



UNITED STATES
DEPARTMENT OF TRANSPORTATION

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**U.S. Transportation Secretary Ray LaHood Announces
\$2.4 Billion for High Speed Rail Projects**
*Public Demand for High-Speed Rail Continues to Exceed
Available Dollars in Latest Round of Awards*

WASHINGTON – U.S. Transportation Secretary Ray LaHood today announced that 54 high-speed rail projects in 23 states will share in \$2.4 billion to continue developing America's first nationwide program of high-speed intercity passenger rail service.

The Department's Federal Railroad Administration received 132 applications from 32 states totaling \$8.8 billion, more than three times the \$2.4 billion available. During the first round of awards in the fall of 2009, applicants submitted more than \$55 billion in project proposals for the initial \$8 billion from the American Recovery and Reinvestment Act.

"Demand for high-speed rail dollars is intense and it demonstrates just how important this historic initiative is," said Secretary LaHood. "States understand that high-speed rail represents a unique opportunity to create jobs, revitalize our manufacturing base, spur economic development and provide people with an environmentally friendly transportation option."

More than 30 rail manufacturers and suppliers, both domestic and foreign, have agreed to establish or expand their bases of operations in the United States if they are hired to build America's next generation high-speed lines, a commitment the Obama Administration secured to help ensure new jobs are created here at home.

Some award examples include:

- California received more than \$901 million, including \$715 million for the construction of new high-speed rail lines in the Central Valley. The state has made significant investments in passenger rail that have led to remarkable ridership growth;
- Florida received \$800 million for the Tampa to Orlando high-speed rail corridor. The state's long-term vision is for a high-speed rail line that connects Tampa, Orlando, Miami and other communities;
- Iowa received \$230 million to create a new intercity passenger rail service between Iowa City and Chicago through the Quad Cities. When completed, the service will form an integral part of the existing efforts to develop the Chicago Hub intercity rail system in the Midwest; and
- Michigan received \$161 million for a high-speed rail corridor connecting Detroit and Chicago, the two largest cities in the Midwest. The long-term vision for this corridor includes doubling the number of daily round trips between Detroit and Chicago.

The money is being awarded for a range of activities, such as construction of track and stations, purchase of new passenger equipment, and planning studies to develop new high-speed rail service.

"In the 20th century, our vision led to the interstate highway system," said FRA Administrator Joe Szabo. "In the 21st century, our vision will give us a world-class network of high-speed passenger rail corridors."

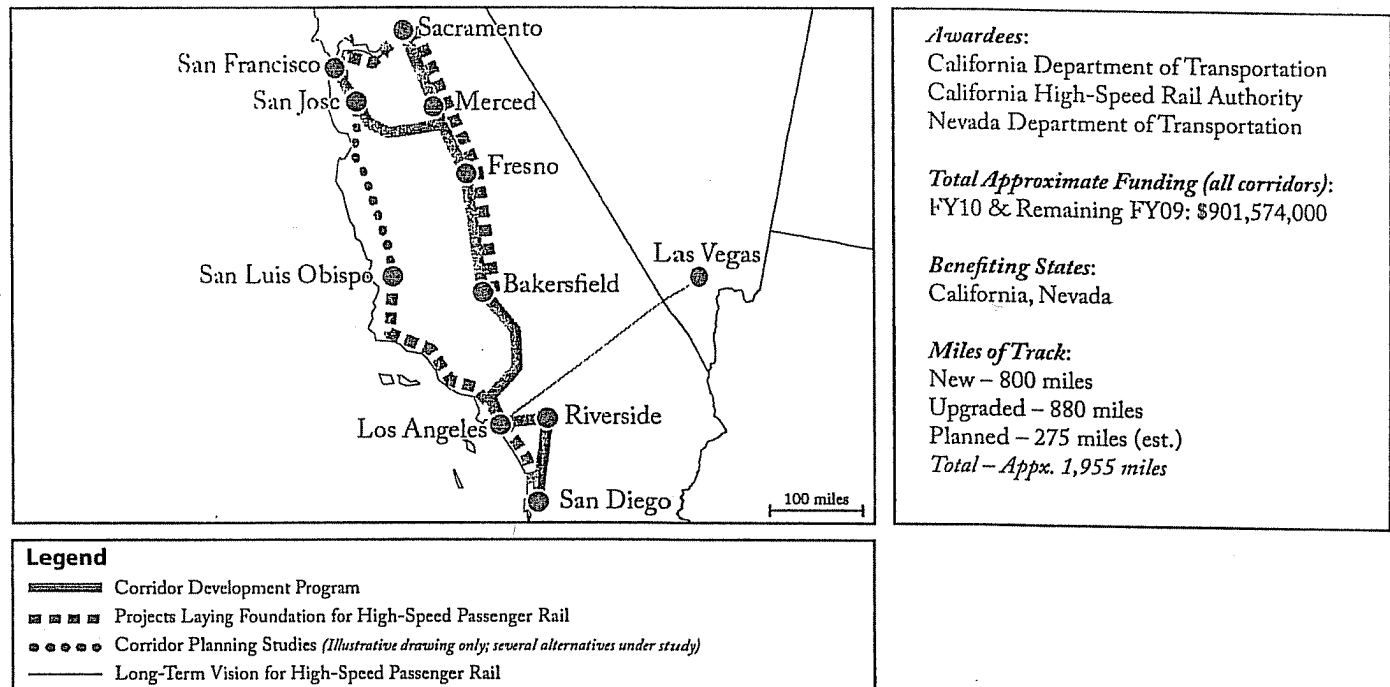
In addition to the \$8 billion down payment from the Recovery Act, additional funding for high-speed rail has come from several sources. These include \$95 million from the U.S. Department of Transportation's FY 2009 appropriations and remaining money from a related FY 2008 appropriations program, and from the Department's FY 2010 appropriations, which included at least \$2.125 billion for high-speed rail service development programs, \$245 million for individual projects and \$50 million for planning and multi-state proposal activities.

A complete project list can be viewed at <http://www.fra.dot.gov/rpd/passenger/2243.shtml>

High-Speed Intercity Passenger Rail Program

California Corridors (page 1 of 2)

Corridor Overview – October 2010



Awardees:

California Department of Transportation
California High-Speed Rail Authority
Nevada Department of Transportation

Total Approximate Funding (all corridors):
FY10 & Remaining FY09: \$901,574,000

Benefiting States:
California, Nevada

Miles of Track:
New – 800 miles
Upgraded – 880 miles
Planned – 275 miles (est.)
Total – Appx. 1,955 miles

The Obama Administration's vision for high-speed rail will transform travel in America, create manufacturing jobs, and spur economic development. In January 2010, the U.S. Department of Transportation awarded \$8 billion to states across the country to develop America's first nationwide high-speed intercity passenger rail service through the American Recovery and Reinvestment Act (ARRA).

The California corridors, which received approximately \$2.3 billion through the Recovery Act and FY 2009 awards, have seen remarkable ridership growth as investments have been made in passenger rail to achieve faster, more reliable, and more frequent service. Over 5.5 million people per year now ride on California's three intercity corridors, making these routes the busiest in the country after the Northeast Corridor. These upgraded routes will ultimately connect to the new high-speed service that is being developed.

The \$900 million in awards from FY 2009 and 2010 will continue laying the groundwork for the long-term vision of the corridor, which is among the most ambitious in the nation. It includes the construction of a new, electrically-powered high-speed rail system of 800 miles serving major population centers from San Francisco and Sacramento to Los Angeles and San Diego with over 300 trains per day.

Phase I calls for an approximately 500-mile system connecting Anaheim and Los Angeles through the Central Valley to San Francisco by 2020. Phase II would extend the system north to Sacramento and south to San Diego by 2026. Trains will reach speeds of 220 miles per hour, providing a travel time between Los Angeles and San Francisco of under 2 hours 40 minutes, compared to 6 hours by car. When fully developed, California expects up to 100 million passengers per year, making it one of the busiest passenger rail lines in the world.

High-Speed Intercity Passenger Rail Program

California Corridors *(page 2 of 2)*

Summary of Corridor Investments

Central Valley HSR Corridor: Through FY 2010 awards, a \$715 million grant will construct high-speed rail track and stations and install positive control technology on the Central Valley segment of the California high-speed rail corridor.

San Francisco – San Jose HSR Corridor: Through FY 2010 awards, a \$16 million grant will improve San Francisco's 4th and King Street Station by reconfiguring tracks and signals, elongating platforms, and modifying the building to accommodate future high-speed rail service on the San Francisco – San Jose segment of the California high-speed rail corridor.

California Statewide Rail: Through FY 2010 awards, a \$100 million grant to the California Department of Transportation will purchase approximately 40 new bi-level intercity passenger rail cars and several locomotives for use throughout the state. An additional FY 2010 grant of \$1.5 million will allow California to complete its State Rail Plan.

Pacific Surfliner Corridor (San Luis Obispo – Los Angeles – San Diego): Through FY 2010 and remaining FY 2009 awards, nine grants worth approximately \$30.1 million will pay for planning and environmental studies for projects along the Pacific Surfliner corridor. Two additional FY 2009 awards of \$24.9 million and \$13.5 million will be used to install positive train control technology and upgrade signal communications on the corridor between San Diego and Moorpark. These projects will improve on-time performance and ultimately allow for top speeds of 110 miles per hour on the segment connecting Los Angeles and San Diego.

San Joaquin Corridor (Sacramento/Oakland – Bakersfield): Through FY 2010 awards, a \$300,000 grant will fund the completion of planning and environmental studies on the San Joaquin Corridor.

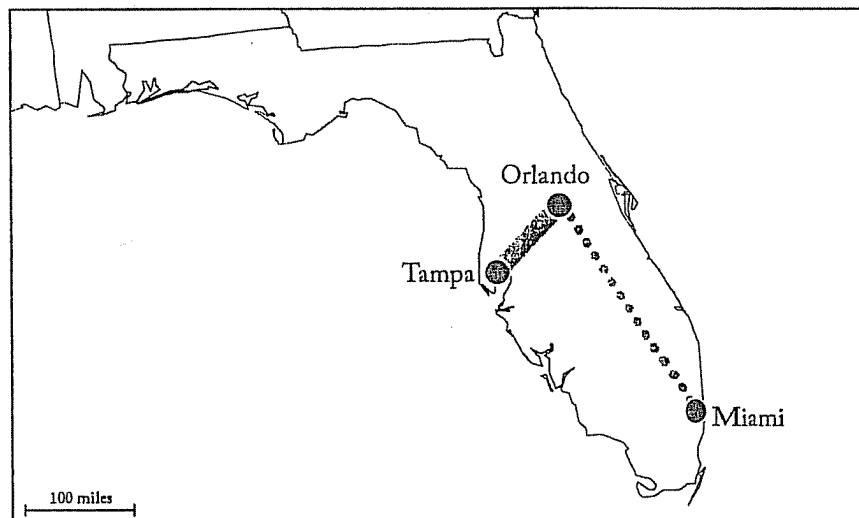
These investments will build on prior Recovery Act awards that are supporting upgrades to San Joaquin's train sets and overhauling train emissions control equipment to reduce pollution.

Capitol Corridor (Sacramento – San Jose): Prior Recovery Act investments are supporting the completion of a track relocation project in Sacramento, a new crossover near Davis, and upgrades to San Jose's Diridon Station. These projects will reduce delays and travel times.

High-Speed Intercity Passenger Rail Program

Tampa – Orlando – Miami

Corridor Overview – October 2010



Awardee:
Florida Department of Transportation

Total Approximate Funding (entire corridor):
FY10: \$808,000,000

Benefiting State:
Florida

Miles of Track:
New – 84 miles
Planned – 235 miles
Total – 319 miles

Legend

-  Corridor Development Program
-  Corridor Planning Studies (*Illustrative drawing only; several alternatives under study*)

The Obama Administration's vision for high-speed rail will transform travel in America, create manufacturing jobs, and spur economic development. In January 2010, the U.S. Department of Transportation awarded \$8 billion to states across the country to develop America's first nationwide high-speed intercity passenger rail service through the American Recovery and Reinvestment Act (ARRA).

The new Tampa-Orlando-Miami high-speed rail corridor, which received approximately \$1.25 billion through the Recovery Act, will connect Tampa Bay, Orlando, Miami, and other communities in central and southern Florida. The state has experienced significant population growth in recent decades, leading to strains on regional roadways and airports. Currently, the Tampa-Orlando-Miami area, which has a population of over 10 million people and includes two of the nation's 20 largest metro areas, is almost entirely reliant on automobiles for intercity transportation.

The \$808 million in FY 2010 awards will continue laying the groundwork for the long-term vision of the corridor, which will provide an attractive and competitive transportation alternative for residents and visitors in Florida. The first phase of the service will connect Orlando to Tampa. The second phase will connect Orlando to Miami, reducing travel time between the two cities to approximately two hours. Ultimately, 20 round trips per day are planned between Orlando and Miami.

Summary of Corridor Investments

Tampa – Orlando: Through FY 2010 awards, an \$800 million grant will continue development of the Tampa – Orlando corridor by constructing 84 miles of dedicated high-speed rail tracks and purchasing new train sets that will make 16 daily roundtrips at speeds reaching 168 miles per hour.

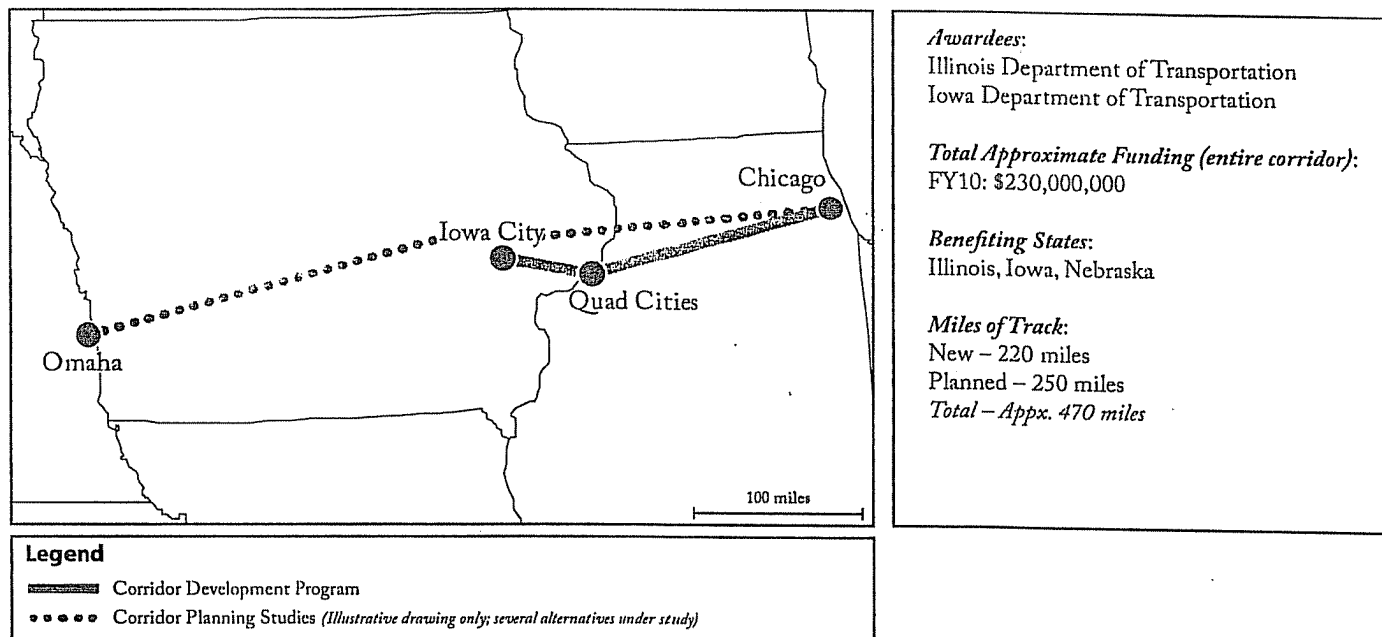
These investments will build on prior Recovery Act awards that support the installation of positive train control, the purchase of new high-speed rail equipment, and the construction of five new stations at Orlando International Airport, the Orange County Convention Center, Walt Disney World, Lakeland, and Downtown Tampa. Trip time between Tampa and Orlando on the new line will be less than one hour, compared to about 90 minutes by car.

Orlando – Miami: Through FY 2010 awards, an \$8 million grant will pay for environmental review, preliminary engineering, and planning for the second phase of Florida's high-speed rail development.

High-Speed Intercity Passenger Rail Program

Omaha – Iowa City – Quad Cities – Chicago

Corridor Overview – October 2010



The Obama Administration's vision for high-speed rail will transform travel in America, create manufacturing jobs, and spur economic development. In January 2010, the U.S. Department of Transportation awarded \$8 billion to states across the country to develop America's first nationwide high-speed intercity passenger rail service through the American Recovery and Reinvestment Act (ARRA).

The Omaha – Iowa City – Chicago corridor will connect Iowa City to Chicago via the Quad Cities with two round trip trains per day at speeds up to 79 miles per hour. When completed, the service will be an integral part of the Chicago Hub intercity rail system in the Midwest and will serve approximately 250,000 passengers in its first year of operation. New rail service will be provided to Iowa City, Moline (Quad Cities), and Geneseo, and additional service will be available at stations throughout Illinois. The service will connect with local transit services at several stations.

The \$230 million in FY 2010 awards will continue laying the groundwork for the long-term vision of the corridor, which will increase the number of daily roundtrips between Iowa City and Chicago to five and extend service westward to Des Moines and Omaha. Top speeds are planned to increase incrementally to 110 miles per hour.

Summary of Corridor Investments

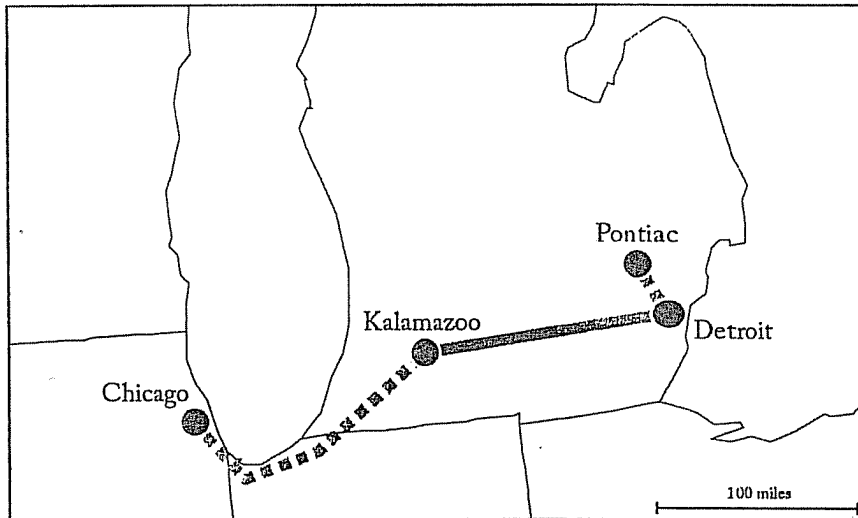
Chicago – Iowa City: Through FY 2010 awards, a \$230 million grant will help introduce passenger rail service on an emerging high-speed rail corridor between Chicago and Iowa City. Projects will include the construction of a new main line track, rehabilitation of existing track, and installation of new crossovers, siding tracks, and signal improvements that will allow for 79 mile per hour service. These projects will also fund new rolling stock and the construction of three new passenger rail stations. These improvements will allow for two round trip trains per day between Iowa City and Chicago.

Chicago – Omaha: Prior FY 2009 investments are supporting corridor-level planning, including environmental studies and a detailed analysis of several possible routes for future passenger rail service between Chicago and Omaha.

High-Speed Intercity Passenger Rail Program

Pontiac – Detroit – Chicago

Corridor Overview – October 2010



Awardees:

Michigan Department of Transportation
Indiana Department of Transportation
Illinois Department of Transportation

Total Approximate Funding (entire corridor):
FY10 & Remaining FY09: \$161,000,000



Benefiting States:

Michigan, Indiana, Illinois

Miles of Track:

Upgraded – 300 miles

Legend

-  Corridor Development Program
-  Projects Laying Foundation for High-Speed Passenger Rail

The Obama Administration's vision for high-speed rail will transform travel in America, create manufacturing jobs, and spur economic development. In January 2010, the U.S. Department of Transportation awarded \$8 billion to states across the country to develop America's first nationwide high-speed intercity passenger rail service through the American Recovery and Reinvestment Act (ARRA).

The Chicago – Detroit – Pontiac corridor, which received approximately \$244 million from the Recovery Act, connects Chicago and Detroit and several intermediate destinations including Kalamazoo and Ann Arbor, MI. The corridor serves communities in Illinois, Indiana, and Michigan and connects them to the Chicago Hub via six round trips per day.

The \$161 million in FY 2010 awards will continue laying the groundwork for the long-term vision of the corridor, which includes: doubling the number of daily round trips between Detroit and Chicago; increasing speeds to 110 miles per hour in order to reduce trip times; and relieving railroad congestion by addressing a series of major chokepoints.

Summary of Corridor Investments

Kalamazoo – Detroit – Pontiac: Through FY 2010 awards, a \$150 million grant will allow the Michigan Department of Transportation to purchase and restore 135 miles of rail line between Kalamazoo and Dearborn. An additional \$7.9 million FY 2009 grant will pay for new connecting track and crossovers, a new bridge, and a new rail traffic control system in western Detroit. These projects will significantly improve efficiency and safety while reducing passenger travel times along the corridor.

These investments will build on prior Recovery Act awards that are renovating stations in Troy and Battle Creek and constructing a new station in Dearborn.

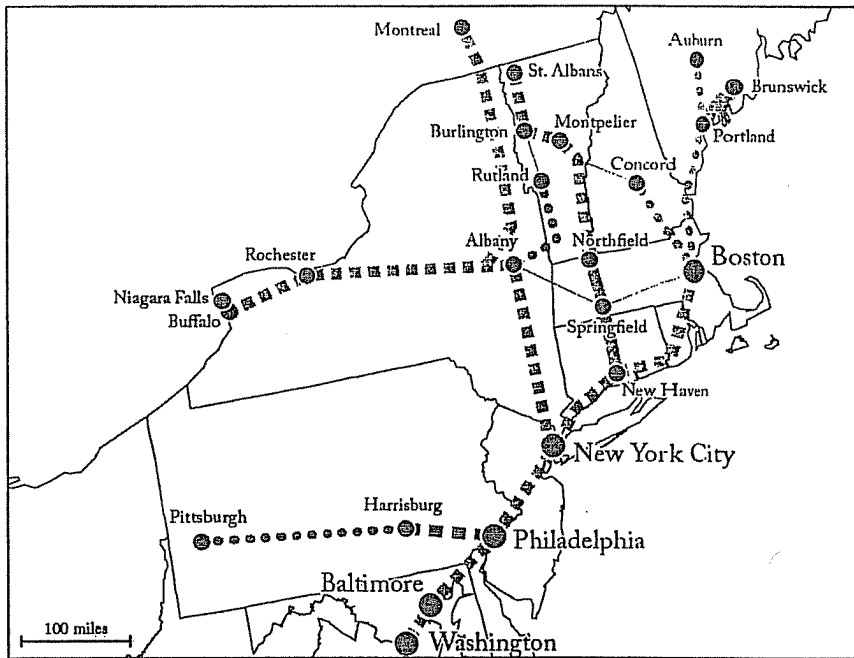
Chicago – Kalamazoo: Through FY 2010 awards, a \$3.2 million grant will help the state complete planning and environmental studies for high-speed rail operations on the Chicago – Detroit – Pontiac corridor.

These investments will build on prior Recovery Act awards that are helping to build a flyover, approach bridges, embankments, and retaining walls in Chicago. These projects will reduce congestion and allow trains to travel 40 percent faster south of Chicago while setting the stage for the future construction of three new tracks for trains traveling east of Lake Michigan. Additional Recovery Act money is improving the most congested and delay-prone corridor in the entire country, a segment between Porter, IN and Chicago. The project will install high-speed crossovers and signal system improvements, make rail line additions at two new locations, and create new passing tracks. Passengers traveling from communities in Michigan and Indiana to Chicago will experience significant increases in service and reliability.





High-Speed Intercity Passenger Rail Program

Northeast Region (page 1 of 2)

Corridor Overview – October 2010



Legend

-  Corridor Development Program
-  Projects Laying Foundation for High-Speed Passenger Rail
-  Corridor Planning Studies (Illustrative drawing only; several alternatives under study)
-  Long-Term Vision for High-Speed Passenger Rail

Awardees:

Northern New England Passenger Rail Authority
 New Hampshire Department of Transportation
 Vermont Agency of Transportation
 Massachusetts Department of Transportation
 Rhode Island Department of Transportation
 Connecticut Department of Transportation
 State of New York Department of Transportation
 New Jersey Transit
 Pennsylvania Department of Transportation
 Delaware Department of Transportation
 Maryland Department of Transportation
 District Department of Transportation (Washington, D.C.)

Total Approximate Funding (all corridors):

FY10: \$198,000,000

Benefiting States:

Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Washington, D.C.

Miles of Track:

New – 84 miles
 Upgraded – 1,542 miles
 Planned – 727 miles

The Obama Administration's vision for high-speed rail will transform travel in America, create manufacturing jobs, and spur economic development. In January 2010, the U.S. Department of Transportation awarded \$8 billion to states across the country to develop America's first nationwide high-speed intercity passenger rail service through the American Recovery and Reinvestment Act (ARRA).

The Northeast region has the most integrated passenger rail network in the country. It received approximately \$485 million in high-speed rail grants from the Recovery Act and FY 2009 awards, supplementing an additional \$706 million in Recovery Act money that went to Amtrak improvements in the region.

It includes eight intercity passenger rail corridors: the Northeast Corridor (Washington, D.C. – New York – Boston); the Empire Corridor (New York – Albany – Buffalo); the Boston – Portland – Brunswick corridor; the Boston – Concord corridor; the New Haven – Springfield – Burlington – St. Albans corridor; the Philadelphia – Harrisburg corridor; the New York – Montreal corridor; and the Albany – Rutland corridor.

The \$198 million in FY 2010 awards will continue laying the groundwork for the long-term vision of the corridor, which will boost speeds, cut trip times, and strengthen the system as a real alternative to air and car travel. Additionally, the U.S. Department of Transportation will pilot a federally-led planning study for intercity passenger rail along the Northeast Corridor and adjoining regional corridors, executed in close coordination with the states and other stakeholders via the Northeast Corridor Commission.

Summary of Corridor Investments

Washington, D.C. – New York – Boston (Northeast Corridor)

Through FY 2010 awards, a \$32.5 million grant will fund an environmental study and preliminary engineering for the South Station expansion in Boston. An additional \$13.3 million in FY 2010 money will install 1.5 miles of high-speed rail track, construct additional crossovers, and replace a bridge near Wilmington, DE. These improvements will help alleviate a traffic bottleneck and allow for increased track speeds.

These investments build on prior Recovery Act awards that support: the completion of engineering and environmental work for a new tunnel in Baltimore; station and track improvements at Baltimore-Washington International station; the final design of a new bridge to replace the Portal Bridge in New Jersey; and track design work in Rhode Island.

High-Speed Intercity Passenger Rail Program

Northeast Region *(page 2 of 2)*

The Northeast Corridor is the spine of the region's passenger rail network; over 10.5 million passengers traveled this corridor in 2009, making it the busiest in the United States. A long-term plan to significantly reduce travel times is being developed by the Northeast Corridor Commission.

New York – Albany – Buffalo

Through FY 2010 awards, an \$18.5 million grant will add crossovers and reconfigure signals at Syracuse Station and DeWitt Yard on the Empire Corridor. An additional \$7.9 million in FY 2010 money will replace signal pole lines with underground cable between Poughkeepsie and Redhook, modernizing communication and benefiting intercity passenger rail. An additional \$2 million in FY 2010 money will pay for preliminary engineering and environmental studies for the replacement of the Livingston Avenue Bridge.

These investments build on prior Recovery Act awards that support seven interrelated projects on the Empire Corridor, including track construction, signaling and grade crossing improvements, and station enhancements in Rochester and Buffalo. These projects will have significant safety benefits and improve on-time performance throughout the line.

The 468-mile Empire Corridor connects all of New York's largest cities. The long-term vision for the corridor includes speed increases to 110 miles per hour and the addition of daily round trips. One of the largest projects will construct a third track between Albany and Buffalo.

Boston – Portland – Brunswick

Through FY 2010 awards, a \$600,000 grant will pay for a planning and environmental study for the Downeaster Corridor from Boston to Maine, including Portland, Brunswick, and Auburn.

These investments build on prior Recovery Act awards that are paying for 30 miles of track rehabilitation and grade crossing improvements to extend passenger rail service from Portland to Brunswick, ME.

Five round trips per day currently connect Portland to Boston and the Northeast Corridor. The long-term vision for the route includes reducing travel times between Boston and Portland by 17 percent and increasing capacity to seven daily round trips.

Boston – Concord

Through FY 2010 awards, a \$2.2 million grant will pay for a planning and environmental study for new rail service connecting Boston and Concord. With stops in Manchester and Nashua, the new line will serve more than 500,000 residents in Southern New Hampshire once developed. In the future, this rail line will connect Concord to the Manchester-Boston Regional Airport and could be expanded north through White River Junction, VT to Montreal.

New Haven – Springfield – Burlington – St. Albans

Through FY 2010 awards, a \$120.9 million grant will create a fully double-tracked 110 miles per hour high-speed rail corridor between New Haven and Springfield. This includes the construction of new track, rehabilitation of deteriorated bridges, installation of new crossovers and positive train control signaling, and improvements to grade crossings and station facilities.

These investments build on prior Recovery Act awards that support rerouting service north of Springfield to better connect with the Knowledge Corridor, a series of college towns between Springfield and Northfield, MA. Additional projects include: the restoration of a station in Northampton; the construction of a new station in Greenfield; the building of 11 miles of a second main track in Connecticut; and the improvement of tracks and bridges in Vermont.

This corridor hosts several intercity passenger rail services that connect communities in Vermont, Massachusetts, and Connecticut with the Northeast Corridor. The long-term vision for the corridor includes the expansion of train service between New York City and Hartford's Bradley International Airport and the further development of an inland high-speed rail line between Boston and New York.

Philadelphia – Harrisburg

Prior Recovery Act investments are supporting projects that eliminate grade crossings, make track and signal design improvements, and study an extension of the Keystone service to Pittsburgh. Recent improvements to this 110 miles per hour corridor have made it the second busiest in the region, with 13 round trips per day. The long-term vision for the corridor includes an extension to Pittsburgh and other communities in western Pennsylvania.

New York – Montreal

Prior Recovery Act investments are supporting the construction of two miles of new track that will relieve congestion and improve on-time performance. There is currently daily service between New York and Montreal on this corridor, and future efforts will focus on improving speed and reliability.

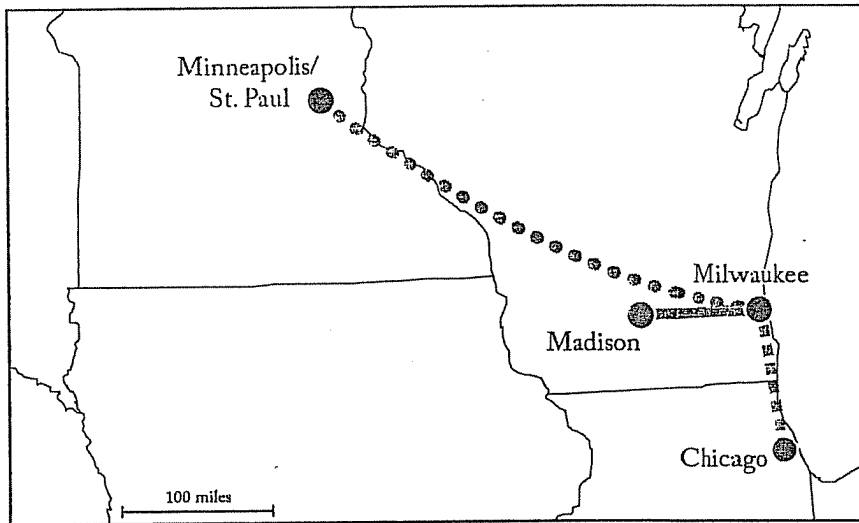
Albany – Rutland

Prior Recovery Act investments are supporting plans to study an alternate routing from Albany to Rutland, VT via Bennington, introducing passenger rail service to several communities. There is currently daily service between Albany and Rutland, VT. The long-term vision for the corridor includes a proposed rerouting and extension that would expand service to Burlington, improving western Vermont's connectivity to New York City.




High-Speed Intercity Passenger Rail Program

Minneapolis/St. Paul – Madison – Milwaukee – Chicago

Corridor Overview – October 2010



Legend

-  Corridor Development Program
-  Projects Laying Foundation for High-Speed Passenger Rail
-  Corridor Planning Studies (*Illustrative drawing only; several alternatives under study*)

Awardees:

Wisconsin Department of Transportation
Minnesota Department of Transportation
Illinois Department of Transportation

Total Approximate Funding (entire corridor):
FY10 & Remaining FY09: \$43,700,000

Benefiting States:

Minnesota, Wisconsin, Illinois

Miles of Track:

Upgraded – 144 miles
New – 32 miles
Planned – 275 miles (est.)
Total – Appx. 441 Miles

The Obama Administration's vision for high-speed rail will transform travel in America, create manufacturing jobs, and spur economic development. In January 2010, the U.S. Department of Transportation awarded \$8 billion to states across the country to develop America's first nationwide high-speed intercity passenger rail service through the American Recovery and Reinvestment Act (ARRA).

The Minneapolis/St. Paul – Milwaukee – Chicago corridor, which received approximately \$823 million through the Recovery Act and FY 2009 awards, is an essential segment of the Midwest rail system, and connects many of the largest cities in the region with a combined population of over 15 million people.

The \$43.7 million in awards from FY 2009 and 2010 will continue laying the groundwork for the long-term vision of the corridor, which will achieve speeds of 110 miles per hour between Chicago and the Twin Cities and make rail travel time competitive with flying or driving.

Summary of Corridor Investments

Milwaukee – Minneapolis/St. Paul: Through FY 2010 awards, a \$40 million grant will support the rehabilitation of the historic St. Paul Union Depot. When completed, Union Depot will become home to current intercity rail service and will connect local transit—including buses, taxis, bicycle and pedestrian facilities, and a planned light rail extension—with future high-speed rail service. These investments will build on prior Recovery Act awards that are paying for planning and environmental work for a rail line connecting Wisconsin to Minnesota at speeds of up to 110 miles per hour.

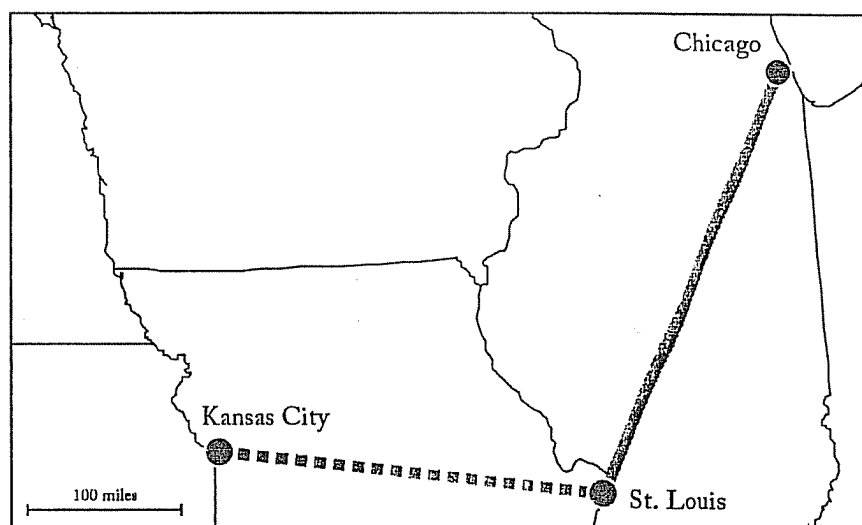
Chicago – Milwaukee: Through FY 2010 awards, a \$3.7 million grant will replace two existing railway bridges to improve reliability and allow for higher-speed trains traveling between Chicago and Milwaukee. These investments will build on prior Recovery Act awards that are supporting station construction, infrastructure enhancements, and signal and track improvements. These projects will increase reliability and create the building blocks for future 110 miles per hour service, eventually reducing travel time between the two cities by more than 30 percent.

Milwaukee – Madison: Prior Recovery Act investments are paying for the introduction of new passenger rail service to connect Wisconsin's two largest cities at speeds of up to 110 miles per hour, with stops in Brookfield, Oconomowoc, and Watertown. The project includes upgrading infrastructure along 80 miles of track, constructing new and refurbished stations, and installing positive train control technology. Approximately three-fourths of Wisconsin's population lives within 30 miles of the rail stations along this corridor.

High-Speed Intercity Passenger Rail Program

Kansas City – St. Louis – Chicago

Corridor Overview – October 2010



Awardees:

Illinois Department of Transportation
Missouri Department of Transportation

Total Approximate Funding (entire corridor):
FY10: \$4,000,000



Benefiting States:

Illinois, Missouri, Kansas

Miles of Track:

Upgraded – 570 miles

Legend

-  Corridor Development Program
-  Projects Laying Foundation for High-Speed Passenger Rail

The Obama Administration's vision for high-speed rail will transform travel in America, create manufacturing jobs, and spur economic development. In January 2010, the U.S. Department of Transportation awarded \$8 billion to states across the country to develop America's first nationwide high-speed intercity passenger rail service through the American Recovery and Reinvestment Act (ARRA).

The Kansas City – St. Louis – Chicago corridor, which received approximately \$1.13 billion through the Recovery Act and FY 2009 awards, connects nearly 15 million people in the Midwest. Currently, five daily round trips operate between Chicago and St. Louis, and two daily round trips operate between St. Louis and Kansas City.

The \$4 million in FY 2010 awards will continue laying the groundwork for the long-term vision of the corridor, which will reach speeds of 110 miles per hour between Chicago and Kansas City and have up to eight daily round trips between Chicago and St. Louis.

Summary of Corridor Investments

St. Louis – Kansas City: Through FY 2010 awards, a \$3.6 million grant will build a third main track and pay for associated signal and switch work in downtown St. Louis. This new track will improve rail access to St. Louis's Gateway Multimodal Center station.

These investments build on prior Recovery Act awards that are expected to provide significant service reliability improvements. Projects include the expansion of existing railroad bridges and universal crossovers and the improvement of grade crossings.

Chicago – St. Louis: Prior Recovery Act investments are funding a variety of major projects on this corridor, including: implementing positive train control technology; upgrading existing rail cars; improving track and signal systems; and enhancing existing stations. Collectively, these improvements will allow passenger rail service from Chicago to St. Louis to operate at speeds of up to 110 miles per hour, resulting in increased on-time performance and decreased travel times.

High-Speed Intercity Passenger Rail Program

Summary of Investments

