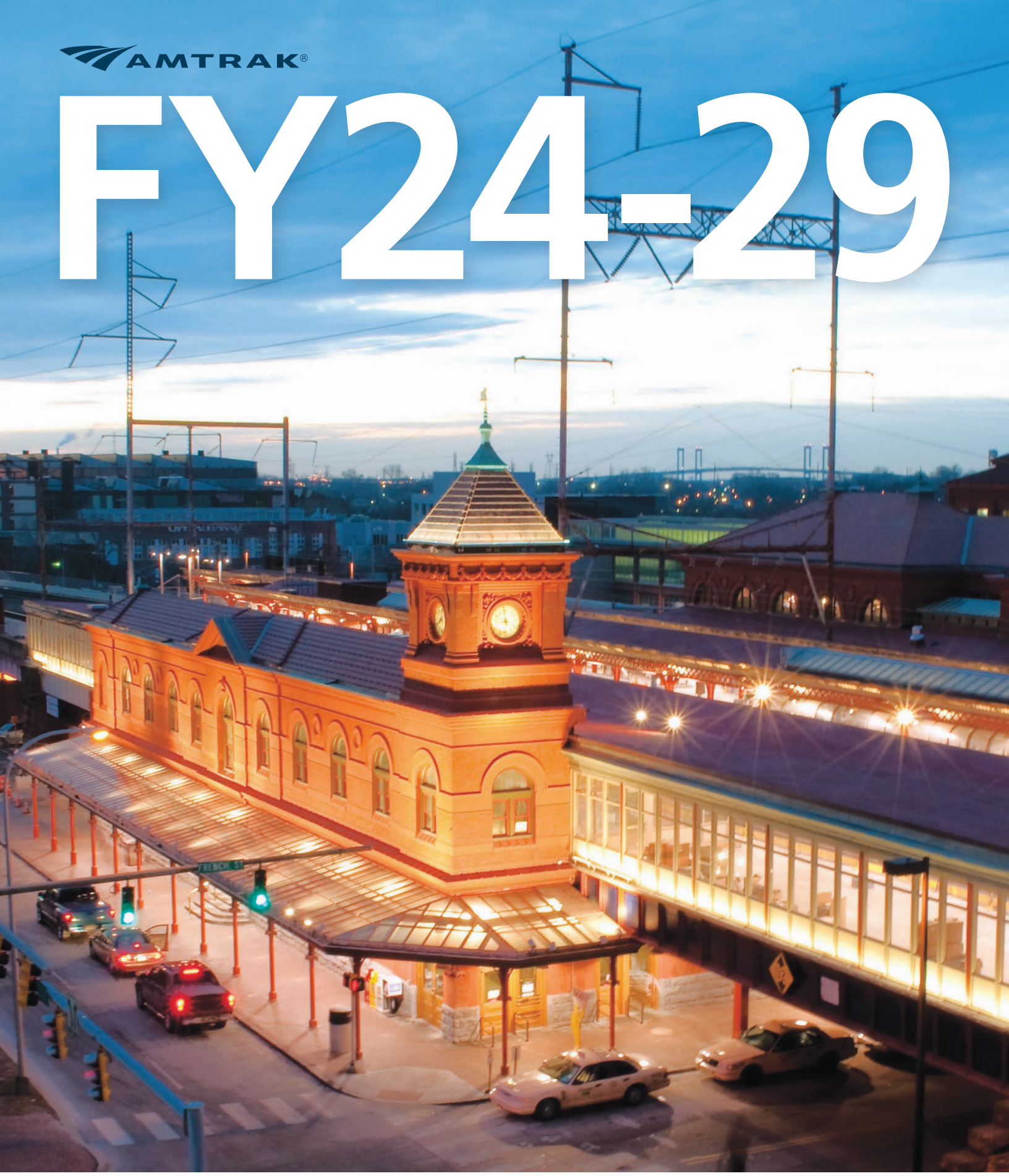
AMTRAK®

FY24-29



Stations Appendices

Amtrak's Five-Year Plans

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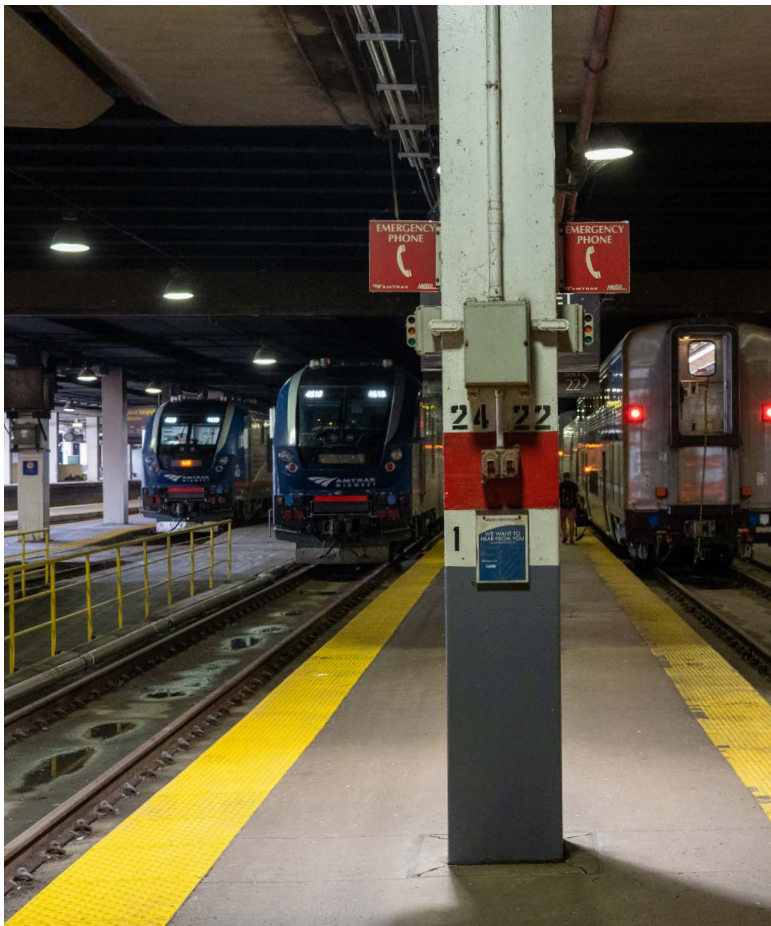
AMTRAK®

FY24-29
Five-Year Plans

National Railroad Passenger Corporation
1 Massachusetts Avenue NW | Washington, DC 20001
Amtrak.com



Background

The purpose of this document is to outline Amtrak's Strategic Plan for its ADA Stations Program (also referred to herein as the "Program"), Passenger Information Display System (PIDS) and Accessible Boarding Technologies (ABT).

The Program was developed to bring the stations Amtrak serves and for which it has ADA responsibility into compliance with the Americans with Disabilities Act of 1990 (ADA) in the most timely, integrated, and efficient way possible. This document outlines the strategy and tasks which Amtrak plans to implement and complete during the subsequent years of the Program (from October 1, 2023, through the end of the program).

01

Introduction

ADA Responsibility

As of April 30, 2023, ADA responsibility for the 515 stations required to meet the ADA accessibility requirements is as follows:

515

Stations to be made accessible per the ADA

147

Stations where Amtrak has Sole ADA Responsibility

238

Stations where Amtrak has Shared ADA Responsibility

130

Stations where Amtrak has No ADA Responsibility

Amtrak System

Created by an act of Congress, National Railroad Passenger Corporation ("Amtrak") is a publicly supported intercity passenger railroad operated and managed as a for-profit corporation. Railroad operations commenced on May 1, 1971. Amtrak's mission is to provide safe, efficient and effective intercity passenger rail mobility consisting of friendly high-quality service that is trip-time competitive with other intercity travel options.

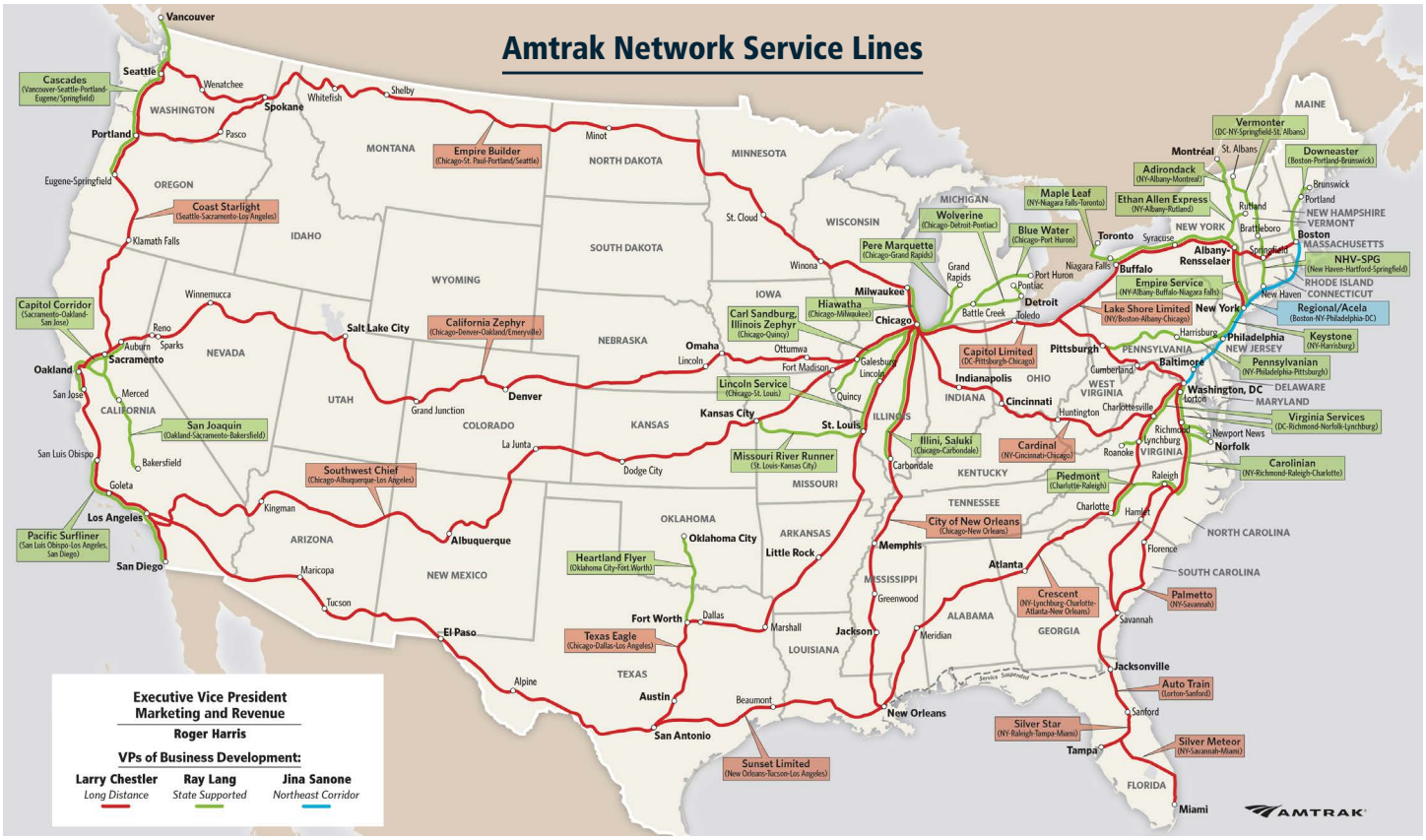
Amtrak is the nation's only high-speed intercity passenger rail operator and infrastructure provider, operating more than 300 trains each day on 21,300 miles (34,000 km) of track with select segments having top operating speeds of 150 mph (240 km/h). New *Acela* trains, expected to enter service in Calendar Year (CY) 2024, will be capable of operating speed of 160 mph (257 km/h). Amtrak trains connect more than 500 destinations in 46 states, the District of Columbia, and three Canadian provinces. Amtrak headquarters is located in Washington, DC. In Fiscal Year[1] (FY) 2022, Amtrak carried 23 million passengers. This number represents an 89% increase from FY21. In FY22, 62,823 passengers rode Amtrak trains on an average day. In FY22, Amtrak generated $2.834M in revenue with ridership and revenue continuing to recover from COVID-19 impacts in FY20 and FY21.

Amtrak plays a key role in the national transportation network by providing travelers with a safe, efficient, reliable, and more environmentally sustainable alternative that is trip-time competitive to automotive and airplane travel.

Americans with Disabilities Act of 1990 (ADA)

On July 26th, 1990, the President of the United States signed into law the ADA. The ADA is a civil rights law that prohibits discrimination on the basis of disability in employment and in public services, including public transportation and public accommodations. The intent of the law is to make all aspects of American society accessible to individuals with a disability. The ADA is an equal opportunity law for people with disabilities.

1. Amtrak's fiscal year runs from October 1 to September 30.



Section 12162(e) of the ADA requires that all stations in the intercity rail transportation system be made accessible to and usable by individuals with a disability. Amtrak is working hard to implement and pursue its ADA Stations Program to bring the stations it serves and for which it has ADA responsibility into compliance with ADA requirements and Department of Transportation standards in the most timely, integrated and efficient way possible. The Program, PIDS and ABT are fully funded by the Infrastructure Investment Jobs Act or Bipartisan Infrastructure Law (IIJA/BIL). This document outlines the tasks which Amtrak plans to accomplish from FY23 through the end of the program.

Amtrak's ADA Responsibility

Amtrak trains serve over 500 stations in 46 states, the District of Columbia and three Canadian provinces[2]. The total number of stations in the Amtrak system required to be made accessible under the ADA legislation is 515[3] stations. Amtrak has ADA responsibility, as described below, for all or part of 385 of those 515 stations.

ADA responsibility for the various station components (i.e., structure, platform and parking) is determined by Amtrak and is reviewed and updated if ownership changes. Amtrak ensures that the station components for which it has ADA responsibility are made ADA compliant. Ownership and responsibility are determined using a "separate component" approach. This approach involves splitting each station into three distinct components: station structure, platform, and parking. Each component is analyzed as a separate "station" for purposes of determining first, ownership, and second, ADA responsibility.

Determination of responsibility for ADA compliance of each station component is a two-step process. First, Amtrak determines ownership of each station component and applies the rules set forth in Title 49 of the Code of Federal Regulations (CFR) Section 37.49 which assigns ADA responsibility based on ownership. (For example, if more than 50% of a station component is owned by a public entity, then that public entity has 100% of the ADA responsibility for that component. If more than 50% of a station component is owned by a private entity, then Amtrak and the commuter railroads that serve that station have 100% of the ADA responsibility for that component (responsibility amongst the railroads is proportional based on passenger boardings.)

2. Stations where Amtrak only serves partner commuter agencies are not included: New Haven–State Street, CT; Perryville, MD; L'Enfant, DC.
3. Emeryville, CA and Bellows Falls, VT are included in the program and the station count. The ADA responsibility will be transferring to Amtrak for the affected elements contingent on completion of the real estate transactions. San Bernardino, CA – platform responsibility changed to the City. Stockton – Downtown, CA platform responsibility changed to SJJPA.

Next, Amtrak reviews its agreements with third parties (e.g., landlords, tenants, freight railroads) to determine if there are any contractual terms that require either such third parties or Amtrak to ensure ADA compliance of the station components. (See Appendix A for an overview of ownership and ADA responsibility of all station components.) Amtrak will address the ADA deficiencies at 385 stations. These 385 stations are included in the ADA Stations Program.

Historical Performance

Amtrak initiated the ADA Stations Program in 2009 as a comprehensive program to make its stations ADA compliant and accessible. From 2009 through the end of April 2023, Amtrak has installed 215 station based mobile lifts, constructed new low-level platforms with compliant detectable warnings at 91 stations, constructed new level boarding platforms with compliant detectable warnings at 4 stations, installed new detectable warnings on existing platforms at an additional 43 stations, made accessible parking improvements at 167 stations, made accessible restroom improvements at 85 stations, installed accessible station signage at 247 stations, installed PIDS at 72 stations, and made numerous other ADA improvements at stations across the country.

Through the end of April 2023, 110 stations have been made fully compliant for all the elements Amtrak is responsible and another 69 stations are complete for all elements except the platform.

Above: Ribbon cutting to celebrate the completed transformation of New York Penn Station's busiest entrance at 7th Avenue and 32nd Street. The enlarged and fully rebuilt entrance features a fully ADA-accessible and safer experience. Photo by Fernando Sandoval/MW.

Stations Excluded From The Plan

#	Code	Station	State	Rationale for Exclusion
1	WND	**Windsor**	CT	Third party project by Connecticut Department of Transportation (CTDOT) addressed ADA compliance for platforms. ADASP completed project for parking and station depot non-compliance.
2	WAS	**Washington**	DC	Amtrak Major Station Plan will address ADA. One project completed by ADASP to date.
3	NRK	**Newark**	DE	Third-party project managed by Delaware Department of Transportation (DelDOT) will address ADA compliance.
4	BAL	**Baltimore**	MD	Amtrak Major Station Plan and High-Speed Rail Capital Program will address ADA compliance.
5	NCR	**New Carrollton**	MD	Amtrak High-Speed Rail Capital Program will address ADA compliance.
6	RKV	**Rockville**	MD	Responsibility being finalized, MTA may be responsible party.
7	DET	**Detroit**	MI	On hold pending station relocation project managed by City of Detroit and Michigan DOT (MDOT). ADASP addressed elevator non-compliance in existing station.
8	CLT	**Charlotte**	NC	Third-party project by City of Charlotte to relocate the station will address ADA compliance.
9	NYP	**New York - Penn Station**	NY	Amtrak Major Station Plan will address ADA compliance.
10	COT	**Coatesville**	PA	Third-party project managed by Pennsylvania Department of Transportation (PennDOT) will relocate the station and address ADA compliance.
11	MID	**Middletown**	PA	Third-party project managed by PennDOT addressed ADA compliance.
12	PHL	**Philadelphia 30th St Station**	PA	Amtrak Major Station Plan will address ADA compliance.
13	NPN	**Newport News**	VA	Third-party project managed by City of Newport News and Virginia Passenger Rail Authority (VPRA) will address ADA compliance at the new station.
14	STA	**Staunton**	VA	ADA responsibility for platform transferred to VPRA. ADASP addressed parking and path of travel to platform.

02

Stations Strategic Plan

Goals and Objectives

The goal and objective of the ADA Stations Program is to bring all stations served by Amtrak, for which Amtrak has ADA responsibility, into compliance with the ADA. To accomplish this goal, Amtrak, in coordination with the Federal Railroad Administration (FRA), has developed the ADA priorities and work necessary to bring stations with existing accessibility deficiencies into compliance with the ADA.

The strategic plan will be used to bring stations with known or potential accessibility deficiencies in certain key areas into compliance with the ADA within the planned period. Stations that are listed as the highest priority include: 1) stations with known or potential train access deficiencies, 2) stations with known or potential PIDS deficiencies, and 3) stations with known or potential station access and/or key amenity deficiencies.

Additional priorities and initiatives include adding level boarding platforms, where required by law, and pursuing more integrated boarding solutions (based on Amtrak's Platform Design Policy) where level boarding is not required by law due to the presence of existing freight traffic adjacent to the platform. Platform projects, which may include level boarding platform projects and low-level platform projects, will be funded after priorities one (1) through three (3) listed above and further described below have been funded and advanced to the greatest extent possible and as remaining budget is available.

At this point in the Program, all stations identified in the top three priorities have either been completed or are being actively advanced. Much of the work that remains to be completed includes platform improvements. These remaining platform projects are being advanced strategically based on geographic proximity to other projects and on the labor support capabilities of host railroads.

1. Addressing stations with known or potential train access deficiencies (priority)

Amtrak has identified thirty (30) stations in its national system for which Amtrak had ADA responsibility for the platform with known or potential significant platform and/or path of travel deficiencies. These stations are not accessible to persons who use wheeled mobility devices and, such persons may have significant difficulties when attempting to board/de-board a train at these stations.

By the end of the program, Amtrak plans to eliminate such train access deficiencies at all 30 stations where Amtrak has ADA responsibility. See Appendix B for the list of stations.

Through the end of April 2023, 18 projects were completed, removing the train access deficiencies. Of the remaining 12 locations, five stations are being addressed by third party sponsored projects and the other seven stations are currently in design.

2. Addressing stations with known or potential PIDS deficiencies4 (priority)

Amtrak has identified 120 stations in its national system for which Amtrak has ADA responsibility for PIDS with known or potential PIDS deficiencies. This list includes additional stations that were identified as well as state supported projects where Amtrak has installed PIDS since the program inception. A number of these stations have an audible public address (PA) system but do not have a visual messaging component that communicates the audible information.

In addition, there are stations with legacy PIDS that have both PA and electronic signage but are not ADA compliant because there is no visual message functionality that would enable synchronized dual-mode announcements.

By the end of fiscal year 2024, Amtrak plans to eliminate all such known or potential PIDS deficiencies at stations for which Amtrak has ADA responsibility, except for any stations with status On-Hold. See Appendix B for the list of stations.

3. Addressing stations with known or potential station access and/or key amenity deficiencies2 (priority)

Amtrak originally identified 47 stations in its national system for which Amtrak had ADA responsibility for the station building that have known or potential access (entrance/exit) deficiencies and/or deficiencies inside the station building with key amenities such as restrooms and ticket counters.

As of fiscal year 2019, Amtrak addressed all the station access and/or key amenity deficiencies identified at the 47 stations. See Appendix B for the list of stations.

4. Addressing stations that require level boarding once altered (priority)

Amtrak has identified 21 stations in the Amtrak system for which Amtrak has ADA responsibility for the platform where level boarding must be provided, following alteration, per the 2011 USDOT Level Boarding Rule (49 CFR Part 37).

As part of the strategic plan, Amtrak plans to continue to advance level boarding at those stations where Amtrak has ADA responsibility for the platform. See Appendix B for the list of stations.

5. Addressing stations that are candidates for more integrated boarding solutions (initiative)

As part of the ABT Program, Amtrak designed and constructed a prototype design solution in Ann Arbor, MI that provides level boarding, while still maintaining freight railroads' clearance requirements. The design solution, referred to as the Shuttle Platform, has been in service since September 2015.

An analysis of the field test data was undertaken and based on the findings the Shuttle Platform has shown to benefit all passengers. The shuttle platform is considered as an option during the station concept design; however, the high cost of monitoring and maintenance of the shuttle platform has led the Program to utilize alternate boarding strategies to achieve ADA compliance.

4. An ADA assessment has not been performed at all locations in the Program. As ADA assessments are completed, additional information may be learned that may identify additional stations that have such deficiencies.

Implementation Plan

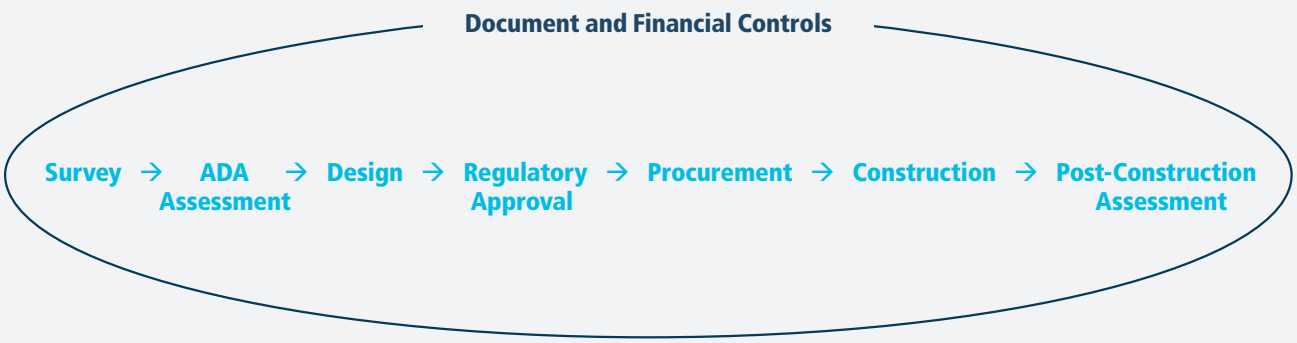
Program Implementation Team

The ADASP collaborates with many internal Amtrak departments and external agencies and stakeholders to implement the Program. The ADASP supports a management structure that oversees the following areas: Survey, ADA Assessment, Design, Regulatory Approvals, Procurement, Construction, Post-Construction Assessment and Document and Financial Control. Stations are advanced through the Amtrak internal stations development process as follows.

Consecutive Process Model

The consecutive process model requires each step listed below to be completed in sequential order before the next step in the process can be advanced and completed. Therefore, each step in the process is part of the critical path for the overall process. Rather than identifying the choke point of a given process and applying additional resources and/or oversight to the choke point to ensure success, each step in the consecutive process model becomes the most important step in the process.

Amtrak's Consecutive Process Model



Previously, implementation of station projects where Amtrak has the sole ADA responsibility was limited by available Amtrak labor and funding. Prior to inclusion of the ADA as one of the three eligible programs in the Infrastructure Investment Jobs Act (IIJA) which provides funding for the Program, Amtrak developed the aforementioned program priorities to advance work at stations that have existing accessibility deficiencies so that those stations can be brought into compliance with the ADA. Implementation of station projects where the ADA responsibility is shared between Amtrak and third-party entities can be more complex and pose significant challenges and higher risk, especially at stations where ridership of a Regional Transit Authority (RTA) is high in proportion to Amtrak ridership. At stations where Amtrak has a shared ADA responsibility with an RTA, the percentage of ADA responsibility is typically calculated based on the percentage of ridership at a given station. In most cases, the percentage of ridership for an RTA will be far greater than the percentage of ridership for Amtrak services—daily commuting versus intercity rail services. As a result, when the ridership percentage is higher for a given RTA, the percentage of cost for the ADA responsibility will be higher for the RTA than for Amtrak and funding issues and agreements may become an additional hurdle for the ADA Stations Program to navigate and overcome.

Program Tasks

1. Surveys

Perform a property survey and/or conduct title and public record data searches, to document property lines and ownership of the station and surrounding area to assist in the determination of Amtrak's legal responsibilities under the ADA. Property ownership information is also used to determine who owns the property upon which improvements need to be constructed and from whom consent will be required.

2. ADA Assessments[5]

Perform a full ADA assessment of those portions of the station used by Amtrak passengers for which Amtrak has sole or shared responsibility. Deliverable for each station is an assessment report documenting ADA noncompliance and accessibility deficiencies found at each location. (Amtrak may also conduct ADA assessments of those portions of a station used by Amtrak passengers for which it does not have ADA responsibility, consistent with criteria established by Amtrak's ADA Executive Oversight Committee.)

3. Design

Perform design activities to address the non-compliant elements for which Amtrak has ADA responsibility, as identified in the ADA assessment. (In limited situations, Amtrak may also perform design activities for which third parties have ADA responsibility, consistent with criteria established by Amtrak's ADA Executive Oversight Committee.)

4. Regulatory Approvals

Distribute design documents to regulatory agencies, such as the State Historic Preservation Offices (SHPOs), to receive approval to proceed with improvements outlined in the design.

5. Procurement

Advertise issued for construction (IFC) design packages and solicit services from qualified contractors to perform the construction work identified in the design documents.

6. Construction

Perform construction necessary to ensure that non-compliant elements (for which Amtrak has ADA responsibility) are made ADA compliant. (In limited situations, Amtrak may also perform construction activities for which third parties have ADA responsibility, consistent with criteria established by Amtrak's ADA Executive Oversight Committee.)

7. Post-Construction Assessment

Perform assessment of those elements that were altered or constructed as part of the project to ensure that the elements are compliant with the ADA.

8. Deployment of PIDS

(integrated audio-visual messaging that includes train, boarding and general passenger information and emergency announcements) at those stations for which Amtrak has ADA responsibility. (In limited situations, Amtrak may also perform installation activities for which third parties have ADA responsibility, consistent with criteria established by Amtrak's ADA Executive Oversight Committee.)

9. Accessible Boarding Technologies Program (ABT)

Focusing on new compliant board/de-board solutions, make improvements to existing onboard ramps and station bridge plates. Design and construct setback modular platforms with integrated shuttle platform solution that provide a level boarding experience at stations with freight traffic adjacent to a platform.

5. At the start of the program through the fall of 2013 the ADA Stations Program used an assessment tool that was based on 1991 ADA Accessibility Guidelines (ADAAG). Stations that were assessed using this tool and have yet to be designed will be reevaluated during design phase using the new tool that is based on the 2006 Department of Transportation Accessibility Standards (DOTAS).

Implementation Schedule

The table below outlines the progress the Program has made to date and the tasks that will be performed each year of this strategic plan. It should be noted that in previous years platform alterations that may have been required were deferred in some instances. As a result, some stations may require additional design and construction work to bring the platform(s) into compliance with the ADA. Completed to date and in progress are as of April 30, 2023.

Work Category	Completed to Date	In Progress/ Prior Year Plans	Project Completion Date					Total in this Plan
			FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
Land Surveys	400	0	-	-	-	-	-	400
ADA Assessments	391	0	-	-	-	-	-	391
Designs	203	148	58	-	-	-	-	409
Construction Projects	175	91	23	50	52	30	19	440
PIDS Designs	89	0	-	-	-	-	-	89
PIDS Deployments	75	21	-	-	-	-	-	96

Key Performance Metrics

The key performance metric that will be used to measure progress over the life of the strategic plan will be the number of stations with known or potential deficiencies that have been corrected for each of the top three priorities listed herein.

Out of the three hundred eighty-five (385) stations where Amtrak has some type of ADA responsibility Amtrak has identified thirty (30) stations with known or potential train access deficiencies. Eighteen (18) such stations have been completed to date. Amtrak has identified one hundred twenty (120) stations in its national system for which Amtrak has ADA responsibility for PIDS with known or potential PIDS deficiencies. Ninety-six (96) such stations have been completed to date. Out of the three hundred eighty-five (385) stations where Amtrak has some type of ADA responsibility Amtrak has identified forty-seven (47) stations with known or potential station access and/or key amenity deficiencies. All forty-seven (47) such stations have been completed to date.

Key performance metrics will be based on removing all the known or potential deficiencies for the top three priorities by the conclusion of the strategic plan period. The table below outlines the percentage of stations in the top three priorities that will be advanced during each fiscal year of the strategic plan in order to reach the goals listed above.

Priority	Completed to Date	In Progress	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Train Access Deficiencies	60%	40%	69%	80%	90%	**97%**	**100%**
PIDS Deficiencies	77%	98%	**100%**	-	-	-	
Station Access/Amenity Deficiencies	**100%**	-	-	-	-	-	

North Charleston Station

Key Performance Metrics, continued

Progress will also be measured based on the status of stations that are required to complete the multiple steps of the development process (i.e., property survey, ADA assessment, design, construction, post-construction assessment) and based on the number of stations at which Amtrak's ADA responsibility has been completed. As of the date of this report, Amtrak has completed all its ADA responsibility at a total of 110 stations.

In summary, the key performance metrics to be reported during the plan implementation include:

- The percentage of stations (out of the total number of stations for which Amtrak has some type of ADA responsibility) at which Amtrak's ADA responsibility has been completed.
- The percentage of stations (out of the total number of stations with known or potential train access deficiencies) at which all passengers, including passengers with a disability, have access to board/alight from the train.
- The percentage of stations (out of the total number of stations with known or potential PIDS deficiencies) at which all passengers, including passengers with a disability, have access to accessible station and/or platform announcements.
- The percentage of stations (out of the total number of stations with known or potential station access/key amenity deficiencies) at which all passengers, including passengers with a disability, have access to the station buildings and key amenities offered at each station (restrooms, ticket counters, etc.).
- Number of level boarding platforms that are added to the system; priority No. 1, 48-inch above top of rail (ATR) platform stations (replace station based mobile lifts with bridge plates), priority No. 2, 15-inch ATR platforms.
- Number of re-designed bridge plates deployed; number of re-designed onboard ramps deployed.

Financial Overview

To accomplish the goals and objectives outlined in this document, Amtrak has agreed to spend not less than $75 million of its capital funds on ADA improvements during each of the next five (5) years. Amtrak's strategic plan consists of design and construction work at 265 unique stations, 206 station designs, 265 construction projects, and 21 PIDS deployments.

The table below outlines the projected cost estimate breakdown for the next five (5) years of the Program based on the work planned in each fiscal year.

Projected Cost Estimate Breakdown per Fiscal Year ($ Millions)

Contingency	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	Plan Total	% Breakdown
Designs	$ 20.6	$ 10.4	-	-	-	-	**$ 30.9**	2.8%
Construction/Deployment	$ 133.8	$ 188.7	$ 196.1	$132.3	$ 105.2	$ 48.4	**$ 804.5**	72.4%
Project Management	$ 33.0	$ 32.0	$ 32.0	$ 32.0	$ 30.0	$ 20.0	**$ 179.0**	16.1%
Contingency	$ 7.5	$ 9.5	$ 18.5	$ 28.3	$ 18.3	$14.9	**$ 97.0**	8.7%
Total Cost Estimate	**$ 194.9**	**$240.6**	**$246.6**	**$192.6**	**$ 153.5**	**$ 83.2**	**$ 1,111.5**	**100%**

Coordination with Third Parties

As previously noted, of the 515 Amtrak-served stations that are required to be made accessible under the ADA, Amtrak has sole ADA responsibility for 147 stations, shared responsibility for 238 stations, and no responsibility for 130 stations. Conversely, third parties have some degree of ADA responsibility for 368 stations. To ensure full ADA compliance of all 515 stations, it is necessary for all entities with ADA responsibility to meet their ADA compliance responsibilities.

In 2010 and again in 2018, Amtrak sent letters to third parties to make sure they were aware that they had some degree of ADA compliance responsibilities at specific stations. Since that time, as stations have entered into the Program, Amtrak has reached out to relevant third parties to notify them of Amtrak's plans for progressing ADA improvements at the stations and, in some cases, to remind them of their own ADA obligations.

In 2013, Amtrak undertook an effort to assist third parties in identifying those elements of a station (for which they had responsibility) that were non-compliant with the ADA. Since August 2013, Amtrak has offered to assess those portions of stations for which certain third parties have ADA responsibility, provided the assessment could be performed at the same time that Amtrak is on site assessing those portions of stations for which Amtrak has ADA responsibility. Some third parties have taken advantage of Amtrak's offer. Amtrak will continue this third-party outreach for the remainder of stations that are in the ADA assessment phase of the Program.

In 2017, Amtrak advanced a pilot program in Macomb, IL. As part of the pilot program the City of Macomb agreed to make ADA improvements to the station building and parking through a reimbursement agreement between Amtrak and the City. The City procured the contractor to perform the ADA improvements per the design provided by Amtrak.

In 2017, Amtrak collaborated with Kansas Department of Transportation (KDOT) on the Santa Fe Depot Restoration project in Lawrence and provided design support and funding for portions of the project that were focused on ADA compliance improvements.

In 2020, Amtrak agreed to provide funding and technical expertise to the City of Fort Madison, IA and Iowa Department of Transportation (Iowa DOT) to construct platforms to restore service at the original station. The work was completed in December 2021 with all trains now stopping at the restored station facility and new platforms.

In addition, Amtrak has entered into agreements with host railroads setting forth the parties' responsibilities with respect to ADA compliance and how they will coordinate with each other to advance the Program. Amtrak has also reached out to various commuter railroads to ensure that the parties have a common understanding of ownership and ADA responsibility and to set forth how they will coordinate with each other to advance the Program (e.g., apportionment of costs).

Program Delivery Risks

Delivery of the Program requires significant cooperation and coordination with external stakeholders including but not limited to, host railroad approvals for designs, site access, and railroad protection during construction, third party agreements for site access and to obtain consent for all ADA compliance related work to be performed on third party property, and environmental approvals. Support from the FRA is also required in terms of complying with federal regulations such as Section 106 regulations under 36 CFR Part 800 – Protection of Historic Properties and the National Environmental Policy Act (NEPA). Below is a list of the external stakeholders and the types of coordination that may be required.

Host Railroad Coordination

- Availability of flagging protection
- On-going host railroad maintenance work (e.g. raising of tracks by host can delay planned ADA work by more than a year)
- Review and approval of designs by the host railroads and costs associated to incorporate review comments into the designs
- Prioritizing Amtrak work with host railroad's scheduled work
- Impacts to schedule due to broader impacts to the Operating Agreements

Third Party Coordination

- Existence of leases, easements or right-of-entry agreements
- Consent from third party owners to construct on their property, where applicable.
- Approval to connect to municipal stormwater and/or sewage systems
- Utility (pipe and wire) relocations and approvals

Regulatory Approval Acts and Agencies

- NEPA (National Environmental Protection Act)
- SHPO (State Historical Preservation Offices)
- THPO (Tribal Historic Preservation Offices)
- CEQA (California Environmental Quality Act)
- FRA (Federal Railroad Administration)
- NPS (National Park Service)
- DOJ (Department of Justice)[6]
- DEQ (state Departments of Environmental Quality)

Funding Approvals

- Extensive reporting requirements for IIJA/BIL

6. Bi-annual reporting and ongoing coordination with the DOJ to ensure compliance with the terms of the settlement agreement with Amtrak. Additional coordination with the DOJ on other matters within its jurisdiction.

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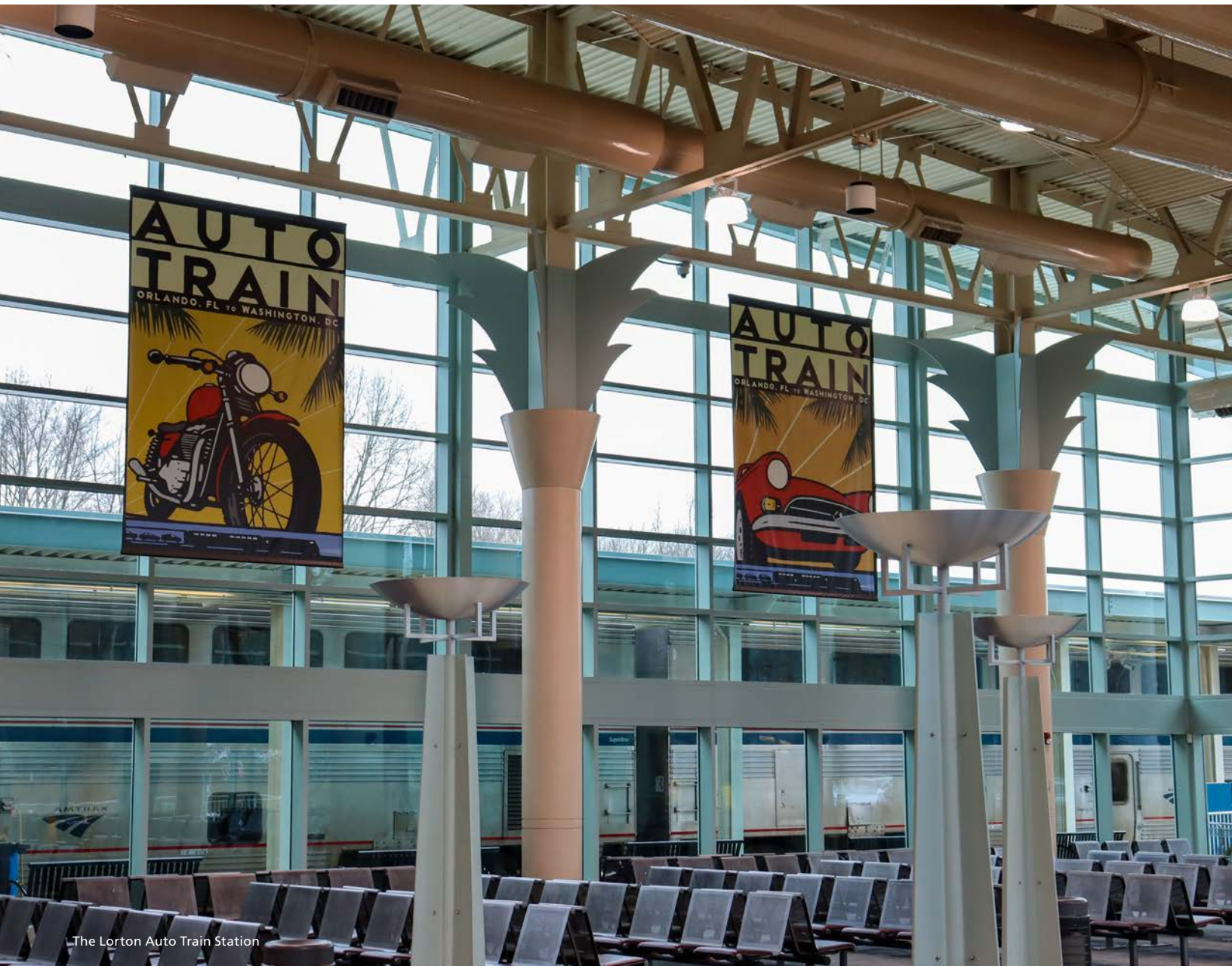
Amtrak's FY24–29 Five-Year Plans: Stations Appendices

Program Plans by Fiscal Year



The Lorton Auto Train Station

Designs Currently in Progress

Designs								
#	Plan Year	Code	Station Name	Budget	Prior Yrs	FY23	FY24	FY25
1	FY16	ATL	Atlanta, GA	$ 709	$ 658	$ -	$ 51	$ -
2	FY16	ELK	Elko, NV	$ 460	$ 459	$ 1	$ -	$ -
3	FY16	HFY	Harpers Ferry, WV	$ 1,210	$ 1,017	$ 18	$ 175	$ -
4	FY17	ABE	Aberdeen, MD	$ 1,165	$ 442	$ 608	$ 56	$ 58
5	FY17	KWD	Kirkwood, MO	$ 578	$ 528	$ 43	$ 7	$ -
6	FY18	CTL	Centralia, WA	$ 395	$ 379	$ 16	$ -	$ -
7	FY18	LAB	Latrobe, PA	$ 377	$ 336	$ 41	$ -	$ -
8	FY18	TRU	Truckee, CA	$ 302	$ 300	$ 1	$ -	$ -
9	FY19	FAY	Fayetteville, NC (*)	$ 299	$ 293	$ 6	$ -	$ -
10	FY19	FMG	Fort Morgan, CO (*)	$ 145	$ 129	$ 15	$ -	$ -
11	FY19	GSC	Glenwood Springs, CO (*)	$ 294	$ 160	$ 74	$ 59	$ -
12	FY19	PTH	Port Huron, MI (*)	$ 485	$ 468	$ 17	$ -	$ -
13	FY20	AMS	Amsterdam, NY (*)	$ 275	$ 273	$ 1	$ -	$ -
14	FY20	BAR	Barstow, CA	$ 354	$ 354	$ -	$ -	$ -
15	FY20	BRA	Brattleboro, VT	$ 947	$ 804	$ 143	$ -	$ -
16	FY20	DOA	Dowagiac, MI	$ 358	$ 358	$ -	$ -	$ -
17	FY20	LAJ	La Junta, CO (*)	$ 479	$ 477	$ 2	$ -	$ -
18	FY20	MIA	Miami, FL	$ 489	$ 507	$ 18	$ -	$ -
19	FY20	PLO	Plano, IL	$ 452	$ 345	$ 85	$ 22	$ -
20	FY20	POS	Pomona, CA	$ 237	$ 230	$ 6	$ -	$ -
21	FY20	PSN	Palm Springs, CA	$ 190	$ 188	$ 2	$ -	$ -
22	FY20	RHI	Rhinecliff, NY	$ 1,521	$ 1,032	$ 477	$ 12	$ -
23	FY20	VRV	Victorville, CA	$ 212	$ 210	$ 2	$ -	$ -
24	FY20	WGL	West Glacier, MT	$ 248	$ 242	$ 7	$ -	$ -
25	FY20	WLO	Winslow, AZ	$ 304	$ 302	$ 3	$ -	$ -
26	FY20	YUM	Yuma, AZ	$ 793	$ 661	$ 72	$ 59	$ -
27	FY21	ATN	Anniston, AL (*)	$ 591	$ 62	$ 461	$ 69	$ -
28	FY21	AUS	Austin, TX	$ 331	$ 330	$ 1	$ -	$ -
29	FY21	BWI	BWI Airport, MD	$ 641	$ 414	$ 228	$ -	$ -
30	FY21	COX	Colfax, CA	$ 398	$ 150	$ 247	$ -	$ -
31	FY21	CVS	Charlottesville, VA	$ 560	$ 342	$ 198	$ 19	$ -
32	FY21	DAV	Davis, CA (*)	$ 1,549	$ 754	$ 417	$ 379	$ -
33	FY21	DEM	Deming, NM	$ 298	$ 27	$ 187	$ 83	$ -
34	FY21	ELT	Elizabethtown, PA	$ 485	$ 39	$ 129	$ 168	$ 149
35	FY21	EMY	Emeryville, CA	$ 528	$ 101	$ 298	$ 129	$ -
36	FY21	FTN	Fulton, KY	$ 614	$ 320	$ 259	$ 35	$ -
37	FY21	GAC	Santa Clara - Great America,	$ 434	$ 315	$ 96	$ 22	$ -
38	FY21	GNS	Gainesville, GA (*)	$ 442	$ 312	$ 129	$ -	$ -
39	FY21	GRA	Granby, CO	$ 495	$ 132	$ 363	$ -	$ -
40	FY21	HGD	Huntingdon, PA (*)	$ 288	$ 294	$ 6	$ -	$ -
41	FY21	JAX	Jacksonville, FL	$ 818	$ 442	$ 377	$ -	$ -
42	FY21	KCY	Kansas City, MO	$ 624	$ 405	$ 219	$ -	$ -
43	FY21	LDB	Lordsburg, NM	$ 242	$ 190	$ 53	$ -	$ -
44	FY21	LFT	Lafayette, LA	$ 526	$ 141	$ 385	$ -	$ -
45	FY21	LNC	Lancaster, PA	$ 206	$ 169	$ 37	$ -	$ -
46	FY21	LOD	Lodi, CA	$ 247	$ 213	$ 29	$ 5	$ -
47	FY21	MAY	Maysville, KY (*)	$ 371	$ 238	$ 133	$ -	$ -
48	FY21	MIN	Mineola, TX	$ 278	$ 242	$ 36	$ -	$ -
49	FY21	OKJ	Oakland (Jack London Squar	$ 824	$ 76	$ 332	$ 402	$ 14
50	FY21	PHN	Philadelphia - North, PA	$ 676	$ 138	$ 377	$ 160	$ -
51	FY21	PRC	Prince, WV (*)	$ 321	$ 236	$ 85	$ -	$ -
52	FY21	PVL	Pauls Valley, OK	$ 264	$ 234	$ 30	$ -	$ -
53	FY21	SAV	Savannah, GA (*)	$ 634	$ 186	$ 379	$ 69	$ -
54	FY21	SDL	Slidell, LA	$ 475	$ 250	$ 225	$ -	$ -
55	FY21	SNS	Salinas, CA	$ 421	$ 310	$ 111	$ -	$ -
56	FY21	STN	Stanley, ND (*)	$ 97	$ 96	$ 1	$ -	$ -
57	FY21	TAY	Taylor, TX	$ 241	$ 216	$ 20	$ 5	$ -
58	FY21	TRI	Trinidad, CO	$ 205	$ 48	$ 157	$ -	$ -
59	FY21	WSS	White Sulphur Springs, WV	$ 287	$ 122	$ 139	$ 26	$ -
60	FY22	ADM	Ardmore, OK	$ 283	$ 191	$ 92	$ -	$ -
61	FY22	ARK	Arkadelphia, AR	$ 247	$ 224	$ 23	$ -	$ -
62	FY22	BEN	Benson, AZ	$ 223	$ 129	$ 94	$ -	$ -
63	FY22	BHM	Birmingham, AL	$ 870	$ 227	$ 643	$ -	$ -
64	FY22	BUF	Buffalo-Depew, NY	$ 100	$ 6	$ 94	$ -	$ -
65	FY22	DLK	Detroit Lakes, MN	$ 310	$ 257	$ 53	$ -	$ -
66	FY22	ELP	El Paso, TX	$ 428	$ 103	$ 100	$ 225	$ -
67	FY22	FLO	Florence, SC (*)	$ 488	$ 96	$ 387	$ 5	$ -
68	FY22	FUL	Fullerton, CA	$ 241	$ 23	$ 219	$ -	$ -
69	FY22	GGW	Glasgow, MT (*)	$ 216	$ 43	$ 172	$ 1	$ -
70	FY22	GLE	Gainesville, TX	$ 328	$ 25	$ 300	$ 3	$ -
71	FY22	GNB	Greensburg, PA	$ 768	$ 206	$ 562	$ 1	$ -
72	FY22	HAM	Hamlet, NC	$ 346	$ 150	$ 196	$	$ -
73	FY22	HBG	Hattiesburg, MS	$ 675	$ 61	$ 609	$ 4	$ -
74	FY22	HMD	Hammond, LA	$ 301	$ 135	$ 166	$	$ -
75	FY22	HOS	Houston, TX (*)	$ 341	$ 175	$ 164	$ 2	$ -
76	FY22	JAN	Jackson, MS	$ 486	$ 177	$ 305	$ 4	$ -
77	FY22	LEE	Lees Summit, MO	$ 250	$ 81	$ 169	$ 1	$ -
78	FY22	LMR	Lamar, CO	$ 102	$ 46	$ 56	$ -	$ -
79	FY22	LRK	Little Rock, AR	$ 487	$ 302	$ 175	$ 10	$ -
80	FY22	LSV	Las Vegas, NM	$ 395	$ 204	$ 191	$	$ -
81	FY22	MAL	Malta, MT (*)	$ 406	$ 85	$ 320	$ 1	$ -
82	FY22	MEI	Meridian, MS	$ 411	$ 205	$ 206	$	$ -
83	FY22	MRC	Maricopa, AZ	$ 213	$ 132	$ 81	$	$ -
84	FY22	MVN	Malvern, AR	$ 213	$ 42	$ 171	$ -	$ -
85	FY22	NIB	New Iberia, LA	$ 439	$ 106	$ 333	$ 1	$ -
86	FY22	NLC	New London, CT	$ 513	$ 8	$ 505	$	$ -
87	FY22	OKC	Oklahoma City, OK	$ 291	$ 52	$ 239	$	$ -
88	FY22	OSB	Old Saybrook, CT	$ 375	$ 299	$ 76	$	$ -
89	FY22	OSC	Osceola, IA	$ 473	$ 55	$ 417	$ 1	$ -
90	FY22	PGH	Pittsburgh, PA	$ 577	$ 256	$ 320	$ 1	$ -
91	FY22	PUR	Purcell, OK	$ 312	$ 96	$ 215	$ 1	$ -
92	FY22	PVD	Providence, RI	$ 301	$ 204	$ 98	$ -	$ -
93	FY22	RTE	Route 128 (Westwood), MA	$ 269	$ 102	$ 167	$ -	$ -
94	FY22	SAR	Saratoga Springs, NY	$ 333	$ 34	$ 263	$ 35	$ 1
95	FY22	SCH	Schriever, LA	$ 198	$ 69	$ 128	$ 1	$ -
96	FY22	SED	Sedalia, MO	$ 201	$ 113	$ 87	$	$ -
97	FY22	SNC	San Juan Capistrano, CA	$ 120	$ 35	$ 85	$	$ -
98	FY22	SPL	Staples, MN (*)	$ 428	$ 125	$ 303	$ 1	$ -
99	FY22	TUS	Tucson, AZ	$ 326	$ 69	$ 256	$ 1	$ -
100	FY22	WAH	Washington, MO	$ 249	$ 80	$ 169	$ 1	$ -
101	FY22	WNR	Walnut Ridge, AR	$ 344	$ 117	$ 220	$ 7	$ -
102	FY22	WOB	Woburn, MA	$ 325	$ 3	$ 320	$ 2	$ -
Total Cost Estimate				$ 43,891	$ 23,844	$ 17,503	$ 2,321	$ 222

Note: * - Phase 2 Platform project
Costs in thousands of dollars

Designs								
#	Code	Code	Station Name	Budget	Prior	FY23	FY24	FY25
1	FY23	ABQ	Albuquerque, NM	$ -	$ -	$ -	$ 300	$ -
2	FY23	ALT	Altoona, PA	$ -	$ -	$ 330	$ 120	$ 1
3	FY23	BON	Boston North, MA	$ 300	$ -	$ 297	$ 3	$ -
4	FY23	CEN	Centralia, IL	$ 741	$ -	$ 383	$ 357	$ 1
5	FY23	CHI	Chicago, IL	$ 620	$ -	$ 363	$ 256	$ 1
6	FY23	CHM	Champaign, IL	$ 466	$ -	$ 274	$ 191	$ 1
7	FY23	CIN	Cincinnati, OH	$ 565	$ -	$ 115	$ 450	$ -
8	FY23	CLE	Cleveland, OH	$ 595	$ -	$ 307	$ 287	$ 1
9	FY23	CSN	Clemson, SC	$ 472	$ -	$ 214	$ 257	$ 1
10	FY23	DIL	Dillon, SC (*)	$ 311	$ -	$ 281	$ 30	$ 0
11	FY23	DLD	Deland, FL	$ 300	$ -	$ 195	$ 104	$ 1
12	FY23	DQN	Du Quion, IL	$ 309	$ -	$ 204	$ 105	$ 0
13	FY23	ELY	Elyria, OH	$ 1,091	$ -	$ 344	$ 746	$ 2
14	FY23	ERI	Erie, PA	$ 300	$ -	$ 119	$ 181	$ 0
15	FY23	GCK	Garden City, KS	$ 268	$ -	$ 134	$ 134	$ 0
16	FY23	GLP	Gallup, NM	$ 405	$ -	$ 136	$ 269	$ 1
17	FY23	HFD	Hartford, CT	$ 295	$ -	$ 100	$ 194	$ 0
18	FY23	HUN	Huntington, WV (*)	$ 295	$ -	$ 100	$ 194	$ 0
19	FY23	JSP	Jesup, GA	$ 335	$ -	$ 123	$ 212	$ 0
20	FY23	KEL	Kelso-Longview, WA	$ 300	$ -	$ 105	$ 194	$ 0
21	FY23	KKI	Kankakee, IL	$ 510	$ -	$ 177	$ 332	$ 1
22	FY23	KTR	Kingstree, SC	$ 300	$ -	$ 105	$ 194	$ 0
23	FY23	LAX	Los Angeles, CA	$ 237	$ -	$ 122	$ 115	$ -
24	FY23	LEW	Lewistown, PA	$ 597	$ -	$ 181	$ 416	$ 1
25	FY23	LSE	LaCrosse, WI	$ 300	$ -	$ 111	$ 188	$ 0
26	FY23	LYH	Lynchburg, VA	$ 300	$ -	$ 90	$ 210	$ 0
27	FY23	MSS	Manassas, VA	$ 262	$ -	$ 86	$ 176	$ 0
28	FY23	NOR	Norman, OK	$ 284	$ -	$ 67	$ 204	$ 13
29	FY23	PAR	Parkesburg, PA	$ 300	$ -	$ 69	$ 230	$ 1
30	FY23	PDX	Portland, OR	$ 300	$ -	$ 148	$ 152	$ 0
31	FY23	PSC	Pasco, WA	$ 612	$ -	$ 219	$ 391	$ 1
32	FY23	SDY	Schenectady, NY	$ 300	$ -	$ 141	$ 158	$ 0
33	FY23	SKY	Sandusky, OH	$ 332	$ -	$ 127	$ 205	$ 0
34	FY23	SLM	Salem, OR (*)	$ 353	$ -	$ 136	$ 217	$ 0
35	FY23	SPI	Springfield, IL	$ 300	$ -	$ 33	$ -	$ 267
36	FY23	SUI	Suisun, CA	$ 300	$ -	$ 132	$ 168	$ 0
37	FY23	TXA	Texarkana, AR	$ 50	$ -	$ 50	$ -	$ -
38	FY23	VAN	Vancouver, WA	$ 300	$ -	$ 127	$ 172	$ 0
39	FY23	WDL	Wisconsin Dells, WI	$ 381	$ 2	$ 254	$ 126	$ 0
40	FY23	WEN	Wenatchee, WA	$ 683	$ -	$ 253	$ 430	$ 1
41	FY23	WIP	Winter Park/Fraser, CO	$ 776	$ 1	$ 231	$ 543	$ 1
42	FY23	WTH	Winter Haven, FL	$ 300	$ -	$ 113	$ 187	$ 0
Total Cost Estimate				$ 16,045	$ 3	$ 7,095	$ 9,398	$ 302

Designs								
#	Code	Code	Station Name	Budget	Prior	FY23	FY24	FY25
1	PP	BTL	Battle Creek, MI	$ 300	$ -	$ -	$ 186	$ 114
2	PP	EUG	Eugene, OR	$ 300	$ -	$ -	$ 187	$ 113
3	PP	MHL	Marshall, TX	$ 100	$ -	$ -	$ 100	$ -
4	PP	WIN	Winona, MN	$ 300	$ -	$ -	$ 182	$ 118
Total Cost Estimate				$ 1,000	$ -	$ -	$ 655	$ 345

Construction / Deployments / ABT Currently in Progress

Construction									
#	Plan Year	Code	Station Name	Budget	Prior Yrs	FY23	FY24	FY25	FY26
1	FY20	FMT	Fremont, CA	$ 2,638	$ 1,086	$ 1,551	$ -	$ -	$ -
2	FY20	HAY	Hayward, CA	$ 3,853	$ 1,501	$ 2,352	$ -	$ -	$ -
3	FY20	MTZ	Martinez, CA	$ 5,524	$ 3,902	$ 1,622	$ -	$ -	$ -
4	FY21	DVL	Devils Lake, ND (*)	$ 2,540	$ 731	$ 1,216	$ 593	$ -	$ -
5	FY21	FAR	Fargo, ND (*)	$ 2,882	$ 1,561	$ 1,321	$ -	$ -	$ -
6	FY21	GRI	Green River, UT (*)	$ 2,118	$ 998	$ 1,121	$ -	$ -	$ -
7	FY21	JEF	Jefferson City, MO (*)	$ 1,333	$ 274	$ 1,059	$ -	$ -	$ -
8	FY21	RLN	Rocklin, CA (*)	$ 4,104	$ 37	$ 1,429	$ 2,637	$ -	$ -
9	FY21	WAR	Warrensburg, MO (*)	$ 1,915	$ 1,877	$ 38	$ -	$ -	$ -
10	FY21	WIH	Wishram, WA	$ 476	$ 221	$ 255	$ -	$ -	$ -
11	FY21	WTN	Williston, ND (*)	$ 6,997	$ 1,636	$ 1,306	$ 4,055	$ -	$ -
12	FY22	ALY	Albany, OR (*)	$ 5,184	$ 473	$ 2,793	$ 1,918	$ -	$ -
13	FY22	BNG	Bingen-White Salmon, WA	$ 1,941	$ 1,291	$ 651	$ -	$ -	$ -
14	FY22	BRL	Burlington, IA	$ 10,372	$ 1,699	$ 2,931	$ 5,119	$ 623	$ -
15	FY22	CAM	Camden, SC (*)	$ 3,496	$ 0	$ 130	$ 3,224	$ 142	$ -
16	FY22	CBS	Columbus, WI (*)	$ 3,393	$ -	$ 310	$ 2,909	$ 174	$ -
17	FY22	COI	Connersville, IN (*)	$ 1,181	$ 201	$ 980	$ -	$ -	$ -
18	FY22	DRT	Del Rio, TX	$ 2,888	$ 284	$ 2,604	$ -	$ -	$ -
19	FY22	DUN	Dunsmuir, CA	$ 7,819	$ 347	$ 395	$ 4,942	$ 2,135	$ -
20	FY22	EPH	Ephrata, WA	$ 3,222	$ 150	$ 964	$ 2,107	$ -	$ -
21	FY22	GPK	East Glacier Park, MT (*)	$ 5,359	$ 1,038	$ 2,045	$ 2,275	$ -	$ -
22	FY22	GRV	Greenville, SC (*)	$ 4,103	$ -	$ 2,369	$ 1,734	$ -	$ -
23	FY22	HAS	Hastings, NE	$ 3,149	$ 235	$ 2,720	$ 194	$ -	$ -
24	FY22	HAV	Havre, MT (*)	$ 5,617	$ 1,866	$ 2,848	$ 903	$ -	$ -
25	FY22	HFD	Hartford, CT	$ 200	$ -	$ 200	$ -	$ -	$ -
26	FY22	TRE	Trenton, NJ	$ -		$ -	$ -	$ -	$ -
27	FY22	SYR	Syracuse, NY	$ -		$ -	$ -	$ -	$ -
28	FY22	HER	Helper, UT (*)	$ 2,743	$ 816	$ 1,927	$ -	$ -	$ -
29	FY22	HLD	Holdrege, NE	$ 2,517	$ 573	$ 1,945	$ -	$ -	$ -
30	FY22	NBN	Newbern-Dyersburg, TN	$ 2,419	$ 65	$ 2,354	$ -	$ -	$ -
31	FY22	ONA	Ontario, CA	$ 761	$ 740	$ 21	$ -	$ -	$ -
32	FY22	OTM	Ottumwa, IA	$ 12,351	$ 839	$ 4,758	$ 6,238	$ 515	$ -
33	FY22	RUG	Rugby, ND (*)	$ 5,798	$ 1,623	$ 3,577	$ 598	$ -	$ -
34	FY22	TOH	Tomah, WI (*)	$ 2,216	$ -	$ 979	$ 1,237	$ -	$ -
35	FY22	WGL	West Glacier, MT	$ 2,790	$ -	$ 791	$ 1,653	$ 346	$ -
36	FY22	WIL	Wilmington	$ 758	$ -	$ 758	$ -	$ -	$ -
37	FY22	WSP	Westport, NY	$ 2,139	$ 592	$ 1,547	$ -	$ -	$ -
38	FY22	YAZ	Yazoo City, MS	$ 3,355	$ 1,995	$ 1,360	$ -	$ -	$ -
39	FY23	BAR	Barstow, CA	$ 6,000	$ -	$ 38	$ 1,920	$ 3,626	$ 416
40	FY23	BRA	Brattleboro, VT - Station	$ 5,000	$ -	$ 129	$ 3,288	$ 1,583	$ -
41	FY23	BYN	Bryan, OH	$ 4,608	$ -	$ 123	$ 4,466	$ 19	$ -
42	FY23	COX	Colfax, CA	$ 2,000	$ -	$ -	$ 1,696	$ 304	$ -
43	FY23	CTL	Centralia, WA	$ 5,100	$ -	$ 1,439	$ 2,862	$ 800	$ -
44	FY23	DEM	Deming, NM	$ 1,200	$ -	$ -	$ 1,080	$ 120	$ -
45	FY23	DNK	Denmark, SC	$ 2,692	$ -	$ 90	$ 2,352	$ 250	$ -
46	FY23	ELT	Elizabethtown, PA	$ 500	$ -	$ -	$ -	$ -	$ 500
47	FY23	FAY	Fayetteville, NC	$ 3,540	$ -	$ 295	$ 813	$ 2,433	$ -
48	FY23	FMG	Fort Morgan, CO	$ 3,000	$ -	$ 145	$ 2,182	$ 673	$ -
49	FY23	FTN	Fulton, KY	$ 1,425	$ -	$ 1,425	$ -	$ -	$ -
50	FY23	GAC	Santa Clara - Great America	$ 4,500	$ -	$ 438	$ 1,907	$ 2,154	$ -
51	FY23	GNS	Gainesville, GA (*)	$ 1,500	$ -	$ 1,099	$ 401	$ -	$ -
52	FY23	GRA	Granby, CO	$ 1,950	$ -	$ 562	$ 1,388	$ -	$ -
53	FY23	GSC	Glenwood Springs, CO	$ 2,640	$ -	$ -	$ 1,049	$ 1,591	$ -
54	FY23	HGD	Huntingdon, PA (*)	$ 1,200	$ -	$ 1,200	$ -	$ -	$ -
55	FY23	KCY	Kansas City, MO	$ 7,750	$ -	$ 407	$ 2,360	$ 4,368	$ 615
56	FY23	KFS	Klamath Falls, OR	$ 7,836	$ -	$ 487	$ 1,968	$ 4,591	$ 790
57	FY23	KWD	Kirkwood, MO	$ 6,380	$ -	$ 619	$ 714	$ 3,081	$ 1,966
58	FY23	LAB	Latrobe, PA	$ 1,700	$ -	$ -	$ 745	$ 955	$ -
59	FY23	LAJ	La Junta, CO	$ 3,000	$ -	$ 1,323	$ 1,677	$ -	$ -
60	FY23	LDB	Lordsburg, NM	$ 1,200	$ -	$ 1,200	$ -	$ -	$ -
61	FY23	LFT	Lafayette, LA	$ 1,500	$ -	$ 1,500	$ -	$ -	$ -
62	FY23	LMY	Lamy, NM (*)	$ 4,750	$ -	$ 262	$ 1,871	$ 2,617	$ -
63	FY23	LNC	Lancaster, PA	$ 400	$ -	$ 400	$ -	$ -	$ -
64	FY23	LOD	Lodi, CA	$ 500	$ -	$ -	$ 500	$ -	$ -
65	FY23	MAY	Maysville, KY (*)	$ 1,800	$ -	$ 1,126	$ 674	$ -	$ -
66	FY23	MCB	McComb, MS	$ 5,400	$ -	$ 1,051	$ 3,765	$ 585	$ -
67	FY23	MIA	Miami, FL	$ 1,200	$ -	$ -	$ 1,200	$ -	$ -
68	FY23	MPR	Montpelier, VT	$ 2,429	$ -	$ 932	$ 1,498	$ -	$ -
69	FY23	MTP	Mt. Pleasant, IA (*)	$ 4,500	$ -	$ 1,211	$ 3,047	$ 243	$ -
70	FY23	NLS	Niles, MI (*)	$ 8,000	$ -	$ 1,116	$ 570	$ 2,820	$ 3,494
71	FY23	ORC	Oregon City, OR	$ 1,050	$ -	$ 1,050	$ -	$ -	$ -
72	FY23	PLB	Plattsburgh, NY	$ 2,025	$ -	$ 4	$ 1,926	$ 96	$ -
73	FY23	PLO	Plano, IL	$ 4,600	$ -	$ -	$ 1,614	$ 2,986	$ -
74	FY23	POS	Pomona, CA	$ 1,500	$ -	$ 1,196	$ 304	$ -	$ -
75	FY23	PRC	Prince, WV (*)	$ 6,880	$ -	$ 311	$ 2,264	$ 4,038	$ 267
76	FY23	PSN	Palm Springs, CA	$ 1,200	$ -	$ 630	$ 570	$ -	$ -
77	FY23	RAT	Raton, NM (*)	$ 1,500	$ -	$ 1,448	$ 52	$ -	$ -
78	FY23	RDW	Red Wing, MN (*)	$ 5,940	$ -	$ 666	$ 90	$ 3,583	$ 1,601
79	FY23	RMT	Rocky Mount, NC	$ 4,461	$ -	$ 1,388	$ 3,073	$ -	$ -
80	FY23	RIC	Richmond, CA	$ 3,000	$ -	$ 935	$ 2,065	$ -	$ -
81	FY23	SCD	St Cloud, MN (*)	$ 1,200	$ -	$ 130	$ 1,070	$ -	$ -
82	FY23	SDL	Slidell, LA	$ 1,200	$ -	$ 176	$ 1,024	$ -	$ -
83	FY23	SNS	Salinas, CA	$ 3,600	$ -	$ 1,044	$ 2,556	$ -	$ -
84	FY23	SPT	Sandpoint, ID	$ 2,050	$ -	$ -	$ 1,783	$ 267	$ -
85	FY23	STN	Stanley, ND (*)	$ 1,200	$ -	$ 1,200	$ -	$ -	$ -
86	FY23	TCL	Tuscaloosa, AL	$ 1,200	$ -	$ -	$ 1,071	$ 129	$ -
87	FY23	TRI	Trinidad, CO	$ 250	$ -	$ 240	$ 10	$ -	$ -
88	FY23	TRU	Truckee, CA	$ 1,800	$ -	$ 1,298	$ 502	$ -	$ -
89	FY23	VRV	Victorville, CA	$ 1,500	$ -	$ 1,500	$ -	$ -	$ -
90	FY23	WLO	Winslow, AZ	$ 7,500	$ -	$ 397	$ 2,479	$ 4,287	$ 336
91	FY23	WSS	White Sulphur Springs, WV	$ 3,390	$ -	$ -	$ 2,552	$ 838	$ -
Total Cost Estimate				$ 292,395	$ 28,649	$ 87,454	$ 113,333	$ 52,973	$ 9,985

Note: * - Phase 2 Platform project
Costs in thousands of dollars

PIDS Deployments							
#	Plan Year	Code	Station Name	Budget	Prior Yrs	FY23	FY24
1	FY19	CHI	Chicago - Union Station, IL	$ 8,636	$ 5,039	$ 1,477	$ 2,120
2	FY23	PGH	Pittsburgh, PA	$ 433	$ -	$ 174	$ 260
3	FY23	FTW	Fort Worth, TX	$ 1,138	$ -	$ 497	$ 641
4	FY23	PDX	Portland, OR	$ 770	$ -	$ 297	$ 473
5	FY23	CVS	Charlottesville, VA	$ 850	$ -	$ 206	$ 645
6	FY23	FAY	Fayetteville, NC	$ 494	$ -	$ 260	$ 234
7	FY23	SPI	Springfield, IL	$ 320	$ -	$ -	$ 320
Total Cost Estimate				$ 12,642	$ 5,039	$ 2,910	$ 4,693

Accessible Boarding Technologies							
#	Code	Desc	Budget	Prior Yrs	FY23	FY24	FY25
1	DWN	Downeaster Bridge Plates	$ 919	$ 649	$ 270	$ -	$ -
2	RAMP	Surfliner/Superliner Ramps	$ 4,156	$ 1,136	$ 974	$ 1,169	$ 877
3	REG	Regional Bridgeplates	$ 1,874	$ 1,507	$ 107	$ 260	
4	ACELA	Acela Bridgeplates	$ 836	$ 728	$ -	$ 108	
5	HOLD	Bridge Plate Holders	$ 1,508	$ 1,273	$ 53	$ 182	
Total Cost Estimate			$ 9,293	$ 5,293	$ 1,404	$ 1,719	$ 877

Projects Commencing in FY24

Designs					
#	Code	Station Name	Budget	FY24	FY25
1	ACD	Arcadia, MO	$ 300	$ 140	$ 160
2	ALI	Albion, MI	$ 300	$ 140	$ 160
3	BEL	Bellingham, WA	$ 300	$ 140	$ 160
4	BLF	Bellows Falls, VT	$ 300	$ 140	$ 160
5	CDL	Carbondale, IL	$ 300	$ 140	$ 160
6	CIC	Chico, CA	$ 300	$ 140	$ 160
7	CLB	Columbia, SC	$ 300	$ 140	$ 160
8	CLF	Clifton Forge, VA (*)	$ 300	$ 140	$ 160
9	CML	Camarillo, CA	$ 300	$ 140	$ 160
10	COC	Corcoran, CA	$ 300	$ 140	$ 160
11	CPN	Carpinteria, CA	$ 300	$ 140	$ 160
12	DRD	Durand, MI	$ 300	$ 140	$ 160
13	EDM	Edmonds, WA	$ 300	$ 140	$ 160
14	EKH	Elkhart, IN	$ 300	$ 140	$ 160
15	ESM	Essex, MT	$ 300	$ 140	$ 160
16	EVR	Everett, WA	$ 300	$ 140	$ 160
17	FNO	Fresno, CA	$ 300	$ 140	$ 160
18	GBB	Galesburg, IL	$ 300	$ 140	$ 160
19	GJT	Grand Junction, CO	$ 300	$ 140	$ 160
20	GTA	Goleta, CA	$ 300	$ 140	$ 160
21	GVB	Grover Beach, CA	$ 300	$ 140	$ 160
22	HHL	Haverhill, MA	$ 300	$ 140	$ 160
23	HNF	Hanford, CA	$ 300	$ 140	$ 160
24	KEE	Kewanee, IL	$ 300	$ 140	$ 160
25	KIN	Kingston, RI	$ 300	$ 140	$ 160
26	KNG	Kingman, AZ	$ 300	$ 140	$ 160
27	LAF	Lafayette, IN	$ 300	$ 140	$ 160
28	LAG	La Grange, IL	$ 300	$ 140	$ 160
29	LNS	East Lansing, MI	$ 300	$ 137	$ 163
30	LPE	Lapeer, MI	$ 300	$ 140	$ 160
31	MCD	Merced, CA	$ 300	$ 140	$ 160
32	MDT	Mendota, IL	$ 300	$ 140	$ 160
33	MOD	Modesto, CA	$ 300	$ 140	$ 160
34	MOT	Minot, ND	$ 300	$ 98	$ 202
35	MVW	Mount Vernon, WA	$ 300	$ 140	$ 160
36	MYS	Mystic, CT	$ 300	$ 140	$ 160
37	OLW	Olympia/Lacey, WA	$ 300	$ 140	$ 160
38	OXN	Oxnard, CA	$ 300	$ 140	$ 160
39	PBF	Poplar Bluff, MO	$ 300	$ 140	$ 160
40	PCT	Princeton, IL	$ 300	$ 140	$ 160
41	PRB	Paso Robles, CA	$ 300	$ 140	$ 160
42	ROM	Rome, NY	$ 300	$ 140	$ 160
43	RSV	Roseville, CA	$ 300	$ 140	$ 160
44	SAN	San Diego, CA	$ 300	$ 140	$ 160
45	SBA	Santa Barbara, CA	$ 300	$ 140	$ 160
46	SEA	Seattle (King St. Station),	$ 300	$ 140	$ 160
47	SJM	St. Joseph, MI	$ 300	$ 140	$ 160
48	SMT	Summit, IL	$ 300	$ 140	$ 160
49	SOB	South Bend, IN	$ 300	$ 140	$ 160
50	SPG	Springfield, MA	$ 300	$ 140	$ 160
51	TUK	Tukwila, WA	$ 300	$ 140	$ 160
52	UCA	Utica, NY	$ 300	$ 140	$ 160
53	VEC	Ventura, CA	$ 300	$ 140	$ 160
54	WAC	Wasco, CA	$ 300	$ 140	$ 160
55	WBG	Williamsburg, VA	$ 300	$ 140	$ 160
56	WFH	Whitefish, MT	$ 300	$ 140	$ 160
57	WTI	Waterloo, IN	$ 300	$ 140	$ 160
58	YEM	Yemassee, SC	$ 300	$ 140	$ 160
59	CRN	Creston, IA	$ 300	$ 140	$ 160
Total Cost Estimate			$ 17,700	$ 8,195	$ 9,505

Construction							
#	Code	Station Name	Budget	FY24	FY25	FY26	FY27
1	ADM	Ardmore, OK	$ 800	$ 800	$ -	$ -	$ -
2	ATN	Anniston, AL	$ 2,300	$ 15	$ 2,285	$ -	$ -
3	BWI	BWI Airport, MD	$ 2,000	$ 419	$ 1,368	$ 213	$ -
4	DLK	Detroit Lakes, MN (*)	$ 1,800	$ 314	$ 1,486	$ -	$ -
5	ESX	Essex Junction, VT Ph 2	$ 2,500	$ 2,500	$ -	$ -	$ -
6	FLO	Florence, SC (*)	$ 4,000	$ 1,298	$ 2,702	$ -	$ -
7	GGW	Glasgow, MT (*)	$ 1,500	$ 142	$ 1,287	$ 71	$ -
8	GNB	Greensburg, PA	$ 4,975	$ 352	$ 2,925	$ 1,698	$ -
9	HAM	Hamlet, NC	$ 500	$ 500	$ -	$ -	$ -
10	JAN	Jackson, MS	$ 9,600	$ 663	$ 3,348	$ 4,587	$ 1,002
11	JST	Johnstown, PA	$ 10,000	$ 399	$ 2,957	$ 5,017	$ 1,627
12	LMR	Lamar, CO	$ 1,500	$ 1,356	$ 144	$ -	$ -
13	MEI	Meridian, MS	$ 9,200	$ 635	$ 3,209	$ 4,396	$ 960
14	NIB	New Iberia, LA	$ 1,950	$ 271	$ 1,534	$ 145	$ -
15	OSB	Old Saybrook, CT	$ 450	$ 450	$ -	$ -	$ -
16	OSC	Osceola, IA	$ 1,800	$ 224	$ 1,501	$ 75	$ -
17	PTH	Port Huron, MI (*)	$ 5,000	$ 513	$ 4,262	$ 225	$ -
18	PUR	Purcell, OK	$ 1,825	$ 847	$ 978	$ -	$ -
19	PVL	Pauls Valley, OK	$ 2,000	$ 249	$ 1,668	$ 83	$ -
20	ROY	Royal Oak, MI (*)	$ 1,800	$ 353	$ 1,447	$ -	$ -
21	SCH	Schriever, LA	$ 1,350	$ 1,228	$ 122	$ -	$ -
22	SNC	San Juan Capistrano, CA	$ 75	$ 75	$ -	$ -	$ -
23	SPL	Staples, MN (*)	$ 1,800	$ 484	$ 1,316	$ -	$ -
Total Cost Estimate			$ 68,725	$ 14,087	$ 34,539	$ 16,511	$ 3,588

Note: * - Phase 2 Platform project
Costs in thousands of dollars

Projects Commencing in FY25

Construction							
#	Code	Station Name	Budget	FY25	FY26	FY27	FY28
1	ABQ	Albuquerque, NM	$ 500	$ 500	$ -	$ -	$ -
2	AMS	Amsterdam, NY	$ 1,600	$ 404	$ 1,196	$ -	$ -
3	ARK	Arkadelphia, AR	$ 475	$ 475	$ -	$ -	$ -
4	AUS	Austin, TX	$ 10,000	$ 2,166	$ 7,834	$ -	$ -
5	BHM	Birmingham, AL	$ 1,350	$ 823	$ 527	$ -	$ -
6	BTL	Battle Creek, MI	$ 9,000	$ 8,200	$ 800	$ -	$ -
7	BUF	Buffalo-Depew, NY	$ 1,800	$ 536	$ 1,264	$ -	$ -
8	CEN	Centralia, IL	$ 4,100	$ 787	$ 3,313	$ -	$ -
9	CSN	Clemson, SC	$ 5,000	$ 4,864	$ 136	$ -	$ -
10	CVS	Charlottesville, NC	$ 1,800	$ 783	$ 1,017	$ -	$ -
11	DIL	Dillon, SC (*)	$ 6,000	$ 6,000	$ -	$ -	$ -
12	DLD	Deland, FL	$ 3,025	$ 3,025	$ -	$ -	$ -
13	DOA	Dowagiac	$ 1,500	$ 1,500	$ -	$ -	$ -
14	DQN	Du Quion, IL	$ 125	$ 88	$ 37	$ -	$ -
15	ELY	Elyria, OH	$ 6,000	$ 1,085	$ 2,867	$ 2,048	$ -
16	ERI	Erie, PA	$ 3,000	$ 542	$ 1,434	$ 1,024	$ -
17	EUG	Eugene-Springfield, OR (*)	$ 8,930	$ 2,530	$ 6,400	$ -	$ -
18	FUL	Fullerton, CA	$ 3,150	$ 3,150	$ -	$ -	$ -
19	GCK	Garden City, KS	$ 3,300	$ 2,651	$ 649	$ -	$ -
20	GLP	Gallup, NM	$ 1,800	$ 1,446	$ 354	$ -	$ -
21	HBG	Hattiesburg, MS	$ 1,800	$ 1,800	$ -	$ -	$ -
22	HMD	Hammond, LA	$ 1,800	$ 1,616	$ 184	$ -	$ -
23	HUN	Huntington, WV (*)	$ 3,240	$ 2,603	$ 637	$ -	$ -
24	JAX	Jacksonville, FL	$ 1,800	$ 334	$ 890	$ 576	$ -
25	KEL	Kelso-Longview, WA	$ 9,200	$ 2,977	$ 5,763	$ 460	$ -
26	LEE	Lees Summit, MO	$ 6,530	$ 6,530	$ -	$ -	$ -
27	LRK	Little Rock, AR	$ 1,275	$ 1,258	$ 17	$ -	$ -
28	LSE	LaCrosse, WI	$ 3,090	$ 899	$ 1,908	$ 283	$ -
29	LSV	Las Vegas, NM	$ 1,800	$ 1,800	$ -	$ -	$ -
30	MAL	Malta, MT (*)	$ 1,200	$ 1,200	$ -	$ -	$ -
31	MIN	Mineola, TX	$ 6,000	$ 2,947	$ 3,053	$ -	$ -
32	MRC	Maricopa, AZ	$ 4,000	$ 4,000	$ -	$ -	$ -
33	NEW	Newton, KS (*)	$ 7,000	$ 274	$ 2,057	$ 3,513	$ 1,156
34	NLC	New London, CT	$ 2,815	$ 480	$ 1,290	$ 1,040	$ 5
35	PDX	Portland, OR	$ 1,800	$ 1,800	$ -	$ -	$ -
36	PSC	Pasco, WA	$ 500	$ 500	$ -	$ -	$ -
37	PVD	Providence, RI	$ 800	$ 800	$ -	$ -	$ -
38	RHI	Rhinecliff, NY	$ 1,975	$ 338	$ 907	$ 728	$ 2
39	RTE	Route 128 (Westwood), MA	$ 2,500	$ 2,500	$ -	$ -	$ -
40	SAV	Savannah, GA (*)	$ 7,600	$ 3,961	$ 3,639	$ -	$ -
41	SED	Sedalia, MO	$ 275	$ 275	$ -	$ -	$ -
42	TAY	Taylor, TX	$ 2,050	$ 2,050	$ -	$ -	$ -
43	TUS	Tucson, AZ	$ 3,600	$ 3,138	$ 462	$ -	$ -
44	VAN	Vancouver, WA	$ 3,450	$ 3,125	$ 325	$ -	$ -
45	WAH	Washington, MO	$ 1,800	$ 1,800	$ -	$ -	$ -
46	WDL	Wisconsin Dells, WI	$ 3,750	$ 3,147	$ 603	$ -	$ -
47	WIN	Winona, MN (*)	$ 1,200	$ 1,200	$ -	$ -	$ -
48	WNR	Walnut Ridge, AR	$ 1,950	$ 1,950	$ -	$ -	$ -
49	WOB	Woburn, MA	$ 4,400	$ 333	$ 2,766	$ 1,301	$ -
50	WTH	Winter Haven, FL	$ 3,600	$ 3,153	$ 447	$ -	$ -
Total Cost Estimate			$ 165,255	$ 100,341	$ 52,778	$ 10,973	$ 1,163

Note: * - Phase 2 Platform project
Costs in thousands of dollars

Projects Commencing in FY26

Construction							
#	Code	Station Name	Budget	FY26	FY27	FY28	FY29
1	ABE	Aberdeen, MD	$ 9,000	$ 2,980	$ 3,005	$ 3,005	$ 11
2	ALI	Albion, MI	$ 1,000	$ 1,000	$ -	$ -	$ -
3	ATL	Atlanta, GA	$ 10,000	$ 6,124	$ 3,876	$ -	$ -
4	BEL	Bellingham, WA	$ 300	$ 300	$ -	$ -	$ -
5	BEN	Benson, AZ	$ 1,350	$ 1,350	$ -	$ -	$ -
6	BLF	Bellows Falls, VT	$ 1,000	$ 1,000	$ -	$ -	$ -
7	BON	Boston North, MA	$ 7,500	$ 565	$ 3,544	$ 3,391	$ -
8	CBR	Cleburne, TX	$ 2,000	$ 1,967	$ 33	$ -	$ -
9	CHI	Chicago, IL	$ 4,500	$ 2,783	$ 1,716	$ -	$ -
10	CRN	Creston IA	$ 2,640	$ 2,640	$ -	$ -	$ -
11	DRD	Durand, MI	$ 2,500	$ 622	$ 1,878	$ -	$ -
12	EKH	Elkhart, IN	$ 3,775	$ 1,099	$ 2,331	$ 344	$ -
13	ELK	Elko, NV	$ 4,350	$ 1,099	$ 2,789	$ 463	$ -
14	EMY	Emeryville, CA	$ 10,000	$ 10,000	$ -	$ -	$ -
15	ESM	Essex, MT	$ 1,800	$ 1,227	$ 573	$ -	$ -
16	FNO	Fresno, CA	$ 6,150	$ 2,834	$ 3,316	$ -	$ -
17	GBB	Galesburg, IL	$ 8,315	$ 3,356	$ 4,959	$ -	$ -
18	HOS	Houston, TX (*)	$ 2,300	$ 2,184	$ 116	$ -	$ -
19	JSP	Jesup, GA	$ 1,800	$ 1,800	$ -	$ -	$ -
20	KEE	Kewanee, IL	$ 2,025	$ 2,025	$ -	$ -	$ -
21	KKI	Kankakee, IL	$ 2,300	$ 2,300	$ -	$ -	$ -
22	KTR	Kingstree, SC	$ 1,200	$ 1,200	$ -	$ -	$ -
23	LAF	Lafayette, IN	$ 1,800	$ 1,800	$ -	$ -	$ -
24	LAG	La Grange, IL	$ 3,850	$ 3,231	$ 619	$ -	$ -
25	LAX	Los Angeles, CA	$ 500	$ 500	$ -	$ -	$ -
26	LEW	Lewistown, PA	$ 2,125	$ 2,125	$ -	$ -	$ -
27	LPE	Lapeer, MI	$ 1,950	$ 1,950	$ -	$ -	$ -
28	MDT	Mendota, IL	$ 2,500	$ 2,339	$ 161	$ -	$ -
29	MHL	Marshall, TX (*)	$ 4,050	$ 2,986	$ 1,064	$ -	$ -
30	MOT	Minot, ND	$ 6,000	$ 470	$ 3,778	$ 1,752	$ -
31	MSS	Manassas, VA	$ 2,075	$ 2,075	$ -	$ -	$ -
32	MVN	Malvern, AR	$ 2,025	$ 2,025	$ -	$ -	$ -
33	MYS	Mystic, CT	$ 3,850	$ 1,121	$ 2,378	$ 351	$ -
34	NOR	Norman, OK	$ 10,000	$ 8,033	$ 1,967	$ -	$ -
35	OKC	Oklahoma City, OK	$ 3,000	$ 3,000	$ -	$ -	$ -
36	OKJ	Oakland Jack London Sq, CA	$ 9,200	$ 1,307	$ 4,053	$ 3,657	$ 183
37	OXN	Oxnard, CA	$ 4,000	$ 3,174	$ 826	$ -	$ -
38	PBF	Poplar Bluff, MO	$ 2,050	$ 1,464	$ 586	$ -	$ -
39	PCT	Princeton, IL	$ 4,100	$ 1,194	$ 2,532	$ 374	$ -
40	PGH	Pittsburgh, PA	$ 6,000	$ 2,925	$ 3,075	$ -	$ -
41	PHN	Philadelphia North, PA	$ 2,000	$ 1,750	$ 250	$ -	$ -
42	SDY	Schenectady, NY	$ 4,615	$ 2,939	$ 1,676	$ -	$ -
43	SKY	Sandusky, OH	$ 2,300	$ 2,300	$ -	$ -	$ -
44	SLM	Salem, OR (*)	$ 3,600	$ 3,153	$ 447	$ -	$ -
45	SMT	Summit, IL	$ 3,600	$ 1,048	$ 2,223	$ 328	$ -
46	SPI	Springfield, IL	$ 2,450	$ 2,450	$ -	$ -	$ -
47	WBG	Williamsburg, VA	$ 2,375	$ 1,220	$ 1,155	$ -	$ -
48	WEN	Wenatchee, WA	$ 1,800	$ 1,800	$ -	$ -	$ -
49	WIP	Winter Park/Fraser, CO	$ 3,750	$ 1,092	$ 2,316	$ 343	$ -
50	WTI	Waterloo, IN	$ 1,800	$ 1,447	$ 353	$ -	$ -
51	YEM	Yemassee, SC	$ 1,800	$ 1,447	$ 353	$ -	$ -
52	YUM	Yuma, AZ	$ 10,000	$ 4,038	$ 5,962	$ -	$ -
Total Cost Estimate			$ 194,970	$ 116,860	$ 63,908	$ 14,008	$ 194

Note: * - Phase 2 Platform project
Costs in thousands of dollars

Projects Commencing in FY27

Construction						
#	Code	Station Name	Budget	FY27	FY28	FY29
1	ACD	Arcadia, MO	$ 1,000	$ 1,000	$ -	$ -
2	ALT	Altoona, PA	$ 3,140	$ 3,072	$ 68	$ -
3	CHM	Champaign, IL	$ 2,640	$ 2,640	$ -	$ -
4	CIC	Chico, CA	$ 750	$ 750	$ -	$ -
5	CIN	Cincinnati, OH	$ 2,640	$ 2,640	$ -	$ -
6	CLB	Columbia, SC	$ 7,105	$ 1,536	$ 3,887	$ 1,682
7	CLE	Cleveland, OH	$ 3,000	$ 3,000	$ -	$ -
8	CML	Camarillo, CA	$ 3,600	$ 1,446	$ 2,154	$ -
9	CPN	Carpinteria, CA	$ 500	$ 500	$ -	$ -
10	GJT	Grand Junction, CO	$ 6,150	$ 1,404	$ 3,512	$ 1,234
11	GTA	Goleta, CA	$ 6,380	$ 1,463	$ 3,641	$ 1,277
12	HFY	Harpers Ferry, WV	$ 6,035	$ 1,171	$ 3,060	$ 1,804
13	HHL	Haverhill, MA	$ 5,314	$ 970	$ 2,563	$ 1,781
14	HNF	Hanford, CA	$ 3,600	$ 1,564	$ 2,036	$ -
15	KIN	Kingston, RI	$ 5,780	$ 1,624	$ 3,538	$ 618
16	KNG	Kingman, AZ	$ 4,000	$ 2,954	$ 1,046	$ -
17	LNS	East Lansing, MI	$ 1,800	$ 1,447	$ 353	$ -
18	LYH	Lynchburg, VA	$ 3,600	$ 3,153	$ 447	$ -
19	MCD	Merced, CA	$ 1,800	$ 1,447	$ 353	$ -
20	OLW	Olympia/Lacey, WA	$ 5,350	$ 2,559	$ 2,791	$ -
21	PAR	Parkesburg, PA	$ 20,000	$ 3,652	$ 9,646	$ 6,702
22	PRB	Paso Robles, CA	$ 2,640	$ 1,633	$ 1,007	$ -
23	ROM	Rome, NY	$ 3,050	$ 1,059	$ 1,916	$ 75
24	SAN	San Diego, CA	$ 400	$ 400	$ -	$ -
25	SAR	Saratoga Springs, NY	$ 4,400	$ 857	$ 3,543	$ -
26	SJM	St. Joseph, MI	$ 1,350	$ 1,350	$ -	$ -
27	SOB	South Bend, IN	$ 6,600	$ 1,473	$ 3,694	$ 1,433
28	SPG	Springfield, MA	$ 7,200	$ 1,357	$ 3,574	$ 2,269
29	SUI	Suisun, CA	$ 4,350	$ 3,057	$ 1,293	$ -
30	VEC	Ventura, CA	$ 2,640	$ 2,640	$ -	$ -
Total Cost Estimate			$ 126,814	$ 53,819	$ 54,121	$ 18,874

Projects Commencing in FY28

Construction					
#	Code	Station Name	Budget	FY28	FY29
1	CDL	Carbondale, IL	$ 2,640	$ 2,640	$ -
2	CLF	Clifton Forge, VA (*)	$ 2,025	$ 851	$ 1,174
3	COC	Corcoran, CA	$ 1,800	$ 1,800	$ -
4	DAV	Davis, CA	$ 14,303	$ 5,728	$ 8,575
5	EDM	Edmonds, WA	$ 200	$ 200	$ -
6	ELP	El Paso, TX	$ 3,750	$ 3,134	$ 616
7	EVR	Everett, WA	$ 3,875	$ 1,440	$ 2,435
8	GLE	Gainesville, TX	$ 1,800	$ 1,800	$ -
9	GVB	Grover Beach, CA	$ 2,790	$ 1,628	$ 1,162
10	MOD	Modesto, CA	$ 4,000	$ 2,055	$ 1,945
11	MVW	Mount Vernon, WA	$ 1,800	$ 1,113	$ 687
12	RSV	Roseville, CA	$ 2,275	$ 1,169	$ 1,106
13	SBA	Santa Barbara, CA	$ 8,900	$ 3,592	$ 5,308
14	SEA	Seattle (King St Station) WA	$ 2,000	$ 1,027	$ 973
15	TUK	Tukwila, WA	$ 3,600	$ 1,337	$ 2,263
16	TXA	Texarkana, AR	$ 1,800	$ 1,800	$ -
17	UCA	Utica, NY	$ 4,850	$ 1,795	$ 3,056
18	WAC	Wasco, CA	$ 2,640	$ 2,640	$ -
19	WFH	Whitefish, MT	$ 150	$ 150	$ -
Total Cost Estimate			$ 65,198	$ 35,899	$ 29,299

Note: Costs in thousands of dollars

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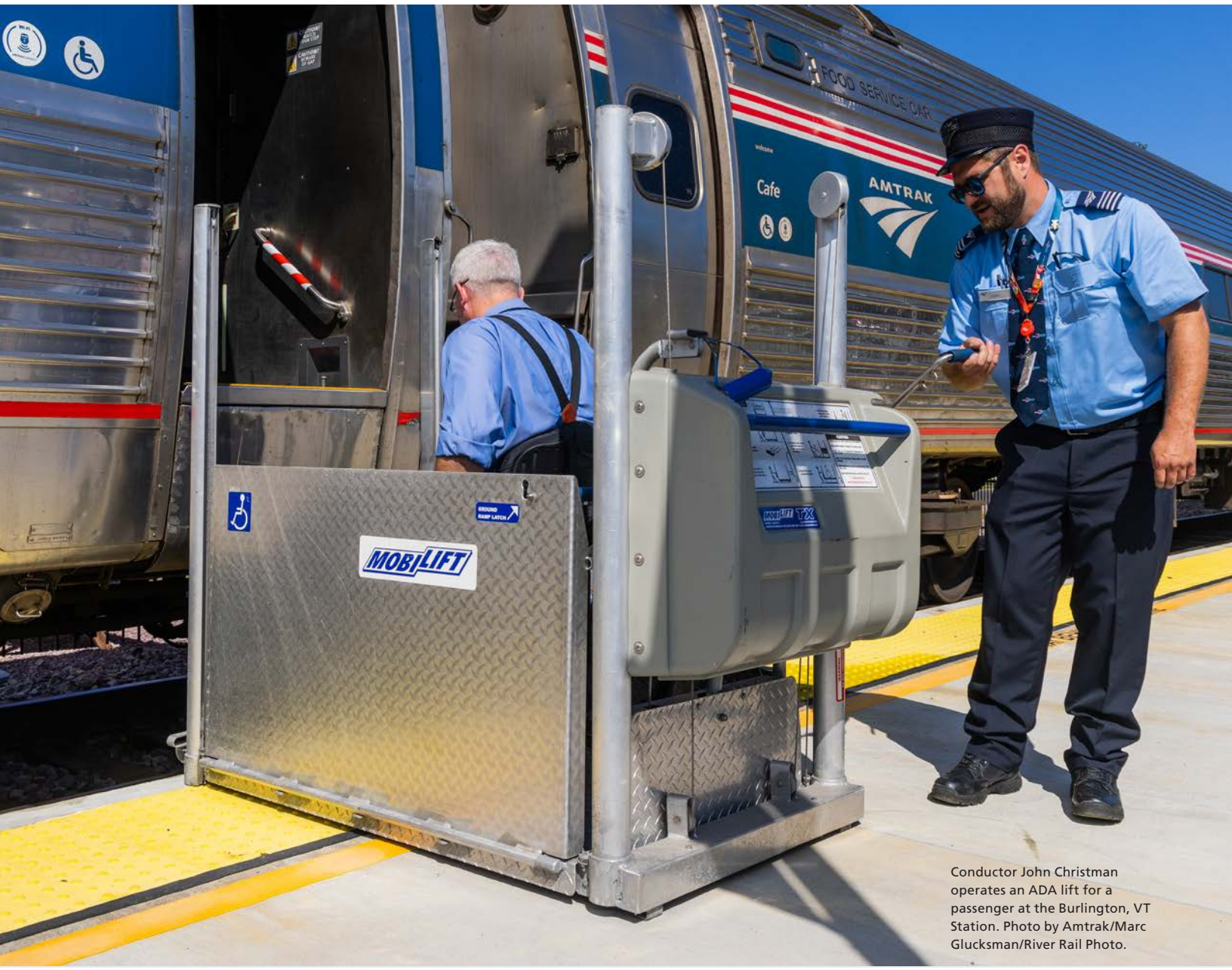
B

List of Top Three Priorities



Conductor John Christman operates an ADA lift for a passenger at the Burlington, VT Station. Photo by Amtrak/Marc Glucksman/River Rail Photo.

Addressing Stations With Known or Potential Train Access Deficiencies

#	Station	Design Status	Projected Design Completion Year	Construction Status	Projected Construction Completion Year
1	Marshall, TX	Complete	FY15	Complete	FY18
2	Clifton Forge, VA	Complete	FY15	Complete	FY19
3	Glenwood Springs, CO	Complete	FY16	Complete	FY19
4	Paoli, PA	Complete	FY16	Complete	FY19
5	Mount Joy, PA	Complete	FY14	Complete	FY19
6	Buffalo - Exchange St., NY	Complete	FY18	Complete	FY21
7	Hazlehurst, MS	Complete	FY19	Complete	FY21
8	Picayune, MS	Complete	FY19	Complete	FY21
9	Gastonia, NC	Complete	FY19	Complete	FY21
10	Toccoa, GA	Complete	FY19	Complete	FY21
11	Sanderson, TX	Complete	FY19	Complete	FY21
12	Ashland, VA	Complete	FY19	Complete	FY21
13	Tyrone, PA	Complete	FY19	Complete	FY21
14	Alderson, WV	Complete	FY19	Complete	FY22
15	Middletown, PA	Complete	FY20	Complete	FY22
16	Crawfordsville, IN	Complete	FY21	Complete	FY22
17	Westerly, RI	Complete	FY18	Complete	FY22
18	Thurmond, WV	Complete	FY21	Complete	FY23
19	Newark, DE	Complete	FY18	In Progress	FY24
20	Ardmore, PA	Complete	FY21	In Progress	FY24
21	McComb, MS	In Progress	FY21	Pending	FY24
22	Latrobe, PA	In Progress	FY21	Pending	FY24
23	Yuma, AZ	In Progress	FY21	Pending	FY27
24	Philadelphia – North, PA	In Progress	FY22	Pending	FY25
25	Elko, NV	In Progress	FY22	Pending	FY27
26	Harpers Ferry, WV	In Progress	FY22	Pending	FY28
27	Aberdeen, MD	In Progress	FY23	Pending	FY29
28	Parkesburg, PA	In Progress	FY24	Pending	FY26
29	Coatesville, PA	In Progress	FY24	Pending	FY25
30	Downingtown, PA	In Progress	FY24	Pending	TBD

3rd Party Supported Project

Addressing Stations With Known or Potential PIDS Deficiencies

#	Station	Design Status	Projected Design Completion Year	Deployment Status	Projected Deployment Completion Year
1	Aberdeen, MD	Complete	FY12	Complete	FY12
2	Bloomington - Normal, IL	Complete	FY11	Complete	FY12
3	New Carrolton, MD	Complete	FY12	Complete	FY12
4	Wilmington, DE	Complete	FY12	Complete	FY12
5	Baltimore, MD	Complete	FY13	Complete	FY14
6	Denver, CO	Complete	FY14	Complete	FY14
7	Minot, ND	Complete	FY13	Complete	FY14
8	Anaheim, CA	Complete	FY14	Complete	FY15
9	Dearborn, MI	Complete	FY14	Complete	FY15
10	Fargo, ND	Complete	FY14	Complete	FY15
11	East Glacier Park, MT	Complete	FY14	Complete	FY15
12	Glenwood Springs, CO	Complete	FY14	Complete	FY15
13	Huntington, WV	Complete	FY15	Complete	FY15
14	Johnstown, PA	Complete	FY14	Complete	FY15
15	Marshall, TX	Complete	FY14	Complete	FY15
16	Norfolk, VA	Complete	FY14	Complete	FY15
17	Davis, CA	Complete	FY15	Complete	FY15
18	Savannah, GA	Complete	FY14	Complete	FY15
19	Tuscaloosa, AL	Complete	FY14	Complete	FY15
20	Washington, DC	Complete	FY13	Complete	FY15
21	Florence, SC	Complete	FY15	Complete	FY16
22	Greenville, SC	Complete	FY15	Complete	FY16
23	Lorton (Auto Train), VA	Complete	FY13	Complete	FY16
24	Prince, WV	Complete	FY14	Complete	FY16
25	Providence, RI	Complete	FY13	Complete	FY16
26	Route 128 - Westwood, MA	Complete	FY13	Complete	FY16
27	Shelby, MT	Complete	FY14	Complete	FY16
28	Seattle - King St. Station, WA	Complete	FY15	Complete	FY16
29	Sanford (Auto Train), FL	Complete	FY13	Complete	FY16
30	Klamath Falls, OR	Complete	FY17	Complete	FY17

3rd Party Supported Project

#	Station	Design Status	Projected Design Completion Year	Deployment Status	Projected Deployment Completion Year
31	Meriden, CT	Complete	FY17	Complete	FY17
32	Portland, ME	Complete	FY17	Complete	FY17
33	Rochester, NY	Complete	FY14	Complete	FY17
34	Saco, ME	Complete	FY17	Complete	FY17
35	Tukwila, WA	Complete	FY17	Complete	FY17
36	Wallingford, CT	Complete	FY17	Complete	FY17
37	Waterloo, IN	Complete	FY16	Complete	FY17
38	Albany - Rensselaer, NY	Complete	FY14	Complete	FY18
39	Austin, TX	Complete	FY17	Complete	FY18
40	Berlin, CT	Complete	FY17	Complete	FY18
41	Burlington, NC	Complete	FY17	Complete	FY18
42	Brunswick, ME	Complete	FY17	Complete	FY18
43	Carlinville, IL	Complete	FY17	Complete	FY18
44	Cary, NC	Complete	FY17	Complete	FY18
45	Durham, NC	Complete	FY17	Complete	FY18
46	Eugene - Springfield, OR	Complete	FY17	Complete	FY18
47	Freeport, ME	Complete	FY17	Complete	FY18
48	Havre, MT	Complete	FY17	Complete	FY18
49	Houston, TX	Complete	FY17	Complete	FY18
50	Jacksonville, FL	Complete	FY15	Complete	FY18
51	La Junta, CO	Complete	FY17	Complete	FY18
52	New London, CT	Complete	FY17	Complete	FY18
53	Old Orchard Beach, ME	Complete	FY17	Complete	FY18
54	Orlando, FL	Complete	FY18	Complete	FY18
55	Raleigh, NC	Complete	FY17	Complete	FY18
56	Richmond - Staples Mill Road, VA	Complete	FY15	Complete	FY18
57	Schenectady, NY	Complete	FY17	Complete	FY18
58	Salem, OR	Complete	FY17	Complete	FY18
59	Tacoma, WA	Complete	FY17	Complete	FY18
60	Tampa, FL	Complete	FY17	Complete	FY18

3rd Party Supported Project

#	Station	Design Status	Projected Design Completion Year	Deployment Status	Projected Deployment Completion Year
61	Wells, ME	Complete	FY17	Complete	FY18
62	Williston, ND	Complete	FY17	Complete	FY18
63	Charleston, SC	Complete	FY18	Complete	FY18
64	Winter Haven, FL	Complete	FY17	Complete	FY19
65	Alexandria, VA	Complete	FY18	Complete	FY19
66	Fredericksburg, VA	Complete	FY18	Complete	FY19
67	Omaha, NE	Complete	FY17	Complete	FY19
68	BWI Marshall Airport, MD	Complete	FY17	Complete	FY20
69	Carbondale, IL	Complete	FY17	Complete	FY20
70	Kingston, RI	Complete	FY17	Complete	FY20
71	Olympia/Lacey, WA	Complete	FY17	Complete	FY20
72	Philadelphia-30th Street Station, PA	Complete	FY15	Complete	FY20
73	Old Saybrook, CT	Complete	FY17	Complete	FY21
74	Rhinecliff, NY	Complete	FY15	Complete	FY21
75	New York - Penn Station, NY	Complete	FY14	Complete	FY21
76	Harrisburg, PA	Complete	FY18	Complete	FY22
77	Lancaster, PA	Complete	FY17	Complete	FY22
78	Chicago - Union Station, IL	Complete	FY17	In Progress	FY24
79	Albany, OR	Complete	FY18	Complete	FY22
80	Battle Creek, MI	Complete	FY18	Complete	FY21
81	Grand Junction, CO	Complete	FY18	Complete	FY22
82	Longview, TX	Complete	FY18	Complete	FY22
83	Everett, WA	Complete	FY18	Complete	FY22
84	Kirkwood, MO	Complete	FY18	Complete	FY23
85	Oxnard, CA	Complete	FY18	Complete	FY23
86	Pasco, WA	Complete	FY18	Complete	FY22
87	South Bend, IN	Complete	FY18	Complete	FY22
88	Tucson, AZ	Complete	FY17	Complete	FY23
89	Pittsburgh, PA	Complete	FY19	In Progress	FY23
90	Columbia, SC	Complete	FY19	In Progress	FY23

3rd Party Supported Project

#	Station	Design Status	Projected Design Completion Year	Deployment Status	Projected Deployment Completion Year
91	Charlottesville, VA	Complete	FY19	Pending	FY23
92	Fayetteville, NC	Complete	FY19	In Progress	FY23
93	Hudson, NY	Complete	FY19	Complete	FY23
94	Kansas City, MO	Complete	FY19	Complete	FY23
95	Miami, FL	Complete	FY19	Complete	FY23
96	Newport News, VA	Complete	FY19	Pending	FY23
97	Springfield, IL	Complete	FY19	Pending	FY24
98	Utica, NY	Complete	FY19	In Progress	FY24
99	Williamsburg, VA	Complete	FY19	In progress	FY22
100	Galesburg, IL	Complete	FY20	In Progress	FY23
101	Saratoga Springs, NY	Complete	FY20	In Progress	FY23
102	Lynchburg, VA	Complete	FY21	In Progress	FY24
103	Albuquerque, NM	Complete	FY21	In Progress	FY23
104	Ann Arbor, MI	Complete	FY21	Complete	FY23
105	Bellingham, WA	Complete	FY21	In Progress	FY23
106	Deland, FL	Complete	FY21	Complete	FY23
107	Edmonds, WA	Complete	FY21	Complete	FY23
108	El Paso, TX	Complete	FY21	Complete	FY23
109	Fort Worth, TX	Complete	FY21	In Progress	FY23
110	Jackson, MS	Complete	FY21	In Progress	FY23
111	Kelso-Longview, WA	Complete	FY21	Complete	FY23
112	Portland, OR	Complete	FY21	In Progress	FY23
113	Rocky Mount, NC	Complete	FY21	In Progress	FY24
114	Whitefish, MT	Complete	FY21	In Progress	FY23
115	Wilson, NC	Complete	FY21	In Progress	FY23
116	Buffalo - Depew, NY	Complete	FY21	In Progress	FY24
117	Salinas, CA	Complete	FY21	Complete	FY23
118	Hanford, CA	Cancelled	N/A	Cancelled	N/A
119	Detroit, MI	Complete	FY18	On Hold	TBD
120	Atlanta, GA	Complete	FY19	On Hold	TBD

3rd Party Supported Project

Addressing Stations With Known or Potential Station Access/Amenity Deficiencies

#	Station	Design Status	Projected Design Completion Year	Construction Status	Projected Construction Completion Year
1	Birmingham, AL	Complete	FY15	Complete	FY17
2	Camden, SC	Complete	FY13	Complete	FY15
3	Columbus, WI	Complete	FY14	Complete	FY17
4	Cut Bank, MT	Complete	FY13	Complete	FY17
5	Detroit Lakes, MN	Complete	FY13	Complete	FY17
6	Devils Lake, ND	Complete	FY13	Complete	FY17
7	East Glacier Park, MT	Complete	FY13	Complete	FY14
8	Fargo, ND	Complete	FY14	Complete	FY17
9	Gainesville, GA	Complete	FY13	Complete	FY15
10	Glasgow, MT	Complete	FY14	Complete	FY16
11	Havre, MT	Complete	FY13	Complete	FY15
12	Helper, UT	Complete	FY14	Complete	FY17
13	Huntington, WV	Complete	FY14	Complete	FY16
14	Johnstown, PA	Complete	FY14	Complete	FY18
15	La Junta, CO	Complete	FY14	Complete	FY17
16	Libby, MT	Complete	FY13	Complete	FY17
17	Macomb, IL	Complete	FY15	Complete	FY17
18	Malta, MT	Complete	FY13	Complete	FY15
19	Maysville, KY	Complete	FY16	Complete	FY16
20	McGregor, TX	Complete	FY16	Complete	FY17
21	Mt. Pleasant, IA	Complete	FY14	Complete	FY15
22	Niles, MI	Complete	FY14	Complete	FY16
23	Plattsburgh, NY	Complete	FY17	Complete	FY18
24	Port Huron, MI	Complete	FY16	Complete	FY17
25	Prince, WV	Complete	FY13	Complete	FY16
26	Raton, NM	Complete	FY15	Complete	FY17
27	Red Wing, MN	Complete	FY13	Complete	FY16
28	Rochester, NY	Complete	FY15	Complete	FY17
29	Rugby, ND	Complete	FY13	Complete	FY16
30	Savannah, GA	Complete	FY13	Complete	FY15

3rd Party Supported Project

#	Station	Design Status	Projected Design Completion Year	Construction Status	Projected Construction Completion Year
31	St. Cloud, MN	Complete	FY13	Complete	FY17
32	Stanley, ND	Complete	FY13	Complete	FY16
33	Staunton, VA	Complete	FY13	Complete	FY15
34	Tuscaloosa, AL	Complete	FY15	Complete	FY17
35	Williston, ND	Complete	FY13	Complete	FY17
36	Winona, MN	Complete	FY13	Complete	FY17
37	Alpine, TX	Complete	FY15	Complete	FY18
38	Charleston, SC	Complete	FY15	Complete	FY18
39	Richmond - Staples Mill Road, VA	Complete	FY16	Complete	FY18
40	Clifton Forge, VA	Complete	FY15	Complete	FY19
41	Fort Morgan, CO	Complete	FY14	Complete	FY19
42	Glenwood Springs, CO	Complete	FY16	Complete	FY19
43	Princeton, IL	Complete	FY16	Complete	FY19
44	Tomah, WI	Complete	FY16	Complete	FY19
45	Houston, TX	Complete	FY14	Complete	FY19
46	Creston, IA	Complete	FY17	Complete	FY19
47	Cumberland, MD	Complete	FY17	Complete	FY19

3rd Party Supported Project

Addressing Stations That Require Level Boarding Once Altered

#	Station	Design Status	Projected Design Completion Year	Construction Status	Projected Construction Completion Year
1	Aberdeen, MD	In progress	FY26	Pending	FY28
2	Auburn, CA	Complete	FY11	Complete	FY13
3	Barstow, CA	In progress	FY22	Pending	FY25
4	Birmingham, AL	In progress	FY23	Pending	FY28
5	Chicago - Union Station, IL	Pending	FY23	Pending	FY26
6	Coatesville, PA	3rd Party Project		3rd Party Project	
7	Dowagiac, MI	In progress	FY23	Pending	FY25
8	Jacksonville, FL	In progress	FY23	Pending	FY25
9	Miami, FL	Complete	FY22	On hold possible relocation	FY15
10	Johnstown, PA	3rd Party Project - complete		3rd Party Project – complete FY22	
11	Niles, MI	In progress	FY23	Pending	FY25
12	Newark, DE	3rd Party Project		3rd Party Project	
13	Parkesburg, PA	3rd Party Project		3rd Party Project	
14	Port Huron, MI	In progress	FY23	Pending	FY24
15	Savannah, GA	In progress	FY23	Pending	FY27
16	Seattle - King St. Station, WA	Pending	FY25	Pending	FY28
17	Tampa, FL	Complete	FY18	Complete	FY20
18	Washington, DC	Major Stations Project		Major Stations Project	
19	Windsor, CT	3rd Party Project		3rd Party Project	
20	Windsor Locks, CT	Complete	FY15	Complete	FY18

3rd Party Supported Project

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Amtrak Responsibility Complete

The ADA-compliant platform at Amtrak's station in San Luis Obispo, CA.

Stations Where Amtrak's ADA Responsibility Is Complete

#	Station
1	Auburn, CA
2	Berkeley, CA
3	Guadalupe, CA
4	Lompoc-Surf, CA
5	Needles, CA
6	Oakland Coliseum, CA
7	Ontario, CA
8	Redding, CA
9	San Luis Obispo, CA
10	Stockton (San Joaquin St.), CA
11	Turlock-Denair, CA
12	Denver, CO
13	Trinidad, CO
14	Hartford, CT
15	Windsor Locks, CT
16	Okeechobee, FL
17	Sanford (Auto Train), FL
18	Sebring, FL
19	Tampa, FL
20	Toccoa, GA
21	Creston, IA
22	Fort Madison, IA
23	Effingham, IL
24	Gilman, IL
25	Homewood, IL
26	Macomb, IL
27	Mattoon, IL
28	Princeton, IL
29	Quincy, IL
30	Rantoul, IL
31	Crawfordsville, IN
32	Dyer, IN
33	Hammond-Whiting, IN
34	Rensselaer, IN
35	Dodge City, KS
36	Hutchinson, KS
37	Lawrence, KS
38	Topeka, KS
39	South Shore-South Portsmouth, KY
40	Cumberland, MD
41	Ann Arbor, MI
42	Bangor, MI
43	Holland, MI
44	Jackson, MI
45	Independence, MO
46	La Plata, MO
47	Warrensburg, MO
48	Greenwood, MS
49	Hazlehurst, MS
50	Laurel, MS
51	Picayune, MS
52	Browning, MT
53	Cut Bank, MT
54	Libby, MT
55	Shelby, MT
56	Whitefish, MT
57	Wolf Point, MT
58	Durham, NC
59	Gastonia, NC
60	Greensboro, NC
61	Salisbury, NC
62	Selma Smithfield, NC
63	Wilson, NC
64	Grand Forks, ND
65	McCook, NE
66	Omaha, NE
67	Claremont, NH
68	Winnemucca, NV
69	Albany - Rensselaer, NY
70	Fort Edward - Glen Falls, NY
71	Fort Ticonderoga, NY
72	Hudson, NY
73	Port Henry, NY
74	Port Kent, NY
75	Rochester, NY
76	Rouses Point, NY
77	Whitehall, NY
78	Alliance, OH
79	Chemult, OR
80	Connellsville, PA
81	Harrisburg, PA
82	Mount Joy, PA
83	Paoli, PA
84	Tyrone, PA
85	Westerly, RI
86	Alpine, TX
87	Beaumont, TX
88	Fort Worth, TX
89	Longview, TX
90	McGregor, TX
91	Sanderson, TX
92	Temple, TX
93	Ashland, VA
94	Culpeper, VA
95	Lorton (Auto Train), VA
96	Richmond - Staples Mill Road, VA
97	Roanoke, VA
98	Castleton, VT
99	Randolph, VT
100	St. Albans, VT
101	Waterbury, VT
102	Windsor, VT
103	Stanwood, WA
104	Portage, WI
105	Alderson, WV
106	Charleston, WV
107	Hinton, WV
108	Martinsburg, WV
109	Montgomery, WV
110	Thurmond, WV

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National Railroad
Passenger Corporation
1 Massachusetts Avenue NW
Washington, DC 20001
Amtrak.com