

United States of Underinvestment **Select List of Projects**

National Network

1.) New Equipment - \$5,400 million: It is absolutely critical to immediately provide funds for the acquisition of new equipment and the repair and refurbishment of Amtrak's rapidly aging fleet. NEC and National System trains utilize a fleet that is too small to meet current needs. Reliability and safety of out dated equipment is also a concern. This item doesn't correlate to a specific grant; NARP extrapolated the figure based upon ridership needs and Amtrak's most recent fleet plan.

Northeast & Mid Atlantic – \$97.88 billion

2.) Northeast Corridor State of Good Repair - \$52,000 million: As part of a collaboration with the 12 NEC states, the FRA, eight commuter railroads, and three freight railroads, Amtrak produced a plan outlining the minimum level of investment to cover needed system repair and upgrades, along with some capacity enhancements to help handle the projected 60% increase in today's intercity and commuter trips on the NEC by 2030.

3.) Gateway Project - \$12,568 million: The Gateway Program is a proposed set of strategic rail infrastructure improvements designed to improve current services and create new capacity that will allow the doubling of passenger trains running under the Hudson River.

Midwest – \$14.29 billion

7.) Cross Rail - \$1,925 million: CrossRail Chicago is a program of projects developed by Midwest High Speed Rail Association designed to build a passenger-dedicated mainline into and through Chicago.

Mountains & Plains – \$14.71 billion

9.) Front Range Rail - \$14,600 million (Corridor Construction): The Colorado Department of Transportation has developed a plan to build a modern rail service on a north-south corridor between Fort Collins and Pueblo and on an I-70 east-west corridor from DIA to the Eagle County Regional Airport.

Southern – \$1.75 billion

14.) New Orleans - Houston Corridor Plan - \$800,000: The Southern Rapid Rail Commission applied for a planning grant to develop service along the 362-mile track segment between New Orleans and Houston.

South Central – \$6.16 billion

15.) South Central High-Speed Rail Corridor (Tulsa - Ft. Worth) - \$2,096 million: The Oklahoma Department of Transportation applied for a grant to develop the 311 mile rail corridor between Fort Worth and Oklahoma City.

Southwest – \$56.51 billion

17.) California High Speed Rail System (San Francisco - Los Angeles) - \$55,000 million (approximate): The California High-Speed Rail Authority has finalized a \$68 billion plan to construct a statewide high-speed rail system connecting Southern California to the Bay Area, via the Central Valley.

Northwest – \$4.36 billion

20.) Pacific Northwest Corridor (Seattle – Portland) – \$1,685 million: The Washington State Department of Transportation applied for a grant to develop long-term system expansion and realization of service benefits, including the future addition of a dedicated high-speed rail track with train speeds of up to 150 mph. Benefits include additional round trips, reduced travel time, and increased on-time performance.