the platform and trains. The new construction will eliminate existing track level and "mini-high" platforms. Because of FTA grants associated with this project, there is not a standard 80/20 split. This project is being constructed under several construction contracts, with some phases complete, some under construction and others in final design. Impacts of the project are expected to improve rail operations, safety, movement of freight and passengers along the NEC between Wilmington and Newark. These expectations will be quantified after the work is completed, which is anticipated for 2023.
Claymont Station	Delaware	Final design	Complete	$71,711,235	$42,365,935	$29,345,300	One new or improved station. Construction of the new platform that will improve ADA access to platform and trains. Because of FTA grants associated with this project, there is not a standard 80/20 split. This project is being designed and constructed utilizing Design/Build project delivery. Impacts of the project are expected to improve rail operations, safety and passengers. These expectations will be quantified after the work is completed, which is anticipated for 2022.
Track A Winans to Bridge	Maryland	Preliminary design	Not started	$16,000,000	$12,800,000	$3,200,000	Upgrade to existing track line in Baltimore.
New Carrollton Second Platform	Maryland	Final design	Not started	TBD	TBD	TBD	One new or improved station. Cost estimate unknown; Amtrak-led project.
Union Station Sub-basement	Maryland	Final design	Not started	TBD	TBD	TBD	One new or improved station. Cost estimate unknown; Amtrak-led project.
B&P Tunnel Replacement	Maryland	Preliminary design	Complete	$4,000,000,000	$3,200,000,000	$800,000,000	One new or improved station. ADA improvement-West Baltimore MARC Station. Amtrak-led project.
Susquehanna Bridge Replacement	Maryland	Preliminary design	Complete	$1,800,000,000	$1,440,000,000	$360,000,000	Maintain Norfolk Southern freight access to Port of Baltimore and Bayview Yard. Amtrak-led project.
BWI Rail Station and 4th Track Project	Maryland	Preliminary design	Complete	$602,000,000	$481,600,000	$120,400,000	One city served on new passenger rail corridor. One new or improved station. Amtrak-led project.
Providence Station SOGR Project	Rhode Island	Preliminary design	In progress	$25,000,000	$12,500,000	$12,500,000	Station will be brought up to full ADA compliance. This is a state-of-good repair project to bring Providence Station, built in 1986, up to code and standards with new restroom facilities, heating/electrical, fire code, police area, expanded passenger seating and building expansion with retail. RIDOT has received a Federal-State Partnership grant from FRA.
1.7 mile segment double tracking project on the Central Florida Rail Corridor (CFRC)	Florida	Final design	Complete	$11,000,000	$8,800,000	$2,200,000	Primary benefits include safety, reliability, capacity, and improved on time performance. SunRail, Amtrak, and freight operations all benefit from the investment in this project.
Miami River Bridge project on the South Florida Rail Corridor (SFRC)	Florida	Preliminary design	Complete	$52,450,000	$41,960,000	$10,490,000	Primary benefits include safety, reliability, capacity, and improved on time performance. TriRail and Amtrak operations all benefit from the investment in this project.
Walk Bridge Replacement	Connecticut	Final design	Complete	$1,080,000	$864,000	$216,000	Replace the functionally obsolete 120-year-old Walk Bridge which has experienced increasing deterioration of electrical and mechanical components.
Devon Bridge Replacement	Connecticut	Preliminary design	Not started	$3,074,000	$2,459,200	$614,800	This project would replace the functionally obsolete 111-year-old Devon Bridge. The bridge, which carries four New Haven Line tracks over the Housatonic River, has experienced serious deterioration, and is the next most critical movable bridge for replacement on the New Haven Line portion of the NEC after the Walk Bridge Program. Additional funding is required for design and construction of a replacement bridge.
Saugatuck River Bridge Replacement	Connecticut	Concept design	Not Started	$580,000,000	$464,000,000	$116,000,000	Replace the aging Saugatuck River Bridge (1905) with a Fixed Bridge to improve reliability for Amtrak and Metro-North riders, as well as maritime traffic. Improve MAS from 70mph to 90mph. Requires replacement of Saugatuck Ave Bridge, raising 2500' of track, new catenary throughout track raise, rebuild Westport Station Platform, Replace Compo Road Bridge.
Cos Cob Bridge Replacement	Connecticut	Concept design	Not Started	$2,041,000,000	$1,632,800,000	$408,200,000	Replace 4 track Cos Cob bridge over Mianus River in Greenwich, CT. . The bridge is comprised of twelve steel spans with a movable segment at its center that lifts to allow boats to pass below. This bridge now requires substantial investment to address challenges caused by aging components and deferred maintenance.
HFL Rail Program: Double Track (Phase 3B - Contracts 1-3)	Connecticut	Preliminary design	In progress	$202,000,000	$161,600,000	$40,400,000	Installation of second track in West Hartford (1.7mi), Windor/Windsor Lock (2.4mi), and Enfield (1.5mi).
NHL Network Infrastructure Upgrade	Connecticut	Preliminary design	In progress	$30,000,000	$24,000,000	$6,000,000	This project will upgrade the communications network infrastructure along the New Haven Line segment of the NEC by installing fiber optic communication cable and equipment to support closed circuit television safety cameras at vulnerable passenger stations and bridges. This system will also be capable of supporting passenger information displays and other amenities at passenger stations.
Stamford Station Improvements	Connecticut	Concept design	Not Started	$297,000,000	$237,600,000	$59,400,000	Part of a program to upgrade and repair Stamford Station to ensure continued safe operation and improve the passenger experience. Work will increase canopy and windscreen coverage, provide additional pedestrian paths, repair and replace platform sections that are failing due to their age, and ensure ADA compliance. The future program also includes the construction of a pedestrian bridge at Stamford Station as well as a new parking garage.
TIME-3 (CP261 Interlocking)	Connecticut	Preliminary design	Not started	$377,000,000	$301,600,000	$75,400,000	Involves the construction of a new CP259 universal interlocking, the replacement of East Main Street bridge and possible modifications to CP261.
TIME-5 (New CP227-228 Interlocking; 223-229 Improvements	Connecticut	Concept design	Not Started	$1,143,720,000	$914,976,000	$228,744,000	Between CP223 and CP229 Implement track improvements, Construction New CP227-228 interlocking Phase 1 outside track crossover only. Improve track geometry to attempt MAS 90mph maximum speed profile for passenger trains. Replace Steamboat Road Bridge, Repair Arch Street M.P. 28.06 Bridge Deck.
NHL Power Improvement Program	Connecticut	Preliminary design	In progress	$200,000,000	$160,000,000	$40,000,000	Replacement of Traction and Signal Power Substation along the NHL. Cos Cob 310, Sasco Creek 634, Devon 867, Signal Sub 309, East Port Chester 245 and Fair Street Signal Sub 1091 have outlived their useful life and require complete rebuilding.
Devon Bridge Interim Repairs	Connecticut	Preliminary design	Not Started	$115,000,000	$92,000,000	$23,000,000	Perform SOGR items to the aging Housatonic River Bridge to improve reliability for Amtrak and Metro-North riders, as well as maritime traffic, until such time as the bridge can be completely replaced under a future project. Perform structural repairs to the seven span bridge.
Hartford Station Relocation	Connecticut	Concept design	Not Started	$519,000,000	$415,200,000	$103,800,000	This project will relocate Hartford Station, as per CTDOT's proposed project, with 4 platform edges and increasing speeds from 20 to 45 mph. This project will be coordinated with the relocation of I-84 through Hartford.
TIME-1 (CP257-261)	Connecticut	Preliminary design	In progress	$469,000,000	$375,200,000	$93,800,000	Upgrade a three mile stretch of track in Bridgeport, including the replacement of five fixed undergrade bridges, to improve the track speed from 70mph to 90mph and address the backlog of state of good repair bridge replacements. This sets the stage for a future Devon Bridge replacement.
NHL Station Platform Replacement Program (New Haven)	Connecticut	Concept design	Not Started	$350,000,000	$280,000,000	$70,000,000	Replace station platforms and elevators at the New Haven Union Station and State Street. This is necessary due to the platforms' deteriorated conditions.
NHL Signal System Replacement: Sections 2&3 - Norwalk to New Haven	Connecticut	Preliminary design	In progress	$101,000,000	$80,800,000	$20,200,000	Redesign the cab/no wayside signal systems from CP243 Norwalk to CP274 New Haven to support higher capacity, reduce minimum supportable headway between trains, and enhance reliability especially when recovering from service disruptions.
TIME-2 (Walk Bridge CP241-243)	Connecticut	Final design	Complete	$225,000,000	$180,000,000	$45,000,000	Replacement of 4 minor bridges in the WALK Bridge Program to improve reliability for Amtrak and Metro-North riders. The minor bridges are Fort Point St., Osborne Ave, East Ave, and Strawberry Hill Rd.
Keystone West Corridor Improvements-2nd Pennsylvanian Service	Pennsylvania	Preliminary design	Not Started	$171,819,000	$137,455,000	$34,364,000	Construction of additional main tracks, new crossovers, signals, a helper locomotive staging track, and a freight bypass track on the Keystone West corridor, the portion of the NS network between Harrisburg and Pittsburgh, to expand state-supported Amtrak Pennsylvanian service.
Downingtown Station	Pennsylvania	Final design	In progress	$120,000,000	$96,000,000	$24,000,000	Construction of a new station.
		179 projects to date->	**TOTAL Table 1**	**$41,708,273,722**	**$31,435,077,785**	**$8,397,822,033**	

Table 2: SPRC and AASHTO Projects in the Scoping Phase

February 15, 2023

Project Description	State or JPA	Project Planning Status			Project Conceptual Level Cost			Description of Project Results
		Identified in State Rail Plan?	Feasibility-level Study Complete?	NEPA Started?	Total Project Cost	Federal: 80%	State, local, private: 20%	
Portland Station Relocation	NNEPRA	N	Y	N	$30,000,000	$24,000,000	$6,000,000	Would reduce travel time between Brunswick and Portland and points south by 15 minutes, improve one station, eliminates back-up/reverse move, and improves freight movement.
Arundel Siding	NNEPRA	Y	Y	Y	$15,600,000	$12,480,000	$3,120,000	Improves on-time-performance and freight movement.
Kingston Siding	NNEPRA	Y	Y	Y	$12,600,000	$10,080,000	$2,520,000	Improves on-time-performance and freight movement.
Rollinsford Siding	NNEPRA	Y	Y	Y	$12,600,000	$10,080,000	$2,520,000	Improves on-time-performance and freight movement.
New Station Platform Exit 53	NNEPRA	N	N	N	$6,000,000	$4,800,000	$1,200,000	Improves station and increases ridership.
Connecting Service to Rockland	NNEPRA	Y	N	N	$150,000,000	$120,000,000	$30,000,000	Pilot Project to begin 2023/2024 to test viability. Bridges on Rockland Branch will need repair/replacement to sustain service.
Baton Rouge - New Orleans	Louisiana	Y	Y	Y	$380,000,000	$304,000,000	$76,000,000	Would upgrade track for four round trips daily serving four cities with six stations at 79mph. Cost is capital construction only and does not include operating expenses.
New Orleans - Mobile (sponsored by Southern Rail Commission)	Louisiana	Y	Y	N	$200,000	$160,000	$40,000	Sponsored by Southern Rail Commission (SRC), Amtrak and CSX/et.al. have agreed to move forward. Exact details of the agreement and the cost of improvements have not been released. Service would be for two round trips daily.
I-20 Corridor (sponsored by Southern Rail Commission)	Louisiana	Y	N	N	TBD	TBD	TBD	Sponsored by Southern Rail Commission (SRC). Introduce new passenger rail service between Dallas, TX, and Atlanta, GA. CRISI Grant Application to conduct Feasibility Study.
Jefferson City Third Main	Missouri	Y	N	N	$11,000,000	$8,800,000	$2,200,000	Adding a third track.
Independence Street Bridge Construction	Missouri	Y	N	N	$24,000,000	$19,200,000	$4,800,000	Bridge work enhancing passenger and freight rail.
Jefferson City new station	Missouri	Y	N	N	$14,400,000	$11,520,000	$2,880,000	Development of a new station in the State's Capital.
Pleasant Hill to Jefferson City Double track (PE and NEPA)	Missouri	y	N	N	$10,000,000	$8,000,000	$2,000,000	Would enable double tracking for increased capacity.
Station Upgrades in Kirkwood	Missouri	N	Y	Y	$3,500,000	$2,800,000	$700,000	Improves station and increases ridership.
Station Upgrades in Independence	Missouri	N	Y	Y	$430,000	$344,000	$86,000	Improves station and increases ridership.
Study - Extension of Carl Sandberg train to link Hannibal to Chicago	Missouri	N	N	N	$343,750	$275,000	$68,750	Extension of an existing route with the possible addition of one new city served with a new station.
Study - Extension of Missouri River Runner train to link St. Joseph to Kansas City and St. Louis	Missouri	N	N	N	$593,750	$475,000	$118,750	Extension of an existing route with the possible addition of two new cities served with new or improved stations.
Study - New Route to Connect Branson, Springfield, and Joplin with Kansas City	Missouri	N	N	N	$1,343,750	$1,075,000	$268,750	Examination of possible new route that would expand to five new cities served with all new or improved stations.
Carrollton new station	Missouri	N	N	N	TBD	TBD	TBD	New stop on the Southwest Chief in Carrollton.
DeSoto new station	Missouri	N	N	N	TBD	TBD	TBD	New stop on the Texas Eagle in DeSoto.
Charlotte-Raleigh Additional Services	North Carolina	Y	N	N	$1,400,000,000	$1,120,000,000	$280,000,000	Three additional daily round-trips on existing passenger rail corridor. YoE estimate
Charlotte to Kings Mountain Rail Service	North Carolina	Y	Y	N	$1,100,000,000	$880,000,000	$220,000,000	Three cities served on new passenger rail corridor. YoE estimate
Charlotte to Raleigh Running Time Improvements (NC-Line between Raleigh and Greensboro)	North Carolina	Y	N	N	TBD	TBD	TBD	Restore schedule pad lost in PTC implementation. Reduced passenger rail travel time by 11 minutes. Goal to cut running time between Raleigh and Charlotte to 3 hours.
Greensboro to Raleigh Grade Separations	North Carolina	Y	N	N	TBD	TBD	TBD	Significantly improve safety with grade separations at five locations.
Piedmont Extension to Selma	North Carolina	Y	N	N	$75,000,000	$60,000,000	$15,000,000	Two additional stations served on extension of existing route. YoE estimate
Piedmont Extension to Goldsboro	North Carolina	Y	N	N	$180,000,000	$144,000,000	$36,000,000	Three additional stations served on extension of existing route. Also includes Raleigh to Selma. YoE Estimate

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February 15, 2023

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		Identified in State Rail Plan?	Feasibility-level Study Complete?		Total Project Cost	Federal: 80%	State, local, private: 20%	
Weldon Station	North Carolina	Y	Y	N	$12,000,000	$9,600,000	$2,400,000	One new or improved station.
Wilmington - Raleigh	North Carolina	Y	Y	N	$750,000,000	$600,000,000	$150,000,000	Six cities served on new passenger rail corridor. YoE estimate
Asheville - Salisbury / Piedmont Service	North Carolina	Y	Y	N	$750,000,000	$600,000,000	$150,000,000	Nine cities served on new passenger rail corridor. YoE estimate
Fayetteville - Raleigh Service	North Carolina	Y	N	N	TBD	TBD	TBD	Four cities served on new passenger rail corridor.
Charlotte-Raleigh 6th Frequency (5th Piedmont)	North Carolina	Y	Y	N	TBD	TBD	TBD	One additional frequency on existing passenger rail corridor.
Eugene Maintenance Facility	Oregon	Y	Y	N	$43,450,413	$34,760,330	$8,690,082	As the southern terminus of Cascades service it is the ideal location for a facility to help maintain cars and locomotives assigned to the corridor as more service frequencies are added and the rolling stock fleet grows.
Woodburn Siding	Oregon	N	N	N	$4,000,000	$3,200,000	$800,000	Freight benefit is improved line fluidity. Creates a controlled siding at Woodburn where none now exists; adds another facility for meeting and passing freight & psgr trains. Federal 80%/State, Local, Private 20% shares are for illustrative purposes only and any proposed project shares may differ.
Salem Yard Power Switches	Oregon	N	N	N	$2,500,000	$2,000,000	$500,000	Freight benefit is speeds clearing mainline. Salem is homebase for 2 local freights. Powering switches will allow dispatcher to throw switches for entering & leaving mainline, eliminating need for crew person to handle switches manually, saving time and minimizing delay to psgr trains. Federal 80%/State, Local, Private 20% shares are for illustrative purposes only and any proposed project shares may differ.
Eugene Siding Power Switch	Oregon	N	N	N	TBD	TBD	TBD	Freight benefit is reduces delay. Powers switch providing access/egress between Irving siding & north end of Eugene yard; ends manual handling & increases velocity of freight traffic & lessens interference with psgr trains.
Resolving PTC Variability at Steel Bridge	Oregon	N	N	N	TBD	TBD	TBD	Freight benefit is reduces loss of PTC connectivity. The metallic bulk of this 100+ years old bridge can interfere with transmission of PTC signals, delaying both psgr & freight trains crossing river.
Portland Union Station Resolving PTC Initialization/Interference	Oregon	N	N	N	TBD	TBD	TBD	Freight benefit is reduces loss of PTC connectivity. Train sheds & nearby bridges inhibit PTC transmissions, causing delays by interfering with PTC initiation for psgr trains departing Portland.
Southwest Chief Thru-Car Feasibility Study	Colorado	N	N	N	TBD	TBD	TBD	A 2019 CRISI Grant award will allow the analysis of Southwest Chief Thru-Car Service from La Junta to Colorado Springs and Pueblo for the Amtrak's Southwest Chief long-distance train. This future connection will provide easier access to Colorado's Front Range cities for members of the military, tourism, and health care opportunities, as well as serve as a precursor to future Front Range Passenger Rail service.
Front Range Passenger Rail Study	Colorado	Y	N	N	TBD	TBD	TBD	Currently in Pre-NEPA and Service Development Planning stages, passenger rail service would provide a much needed additional travel option for Coloradoans living along the highly-congested 180-mile I-25 Corridor. Connecting major population centers and employers, passenger rail will create a transportation backbone that will alleviate projected further congestion issues in the future as well as connect to other transit options along the Front Range.
Michigan Line: Maintenance-of-Way Facility	Michigan	N	N	N	$15,000,000	$12,000,000	$3,000,000	Construct a new facility.
Battle Creek Station Connection	Michigan	N	Y	Y	$20,000,000	$16,000,000	$4,000,000	Would enable seven additional daily round trips.
Chicago-Detroit/Pontiac Passenger Rail Corridor Program - Station and Terminal Upgrades	Michigan	Y	N	N	$81,174,600	$64,939,680	$16,234,920	Would enable seven additional daily round trips.
Chicago-Detroit/Pontiac Passenger Rail Corridor Program - Battle Creek Flyover	Michigan	Y	N	N	$147,400,000	$117,920,000	$29,480,000	Would enable seven additional daily round trips.
Chicago-Detroit/Pontiac Passenger Rail Corridor Program - CP Beaubien and CP Milwaukee Jct	Michigan	Y	N	N	$18,364,548	$14,691,638	$3,672,910	Would enable seven additional daily round trips.

Table 2: SPRC and AASHTO Projects in the Scoping Phase

February 15, 2023

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Chicago-Detroit/Pontiac Passenger Rail Corridor Program - Wayne Junction PE/NEPA	Michigan	N	N	N	$2,000,000	$1,600,000	$400,000	Would enable seven additional daily round trips.
South of the Lake Corridor Improvements	Michigan	N	Y	N	TBD	TBD	TBD	Would enable seven additional daily round trips.
Chicago–Milwaukee Hiawatha Increase to 9 and 10 Round-trips	Wisconsin/ Illinois	Y	N	N	TBD	TBD	TBD	Infrastruture improvements identified for the 9th & 10th round trip on the Hiawatha have not yet been agreed to and/or identified. WisDOT is working with IDOT, Amtrak, CP & Metra to identified new projects to allow for the addtion of these two round trips.
Roadway Grade Separations: Sankey Road/UPRR Sacramento Sub	California	Y			$35,000,000	$28,000,000	$7,000,000	Roadway grade separation at Sankey Road. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.
San Rafael Transit Center	California	Y			$45,000,000	$36,000,000	$9,000,000	Relocation of the San Rafael Transit Center within downtown San Rafael.
Roadway Grade Separations: Airport Way/BNSF Stockton Subdivision	California	Y			$50,000,000	$40,000,000	$10,000,000	Roadway grade separation at Airport Way. This is an investment in all San Joaquins service between Stockton and Bakersfield.
Corona Fourth Main Track and Station Upgrades	California	Y			$150,000,000	$120,000,000	$30,000,000	Add additional section of fourth main track and expand the two Corona stations to allow additional flow of passenger trains and improved reliability.
Riverside Fourth Main Track and Station Upgrades	California	Y			$150,000,000	$120,000,000	$30,000,000	Adds additional section of fourth main track and expand the La Sierra station to allow additional flow of passenger trains and improved reliability.
Riverside to Colton Third and Fourth Track	California	Y			$150,000,000	$120,000,000	$30,000,000	Adds additional section of Third and Fourth main track including bridge expansions to allow additional flow of passenger trains and improved reliability.
Riverside County Station Expansion	California	Y			$125,000,000	$100,000,000	$25,000,000	To accommodate proposed future 30 min service most of the nine local Riverside County stations would require expanded structured parking to handle the additional ridership. In addition, a new Romona Expressway Station is needed along the Perris Valley Line to capture riders from that region
Hydrail (Full Fleet Conversion)	California	Y			$303,000,000	$242,400,000	$60,600,000	Zero Emissions Rail Program - Conversion of state-owned passenger rail locomotive fleet from diesel to greener forms of motive power to reduce criteria pollutants and greenhouse gas emissions. This project phase includes converting the entire locomotive fleet to hydrogen-hybrid dual-mode.
Solano County Hub	California	Y			$2,000,000,000	$1,600,000,000	$400,000,000	Expanded station hub to accommodate additional frequencies, services, and pedestrian access.
South Bay Shared Maintenance Facility	California	Y			$500,000,000	$400,000,000	$100,000,000	Development of a shared maintenance facility south of Diridon station to accommodate layover and maintenance activities for regional and intercity services.
F59 PHI Locomotives Overhaul	California	Y			$17,000,000	$13,600,000	$3,400,000	Caltrans will undertake a round of midlife overhauls to the state-owned fleet of EMD F59PHi vehicles. These overhauls are expected to extend their service life by up to ten years, allowing the existing state fleet to bridge the gap until next-generation hydrogen fuel cell vehicles are ready for production.
Carquinez Crossing	Capitol Corridor Joint Powers Authority	Y		N	$2,300,000,000	$1,840,000,000	$460,000,000	Replace and enhance a high-level crossing over the Carquinez Strait to accommodate future service frequencies, incldluing Link21.
Roadway Grade Separations: Elkhorn Blvd/UPRR Sacramento Sub	San Joaquin JPA	Y			$35,000,000	$28,000,000	$7,000,000	Roadway grade separation at Elkhorn Blvd. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.
Roadway Grade Separations: Howsley Road/UPRR Sacramento Sub	San Joaquin JPA	Y			$35,000,000	$28,000,000	$7,000,000	Roadway grade separation at Howsley Road. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.
BNSF CP East Modesto Empire to CP West Denair Double Track	San Joaquin JPA	Y			$40,000,000	$32,000,000	$8,000,000	Connects existing sidings to create second mainline track. Needed to extend 8th and 9th daily San Joaquin round trips from Fresno to Bakersfield and to improve on-time performance.
Roadway Grade Separations: Alpine Avenue/UPRR Fresno Sub	San Joaquin JPA	Y			$50,000,000	$40,000,000	$10,000,000	Roadway grade separation at Alpine Avenue. This is an investment in the existing San Joaquins Corridor between Stockton and Sacramento Valley Station on the UP Fresno Subdivision.
Roadway Grade Separations: West Lane/UPRR Fresno Sub	San Joaquin JPA	Y			$50,000,000	$40,000,000	$10,000,000	Roadway grade separation at West Lane. This is an investment in the existing San Joaquins Corridor between Stockton and Sacramento Valley Station on the UP Fresno Subdivision.
Roadway Grade Separations: Atwater Merced Expressway Segment 1B and Overcrossing (at BNSF)	San Joaquin JPA	Y			$59,430,000	$47,544,000	$11,886,000	Roadway grade separation at Atwater Merced Expressway Segment 1B. This future roadway will connect SR-99 to the Mid-California International Trade District, Castle Airport, and UC Merced.

Table 2: SPRC and AASHTO Projects in the Scoping Phase

February 15, 2023

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	State or JPA	Identified in State Rail Plan?	Feasibility-level Study Complete?	NEPA Started?	Total Project Cost	Federal: 80%	State, local, private: 20%	Description of Project Results
Roadway Grade Separations: SR 120 (Yosemite Ave) and McHenry Avenue/BNSF Stockton Subdivision	San Joaquin JPA	Y			$100,000,000	$80,000,000	$20,000,000	Roadway grade separation at SR 120 (Yosemite Avenue) and McHenrey Avenue in the City of Escalon (between Stockton and Modesto) for the San Joaquins service (BNSF).
BNSF CP East Sandrini to CP West Elmo Double Track	San Joaquin JPA	Y			$20,000,000	$16,000,000	$4,000,000	Connects existing sidings to create second mainline track. Needed to extend 8th and 9th daily San Joaquin round trips from Fresno to Bakersfield and to improve on-time performance.
Roadway Grade Separations: North Ave/BNSF/UPRR	San Joaquin JPA	Y			$250,000,000	$200,000,000	$50,000,000	Roadway grade separation at North Avenue in South Fresno. This is near where BNSF and UPRR tracks cross. Existing San Joaquins service runs on BNSF tracks here. The CAHSR Cedar Avenue Viaduct (under construction) is nearby but not related to this project.
Riego Road/UPRR Sacramento Sub	San Joaquin JPA	Y			$35,000,000	$28,000,000	$7,000,000	Roadway grade separation at Riego Road. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.
Roadway Grade Separations: Catlett Road/UPRR Sacramento Sub	San Joaquin JPA	Y			$35,000,000	$28,000,000	$7,000,000	Roadway grade separation at Catlett Road. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.
Roadway Grade Separations: Alpine Avenue/UPRR Sacramento Sub	San Joaquin JPA	Y			$50,000,000	$40,000,000	$10,000,000	Roadway grade separation at Alpine Avenue. This is an investment in the expanded ACE and San Joaquins service between Stockton and Natomas on the UP Sacramento Subdivision.
Roadway Grade Separations: SR 12 (Kettleman Lane) / UPRR Sacramento Sub	San Joaquin JPA	Y			$35,000,000	$28,000,000	$7,000,000	Roadway grade separation at SR 12 (Kettleman Lane). This station will support expanded service between Stockton to Sacramento along the UP Sacramento Subdivision.
Roadway Grade Separations: Kammerer Road/UPRR Sacramento Sub	San Joaquin JPA	Y			$55,100,000	$44,080,000	$11,020,000	Roadway grade separation at Kammerer Road. This project will support increased Service between Sacramento and Stockton on the UP Sacramento Subdivision.
Del Mar Bluffs Stabilization - 4	LOSSAN	Y			$18,500,000	$14,800,000	$3,700,000	Stabilize the most urgent areas of the Del Mar Bluffs repairing drainage structures and erosion control.
Del Mar Bluffs 50 Year - 2	LOSSAN	Y			$33,500,000	$26,800,000	$6,700,000	Building on the previous 4 Del Mar Bluffs Stabilization projects, this project identifies stabilization needs to support the tracks for 50 years.
Del Mar Bluffs 50 Year - 1	LOSSAN	Y			$68,700,000	$54,960,000	$13,740,000	Building on the previous 4 Del Mar Bluffs Stabilization projects, this project identifies stabilization needs to support the tracks for 50 years.
Del Mar Tunnel - 2 PE/ENV	LOSSAN	Y			$75,000,000	$60,000,000	$15,000,000	Preliminary Engineering, environmental clearance, and public outreach for the Del Mar Tunnel.
Del Mar Bluffs Phase 5 and 6	LOSSAN	Y			$36,200,000	$28,960,000	$7,240,000	The DMB5 project secures the bluffs for the next 20 to 30 years, improves seismic resistance, and re-analyzes bluff retreat, while the requested funds for DMB6 will be used for project alternative analysis and selection, environmental clearance, the development of construction plans, and to re- analyze the effects of sea level rise.
Del Mar Tunnel - 3 FD/CON	LOSSAN	Y			$2,035,980,000	$1,628,784,000	$407,196,000	Design and Construction of the Del Mar Tunnel.
Crown Valley OH Widening	LOSSAN	Y			$922,000	$737,600	$184,400	The project will include the addition of a fourth westbound lane on Crown Valley Parkway from the I-5 southbound off-ramp to the Oso Creek Bridge, completing the planned improvements on the north side. The project requires widening of the Oso Creek Bridge and overhead bridge spanning the railroad.
CP261 (Devon) to CP266 (Woodmont) 4th Track Project	Connecticut	Y	N	N	$171,000,000	$136,800,000	$34,200,000	Add a fourth track between CP261 and CP266. Transit Oriented Development opportunities.
Staples Mill Station - Improvement to existing station	Virginia	Y	Y	Y	$140,000,000	$112,000,000	$28,000,000	One new or improved station, safety improvement, ADA improvement, and freight benefits. TBD Federal/State/Local/Private funding mix and additional frequencies. Busiest Amtrak station in southeast US. Requires upgrades to station building, platform area, station track, parking/transit circulation, etc. TOD design study underway in partnership with FRA, Amtrak, local government/transit provider, other stakeholders. NEPA complete as part of DC2RVA project.
Richmond Layover Facility	Virginia	N	N	N	$35,600,000	$28,480,000	$7,120,000	Planning, design, and construction of a Layover Facility and tracks for storage and light servicing of existing Amtrak trains serving Main Street Station in Richmond, VA. It will also accommodate planned service growth through 2030. This project is necessary as part of the Transforming Rail in Virginia initiative, as it will reduce rail congestions in and near CSX's Acca Yard in Richmond, VA - between Staples Mill Station and Richmond Main Street Station.

Table 2: SPRC and AASHTO Projects in the Scoping Phase

February 15, 2023

Project Description	State or JPA	Project Planning Status		NEPA Started?	Project Conceptual Level Cost			Description of Project Results
		Identified in State Rail Plan?	Feasibility-level Study Complete?		Total Project Cost	Federal: 80%	State, local, private: 20%	
Charlottesville Station - Improvement to existing station and site; acquire station property	Virginia	Y	N	N	$225,000,000	$180,000,000	$45,000,000	One new or improved station, safety improvement, ADA improvement, and freight benefits. TBD Federal/State/Local/Private funding mix and additional frequencies. Acquire station property at approximately $85 million. Property is currently privately owned with market-rate lease payments being paid by Amtrak. Redevelop station site with ample parking and bus circulation. Add station siding with high level platforms. Initial concept study underway. Community pursuing BUILD grant for further study and design.
Commonwealth Corridor	Virginia	Y	Y	N	TBD	TBD	TBD	New east-west passenger rail route connecting the Hampton Roads region, including Norfolk and Newport News, with the Richmond region, Charlottesville, and Southwest Virginia. It will encompass existing state-sponsored passenger rail service that connects Hampton Roads to the Richmond/Petersburg area, and future plans to fill the gap in passenger rail service between Richmond and Charlottesville along the freight route operated by Buckingham Branch Railroad. The intent is to eventually provide east-west service across Virginia in a single seat. DRPT is submitting an application for the Commonwealth Corridor to the CID Program.
DC to Bristol Corridor	Virginia	Y	Y	N	TBD	TBD	TBD	The Corridor will encompass existing state-sponsored passenger rail service between Washington, D.C. and Roanoke, VA, planned expansion to the New River Valley region slated to begin operations in 2026, and future expansion through Bristol, VA. DRPT is continuing to work with the Tennessee Department of Transportation on a potential terminus beyond Bristol for this corridor. DRPT is submitting an application for the Washington, D.C. to Bristol, VA Corridor to the CID Program.
Bedford Station	Virginia	Y	Y	N	$21,000,000	$16,800,000	$4,200,000	Complete NEPA and preliminary engineering to restore intercity passenger rail service to Bedford, Virginia with a new stop at Macon Street along the current Norfolk Southern-hosted Amtrak route between Roanoke and Lynchburg. A planning/feasibility study was completed in 2021, along with coordination with Norfolk Southern. The staion design is to include surface parking, a caretaker style station, intertrack fence to deter trespassing, high-level platform for level boarding, auto and transit drop-off facilities, and related roadway improvements.
Passenger Rail Between Chicago and Indianapolis Local speed improvements	Indiana	Y	N	Y	$17,500,000	$14,000,000	$3,500,000	Incremental improvements to bring daily service with two round trips and speed of 79 mph over passenger rail between Indianapolis and Chicago. Realignment and mitigation for local speed restrictions in Monon; Crossing upgrade in Reynolds and improvement in Clermont, Battle Ground and Jamestown.
Passenger Rail Between Chicago and Indianapolis - New station at Indianapolis Airport	Indiana	Y	N	Y	$16,000,000	$12,800,000	$3,200,000	New station near Indianapolis International Airport. Construction of a new station/platform and parking and approximately one mile of new track; new grade-separated structure for second track, new track/turnouts, signal system improvements.
Passenger Rail Between Chicago and Indianapolis- Siding Improvements or extensions	Indiana	Y	N	Y	$53,500,000	$42,800,000	$10,700,000	Extend the siding at five locations at Shelby, New Surrey, West Pass, Brookston and South Raub
Passenger Rail Between Chicago and Indianapolis - Cherry Grove improvements including new railroad bridges	Indiana	Y	N	Y	$10,500,000	$8,400,000	$2,100,000	New siding at Cherry Grove that includes closing an at-grade crossing at CR E 400. New railroad bridges at Black Creek and Unnamed Stream that includes new single track bridge adjacent to existing bridge
Passenger Rail Between Chicago and Indianapolis - Lafayette Yard and Kraft Runner Connection	Indiana	Y	N	Y	$9,000,000	$7,200,000	$1,800,000	Extend exisitng Lafayette yard lead tracks and add additional crossovers. Construct new railroad bridge at Widewater. Connect the Kraft Runner tracks with a universal crossover, creating a 28,000 foot long siding.
Martin Airport Station High Platforms	Maryland	Y	Not started	N	TBD	TBD	TBD	One new or improved station. ADA improvement - high-level platforms. Cost estimate unknown; Amtrak-led project.
Wilkens Interlocking	Maryland	Y	Not started	N	$80,000,000	$64,000,000	$16,000,000	Improved reliability. Amtrak-led project.
Gwynn Interlocking	Maryland	Y	Not started	N	$80,000,000	$64,000,000	$16,000,000	Improved reliability. Amtrak-led project.
Baltimore-Washington SC Maglev	Maryland	Y	In progress	Y	TBD	TBD	TBD	Two cities served by new passenger rail corridor and three new or improved stations. Includes three new stations in Baltimore, BWI Airport, and Washington, DC.

Table 2: SPRC and AASHTO Projects in the Scoping Phase

February 15, 2023

Project Description	State or JPA	Project Planning Status			Project Conceptual Level Cost			Description of Project Results
		Identified in State Rail Plan?	Feasibility-level Study Complete?	NEPA Started?	Total Project Cost	Federal: 80%	State, local, private: 20%	
T.F. Green Airport Intercity Rail PE Project	Rhode Island	Y	Y	N	$3,500,000	$2,800,000	$700,000	Ten additional daily round-trips on existing passenger rail corridor. One new or improved station. Station will be fully ADA compliant. This project is for preliminary engineering (PE) and NEPA only. It is being led by RIDOT with Amtrak as a partner. RIDOT received a CRISI grant for this project.
Atlanta-Charlotte High Speed Rail	Georgia	Y	N	Y	$8,400,000,000	$6,720,000,000	$1,680,000,000	Seven cities served on new passenger rail corridor, 6 new or improved stations, and reduced passenger rail travel time. Project would include new Atlanta passenger station, which would reduce delay to NS freight when passengers load/unload. Tier 1 NEPA is in progress. GA has not made a commitment to continue with Tier 2 at this time. Results here are based on the presumed Preferred Corridor, which has not been approved by FRA yet. Federal 80%/State, Local, Private 20% shares are for illustrative purposes only and any proposed project shares may differ. Please note that no financial commitment has yet been made from Georgia to the project.
Atlanta-Chattanooga High Speed Rail	Georgia	Y	Y	Y	$8,700,000,000	$6,960,000,000	$1,740,000,000	Five cities served on new passenger rail corridor and 8 new or improved stations. Project would include new Atlanta passenger station, which would reduce delay to NS freight when passengers load/unload. Tier 1 NEPA was completed in 2017 and no support has arisen to continue with Tier 2. GA has not made a commitment to fund or continue this project at this time. Results here are based on the Tier 1 Preferred Corridor. Tennessee has expressed interest in studying state-supported Amtrak service between Georgia and Tennessee, which would differ from the high speed Tier 1 study. Please note that Georgia has not made a commitment to fund or continue this project at this time. Federal 80%/State, Local, Private 20% shares are for illustrative purposes only and any proposed project shares may differ.
Heartland Flyer Extension - Service Development Plan Update	Kansas	Y	N	N	$400,000	$0	$400,000	Update the 2011 Service Development Plan to current standards and conditions. The plan will outline detailed costs, ridership and revenue forecasts, and a comprehensive operations analysis. A detailed implementation plan will also be included.
Heartland Flyer Extension	Kansas/ Oklahoma	Y	N	N	$150,000,000	$120,000,000	$30,000,000	This project will end the cCul-de-sac from Ft. Worth, TX to OKC and connect two long distance routes, the Southwest Chief and the Texas Eagle, bringing better connectivity for the broader Long Distance Network. Would include construction of additional rail infrastructure, installation of positive train control, and signage on existing rail lines connecting Newton, KS to Oklahoma City, OK with a 79mph passenger rail service. Note: These cost estimates will be further refined after the completion of the service development plan.
Lackawanna Cutoff: Scranton-New York	Pennsylvania	Y	Y	Y	TBD	TBD	TBD	Reconstruction and re-institution of intercity passenger rail service on a corridor last served by the Erie Lackawanna intercity passenger rail service whose last passenger train left Scranton for Hoboken, NJ on January 5, 1970
Pittsburgh Station Train Shed	Pennsylvania	N	N	N	TBD	TBD	TBD	Design and repair/reconstruction of the Pittsburgh Station train shed.
Parkesburg Station	Pennsylvania	Y	Y	Y	$51,000,000	$40,800,000	$10,200,000	Station improvements including construction of high-level platforms.
Erie Station	Pennsylvania	N	N	N	TBD	TBD	TBD	Station improvements.
Study-Lehigh Valley Passenger Rail Study	Pennsylvania	N	N	N	TBD	TBD	TBD	Passenger rail feasibility study.
		Table 2 - 106 projects		**TOTAL TABLE 2-->**	**$32,380,832,811**	**$25,904,346,248**	**$6,476,486,562**	

285 Projects Identified **Grand Total of both Tables ---> $74,089,106,533 $57,339,424,033 $14,874,308,595**