



**American Public Transportation Association**

# **Commuter and Intercity Passenger Rail Legislative Subcommittee Agenda**

**Sunday, June 2, 2024  
11:00 a.m. – 12:00 p.m. ET**

**Huntington Convention Center of Cleveland, OH  
Room 20 (Exhibit Hall Level)**

1. Welcome and Call to Order—Naomi Renek, Co-Chair, and Julie White, Co-Chair
2. Federal Railroad Administration (FRA) Discussion on the Bipartisan Infrastructure Law: Implementation and Requirements—Allison Fultz, Chief Counsel, FRA
3. Presentation on New York Metropolitan Transportation Authority's (MTA) Commuter Rail Overview and Legislative Priorities—Naomi Renek, Senior Advisor for Federal Policy, New York MTA
4. Legislative Update—Benji Schwartz, Director, APTA Government Affairs and Advocacy
  - a. H.R. 3317, the Rolling Stock Protection Act (Crawford) (R-AR)
  - b. APTA Comments on proposed Federal Transit Administration (FTA) Capital Investment Grant (CIG) Guidance Update
  - c. APTA's FRA Project Pipeline Dashboard
5. Open Discussion
6. Adjourn

## **ENCLOSED DOCUMENTS**

- APTA FACT SHEET H.R. 3317, the Rolling Stock Protection Act (05.29.2024)
- APTA's [Federal Railroad Administration Project Pipeline Dashboard](#) (05.29.2024)

**AMERICAN PUBLIC TRANSPORTATION ASSOCIATION**  
**FACT SHEET**  
**H.R. 3317, THE “ROLLING STOCK PROTECTION ACT”**  
*May 29, 2024*

Current law includes a provision that prohibits procurement of Chinese rolling stock except in limited circumstances. Our members have expressed both support and opposition to these provisions. Representative Rick Crawford (R-AR) introduced [H.R. 3317, the Rolling Stock Protection Act](#), which amends current law to remove the lifetime exemption from the prohibition on the procurement of rolling stock from certain vehicle manufacturers for parties to executed contracts. On May 23, 2023, the House Committee on Transportation reported H.R. 3317 favorably to the House by voice vote. *See* [H. Rept. 118-508](#). On May 21, 2024, the House of Representatives passed the bipartisan bill by voice vote.

The purpose of this Fact Sheet is to summarize H.R. 3317, as passed by the House.

***Limitations on Chinese Rolling Stock Procurements***

Current law (49 U.S.C. § 5323(u)) prohibits Federal public transit funding to procure bus and rail rolling stock from an entity that is incorporated in or has manufacturing facilities in the United States and “is owned or controlled by, is a subsidiary of, or is otherwise related legally or financially to a corporation based in” China. The law provides a three-part test to determine the application of the provision. Currently, only the People’s Republic of China meets this three-part test.

In addition, § 5323(u)(4)(A) prohibits a grant recipient of 49 U.S.C. § 5337 State of Good Repair funding that operates a rail fixed guideway service from using non-Federal funds to procure rail rolling stock from such an entity supported by China. Specifically, § 5323(u)(4)(A) requires grant recipients of § 5337 funds to certify on an annual basis that the recipient will not “award any contract or subcontract for the procurement of rail rolling stock for use in public transportation” with an entity supported by China. The provision applies this requirement to “any contract”, not only contracts funded by Federal grants. Failure to comply with the certification requirement will result in the loss of § 5337 funding in that fiscal year.

Section 5323(u)(4)(B) also provides authority to the Secretary of Transportation to require additional certification to ensure compliance.

Under current law, the rail rolling stock procurement prohibition provisions do not apply to four public transportation agencies that formed a contract for rail rolling stock with a restricted manufacturer prior to December 20, 2019<sup>1</sup>: the Chicago Transit Authority, the Los Angeles County Metropolitan Transportation Authority, the Massachusetts Bay Transportation Authority,

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<sup>1</sup> *See* 49 U.S.C. § 5323(u)(5).

and the Southeastern Pennsylvania Transportation Authority. **H.R. 3317 eliminates the exemption for these four public transit agencies.**

However, H.R. 3317 would not affect the ability of those transit agencies that entered into a base contract prior to December 20, 2021 (i.e., the end of the two-year phase in of these restrictions), to exercise future options under that base contract subject to the limits for multiyear rolling stock contracts of 49 U.S.C. § 5325(e).<sup>2</sup>

For additional information, view the Federal Transit Administration's [Frequently Asked Questions on 49 U.S.C. § 5323\(u\)](#).

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<sup>2</sup> Section 5325(e) allows for a recipient procuring rolling stock with Government financial assistance to make a multiyear contract to buy the rolling stock and replacement parts under which the recipient has an option to buy additional rolling stock or replacement parts for: (A) not more than 5 years after the date of the original contract for bus procurements; and (B) not more than 7 years after the date of the original contract for rail procurements, provided that such option does not allow for significant changes or alterations to the rolling stock.



APTA’s

Federal Railroad Administration

Project Pipeline Dashboard

April 1, 2024

(in millions)

State	City	Project	Project Sponsor	Grant Program	Project Category	Fiscal Year	Project Description	Total Grant Amount (Millions)
Alaska	Fairbanks, Anchorage, Seward	Anchorage North and South Corridor	Alaska Railroad Corporation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing intercity passenger rail services operated by Alaska Railroad Corporation between Fairbanks and Seward, AK, including Anchorage, Whittier, Wasilla, Talkeetna, Denali National Park, Nenana, and other intermediate points.	\$0.5
Alaska	Milepost 190.5	Milepost 190.5 Bridge Replacement Project	Alaska Railroad Corporation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 - FY 2023	The proposed project involves project development, final design, and construction activities to support the replacement of the bridge at milepost 190.	\$8.2
Arizona	Phoenix to Tucson	Phoenix-Tucson Corridor	Arizona Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would reconnect Phoenix (Buckeye) to Tucson, AZ, with multiple daily frequencies.	\$0.5
California	San Francisco to Los Angeles	California High-Speed Rail Phase 1 Corridor	California High-Speed Rail Authority	<a href="#">Corridor Identification and Development Program</a>	New High-Speed Rail	FY 2022	The proposed corridor would connect San Francisco to Los Angeles/Anaheim, CA.	\$0.5
California	Victor Valley to Palmdale	High Desert Intercity High-Speed Rail Corridor	Antelope Valley Transit Authority	<a href="#">Corridor Identification and Development Program</a>	New High-Speed Rail	FY 2022	The proposed corridor would connect Victor Valley to Palmdale, CA.	\$0.5
California	San Jose and San Luis Obispo	Central Coast Corridor	California Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would provide new service over a route currently only served by Amtrak’s long-distance Coast Starlight between San Jose and San Luis Obispo, CA, by adding new frequencies.	\$0.5
California	Los Angeles and Coachella	Coachella Valley Rail Corridor	California Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would provide new service between Los Angeles and Coachella, CA, using existing alignments currently served by Amtrak’s long-distance Southwest Chief (Los Angeles to Colton via Fullerton) and Sunset Limited/Texas Eagle (Colton to Coachella), with intermediate stops including Fullerton, Riverside, Palm Springs, and Indio, CA.	\$0.5
California	San Jose and Auburn	Capitol Corridor	California Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would enhance the existing state-supported Capitol Corridor between San José and Auburn, CA, with an extension to San Francisco, Salinas, and Novato, CA, and to Reno/Sparks, NV.	\$0.5
California	San Luis Obispo to San Diego	Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor	California Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would enhance the existing Pacific Surfliner between San Luis Obispo to San Diego, CA, with an extension south to San Ysidro, CA.	\$0.5
California	Sacramento and Merced	San Joaquin Valley Corridor	California Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would provide improvements to the existing state-supported San Joaquins between Sacramento/Oakland and Merced, CA, with an extension north from Sacramento to Chico and Redding, CA.	\$0.5



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California	Madera to Merced, Bakersfield	California Inaugural High-Speed Rail Service Project	California High-Speed Rail Authority	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 FY 2023	The proposed project involves the following activities, which are part of a larger, multi-phased effort: final design and right-of-way acquisition for the Merced extension (Madera to Merced, CA) and Bakersfield extension (from Poplar Avenue in Shafter to Bakersfield, CA).	\$3,073.6
Colorado	Fort Collins to Pueblo	Colorado Front Range Corridor	Front Range Passenger Rail District	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Fort Collins to Pueblo, CO, with intermediate stops in Boulder, Denver, Colorado Springs, CO, and other points.	\$0.5
Connecticut	New Haven to Springfield	Hartford Line Corridor	Connecticut Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Amtrak Northeast Regional, Springfield Shuttles, Valley Flyer, and CTrail Hartford Line service as well as the Vermonter and future Inland Route corridors between New Haven, CT, and Springfield, MA, inclusive of Hartford, CT.	\$0.5
Connecticut	Old Saybrook and Old Lyme	Connecticut River Bridge Replacement	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 FY 2023	The proposed project includes construction to replace the existing Connecticut River Bridge between Old Saybrook and Old Lyme, CT, with a modern and resilient new moveable bridge immediately to the south of the existing structure.	\$826.6
Connecticut	Stratford and Milford	Devon Bridge Replacement	Connecticut Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 FY 2023	The proposed project includes project development and final design for the replacement of the 118- year-old Devon River Bridge connecting Stratford and Milford, CT.	\$245.9
Connecticut	Westport	Saugatuck River Bridge Replacement	Connecticut Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 FY 2023	The proposed project includes project development to replace the existing Saugatuck River Bridge over the Saugatuck River in Westport, CT.	\$23.2
Connecticut	Norwalk	Walk Bridge Replacement	Connecticut Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 FY 2023	The proposed project includes construction to replace the existing Walk Bridge, a 127-year-old four-track, four-span, movable bridge over the Norwalk River in Norwalk, CT, with a new multi span bridge that will include 240-foot dual lift spans over the waterway and fixed east and west approach spans.	\$465.0
Connecticut	Stratford and Milford	Devon Bridge Interim Repairs	Connecticut Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 FY 2023	The proposed project includes project development, final design, and construction for targeted interim repairs to keep the 118-year-old Devon River Bridge connecting Stratford and Milford, CT, in safe operation, and improve reliability of bridge openings and closings.	\$119.3
Connecticut	New Haven to Springfield	Hartford Line Rail Program Double Track (Phase 3B)	Connecticut Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 FY 2023	The proposed project includes construction to improve track, signals, and grade crossings in three segments totaling 6 miles of the Hartford Line between New Haven, CT, and Springfield, MA.	\$104.9



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Connecticut	New Haven	New Haven Line Network Infrastructure Upgrade	Connecticut Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 - FY 2023	The proposed project includes project development, final design, and construction to replace and upgrade fiber optic communication cables and network infrastructure at 60 locations along the New Haven Line in Connecticut.	\$15.4
Connecticut	New Haven	New Haven Line Power Improvement Program	Connecticut Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 - FY 2023	The proposed project includes final design and construction to replace seven substations and associated power equipment along the New Haven Line in Connecticut, from the New York border to New Haven, CT.	\$122.8
Connecticut	New Haven	New Haven Line Track Improvement and Mobility Enhancement (TIME) Part 1 and 3	Connecticut Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 - FY 2023	The proposed project includes project development and final design for track improvements between mileposts 56.	\$71.6
Delaware	Newark or Wilmington to Salisbury or Berlin	Diamond State Line	Delaware Transit Corporation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect at least one point on the Northeast Corridor in northern Delaware (Newark or Wilmington) with a point in eastern Maryland (Salisbury or Berlin) via central Delaware, including the state capital of Dover.	\$0.5
Florida	Jacksonville, Orlando, Miami	Jacksonville-Orlando-Miami Corridor	Florida Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Jacksonville, Orlando, and Miami, FL.	\$0.5
Florida	Miami, Orlando, Tampa	Miami-Orlando-Tampa Corridor	Florida Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Miami, Orlando, and Tampa, FL.	\$0.5
Georgia	Atlanta to Savannah	Atlanta to Savannah Corridor	Georgia Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Atlanta and Savannah, GA.	\$0.5
Illinois	Chicago to Moline	Chicago to Quad Cities Service Extension Program	Illinois Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed Corridor would connect Chicago to Moline, IL, through Naperville and Wyanet, IL.	\$0.5
Illinois	Peoria to Chicago	Peoria to Chicago Passener Rail Service	City of Peoria	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Peoria to Chicago, IL, through Ottawa, IL.	\$0.5
Illinois	Chicago to Carbondale	Chicago to Carbondale Corridor	Illinois Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Illini/Saluki service between Chicago and Carbondale, IL, by improving travel times and reliability.	\$0.5
Illinois	Chicago to St. Louis	Chicago to St. Louis Higher-Speed Rail Corridor	Illinois Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Lincoln service between Chicago, IL, and St Louis, MO, by improving travel times and reliability.	\$0.5
Illinois	Chicago	Chicago Union Station Mail Platform Reactivation Project	National Railroad Passenger Corporation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 - FY 2023	The proposed project supports final design and construction activities for station and associated track improvements in Chicago Union Station.	\$49.6
Illinois	Chicago	Chicago Union Station Platform Capacity Expansion and Trainshed Ventilation Improvements Project	National Railroad Passenger Corporation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 - FY 2023	The proposed project involves project development activities for station-related improvements at Chicago Union Station.	\$44.0



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Indiana	Chicago to Pittsburgh through Fort Wayne and Columbus	Chicago, Fort Wayne, Columbus, and Pittsburgh	City of Fort Wayne, IN	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Chicago, IL, to Pittsburgh, PA, through Fort Wayne, IN, and Columbus, OH.	\$0.5
Indiana	Indianapolis to Chicago	Indianapolis-Chicago Corridor	Indiana Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Amtrak long-distance Cardinal service between Indianapolis, IN, and Chicago, IL, by adding new frequencies and improving travel times.	\$0.5
Kansas	Newton, Oklahoma City	Heartland Flyer Extension	Kansas Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would connect the existing Heartland Flyer intercity passenger rail service between Fort Worth, TX, and Oklahoma City, OK, with an extension north to Wichita and then Newton, KS.	\$0.5
Kentucky	Indianapolis to Louisville	Louisville-Indianapolis Passenger Rail Corridor	Kentuckiana Regional Planning and Development Agency	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Indianapolis, IN, to Louisville, KY.	\$0.5
Louisiana	Baton Rouge, New Orleans	Baton Rouge-New Orleans Corridor	Louisiana Department of Transportation and Development	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Baton Rouge and New Orleans, LA.	\$0.5
Louisiana	New Orleans, Mobile to St. Louis	Gulf Coast Passenger Rail Service	Southern Rail Commission	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would restore intercity passenger rail service between New Orleans, LA, and Mobile, AL, including station stops in Bay St Louis, Gulfport, Biloxi, and Pascagoula, MS.	\$0.5
Maine	Brunswick	Downeaster Corridor Track Improvement Project	Northern New England Passenger Rail Authority	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 - FY 2023	The proposed project involves project development, final design, and construction activities for track-related improvements on CSX Transportation’s (CSX) mainline from Brunswick, ME, to the Massachusetts state line.	\$27.5
Maryland	Baltimore	B&P Tunnel Replacement Program: Frederick Douglass Tunnel	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 - FY 2023	The proposed project includes final design and construction of the Baltimore and Potomac tunnel replacement, to be known as the Frederick Douglass Tunnel.	\$4,707.6
Maryland	Harford County	Bush River Bridge Replacement Program	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 - FY 2023	The proposed project includes planning and project development to replace Maryland’s 110-year old, two-track, movable Bush River Bridge in Harford County, MD, with a high-level fixed structure or structures with four tracks.	\$18.8
Maryland	Chase	Gunpowder River Bridge Replacement Program	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 - FY 2023	The proposed project includes project development activities to replace the 110-year-old, two-track Gunpowder River Bridge near Chase, MD, with a new four-track structure.	\$30.0





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Maryland	Perryville	Susquehanna River Bridge Replacement Program	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 - FY 2023	The proposed project includes final design and construction for two new fixed, two-track bridges over the Susquehanna River between Havre De Grace and Perryville, MD, replacing the current 117-year-old, two-track structure that is beyond its useful life.	\$2,081.2
Maryland	Baltimore	Baltimore Penn Station: Master Plan	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 - FY 2023	The proposed project includes project development, final design, and construction for investments at Baltimore Penn Station in Baltimore, MD.	\$108.3
Massachusetts	Boston, Springfield, Albany	Boston and Albany Corridor	Massachusetts Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed Corridor would connect Boston, MA, and Albany, NY, via Springfield, MA.	\$0.5
Michigan	Windor, Ontario	Wolverine Corridor	Michigan Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would connect the existing Wolverine service between Chicago, IL, and Detroit/Pontiac, MI, with an extension to Windsor, Ontario, Canada.	\$0.5
Michigan	Chicago to Grand Rapids	Chicago to Grand Rapids Corridor	Michigan Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Pere Marquette service between Grand Rapids, MI, and Chicago, IL, by adding new frequencies and improving reliability.	\$0.5
Michigan	Port Huron and Chicago	Chicago to Port Huron Corridor	Michigan Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Blue Water service between Port Huron, MI, and Chicago, IL, by adding new frequencies and improving reliability.	\$0.5
Minnesota	Minneapolis to Duluth	Northern Lights Express	Minnesota Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Minneapolis to Duluth, MN, through Cambridge and Hinckley, MN.	\$0.5
Missouri	Hannibal to Chicago	Hannibal Extension of Existing Chicago-Quincy Corridor	Missouri Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would connect Hannibal, MO, to Chicago, IL, by extending an existing state-supported route (the Illinois Zephyr/Carl Sandburg between Chicago and Quincy, IL) and the activities undertaken as part of the development of the corridor would result in an extension of an existing route.	\$0.5
Missouri	Kansas City to St. Joseph	Kansas City, MO, to St. Joseph, MO	Missouri Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would connect St Joseph and Kansas City, MO, and include a connection with the existing state-supported Missouri River Runner route to St Louis, MO.	\$0.5



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Montana	Chicago, Seattle, Portland, Milwaukee	North Coast Hiawatha	Big Sky Passenger Rail Authority	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would restore a connection between Chicago, IL, and Seattle, WA, or Portland, OR, through Milwaukee, WI; La Crosse, WI; Eau Claire, WI; St Paul, MN; Fargo, ND; Bismarck, ND; Dickson, ND; Glendive, MT; Billings, MT; Bozeman, MT; Butte, MT; Helena, MT; Missoula, MT; St Regis, MT; Sandpoint, ID; Spokane, WA; and Pasco, WA.	\$0.5
Montana	Malta	Malta, MT, Corridor Operational Enhancement Project	National Railroad Passenger Corporation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 FY 2023	The proposed project involves final design and construction activities for track, bridge, signal, and other rail infrastructure improvements on Burlington Northern Santa Fe Railway’s (BNSF) tracks in the Malta, MT, area and at the Amtrak Malta station, where Amtrak Empire Builder long-distance service operates.	\$14.9
Multi-State: California to Louisiana	Los Angeles and New Orleans	Daily Sunset Limited Service	Amtrak	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Amtrak long-distance Sunset Limited service between Los Angeles, CA, and New Orleans, LA, by increasing service frequency from thrice weekly to daily.	\$0.5
Multi-State: Connecticut and Rhode Island	New Haven and Providence	New Haven to Providence Capacity Planning Study	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Planning Studies	FY 2022 FY 2023	The proposed project is a planning study for future infrastructure, speed, and capacity improvement options between New Haven, CT, and Providence, RI.	\$4.0
Multi-State: Washington, DC to NJ	Washington, DC to NJ	NEC South End Infrastructure Renewal and Speed Improvement Planning (IRSIP) Study	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Planning Studies	FY 2022 FY 2023	The proposed project is for a planning study to identify needs and opportunities to improve service, including increasing operating speeds, along the Northeast Corridor between Washington, DC, and northern New Jersey.	\$21.6
Multi-State: Massachusetts and Maine	Boston to Brunswick	Downeaster Corridor	Northern New England Passenger Rail Authority	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would improve the existing Amtrak Downeaster corridor, connecting Boston, MA, to Brunswick, ME, via Portland, ME, southwestern coastal Maine and southeastern New Hampshire, with an extension east to Rockland, ME.	\$0.5
Multi-State: New York to Illinois	New York to Chicago	Daily Cardinal Service	Amtrak	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Amtrak Cardinal service between New York City, NY, and Chicago, IL, via Philadelphia, PA, Baltimore, MD, Washington, DC, Virginia, West Virginia, Kentucky, Ohio, Indiana, and Illinois (including Cincinnati, OH, and Indianapolis, IN) by increasing service frequency from three days per week to daily.	\$0.5



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Multi-State: Texas to Mississippi	Dallas to Meridian	I-20 Corridor Intercity Passenger Rail Service	Southern Rail Commission	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Dallas, TX, to Meridian, MS, and would serve the following cities in Texas: Fort Worth, Mineola, Longview, and Marshall; the following cities in Louisiana: Shreveport, Ruston, and Monroe; and the following cities in Mississippi: Vicksburg and Jackson.	\$0.5
Nevada	Las Vegas to Rancho Cucamonga	Brightline West High-Speed Corridor	Nevada Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New High-Speed Rail	FY 2022	The proposed corridor would connect Rancho Cucamonga, CA, to Las Vegas, NV, providing new service on a new high-speed rail alignment with intermediate stops at Hesperia and Victorville, CA.	\$0.5
Nevada	Las Vegas to Rancho Cucamonga	Brightline West High-Speed Intercity Passenger Rail System Project	Nevada Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 - FY 2023	The proposed project involves right-of-way acquisition, final design, and construction activities for high-speed rail tracks, four stations and facilities, signal system, rolling stock, roadway modifications, and other associated infrastructure for a new 218-mile intercity passenger rail system between Las Vegas, NV, and Rancho Cucamonga, CA.	\$3,000.0
New Jersey	Newark and Harrison	Gateway Program: Dock Bridge Rehabilitation	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 - FY 2023	The proposed project includes construction for rehabilitation of the Dock Bridge, which crosses the Passaic River between Newark and Harrison, NJ.	\$300.2
New Jersey	Kearny	Gateway Program: Sawtooth Bridges Replacement Project Enabling Components	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 - FY 2023	The proposed project includes construction of early-action, critical-path activities for the Sawtooth Bridges Replacement project in Kearny, NJ.	\$133.3
New Jersey	New Brunswick	Delco Lead	New Jersey Transit Corporation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 - FY 2023	The proposed project includes construction of the Delco Lead project in New Brunswick, NJ.	\$180.9
New Jersey	Newark	Newark Penn Station Vertical Circulation Improvements	New Jersey Transit Corporation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 - FY 2023	The proposed project includes final design and construction to upgrade, rehabilitate, or replace 11 elevators and 17 escalators within Newark Penn Station in Newark, NJ.	\$59.2
New Jersey/New York	New York	Gateway Program: Hudson Tunnel Project Systems and Fit Out	Gateway Development Commission	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 - FY 2023	The project includes final design and construction of the Hudson River Tunnel project and rehabilitation of the existing 113-year-old North River tunnels.	\$3,800.0
New York	Long Island	Amtrak to Long Island	Amtrak	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would better connect Long Island, NY, to the national intercity passenger train network by extending three existing daily Amtrak Northeast Regional round trips between Washington, DC, and New York, NY, east to Ronkonkoma, NY, with stops at Jamaica (Queens, NY) and Hicksville, NY.	\$0.5



APTA’s

Federal Railroad Administration

Project Pipeline Dashboard

April 1, 2024

(in millions)

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New York	New York to Montreal	Adirondack Corridor	New York State Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Amtrak Adirondack service between New York City, NY, and Montreal, Quebec, Canada, via Albany, NY.	\$0.5
New York	New York and Niagara	Empire Corridor	New York State Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Amtrak Empire service between New York, NY, and Niagara Falls, NY, via Albany, Utica, Syracuse, Rochester, and Buffalo, NY, by adding frequencies, reducing travel time, and improving reliability.	\$0.5
New York	New York	East River Tunnel Rehabilitation	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 - FY 2023	The proposed project includes final design and construction of the East River Tunnels in New York City.	\$1,261.9
New York	Bronx, NY	Pelham Bay Bridge Replacement	Amtrak	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Major Backlog Projects	FY 2022 - FY 2023	The proposed project includes final design of the Pelham Bay Bridge Replacement Project, which will replace the existing 115-year-old two-track, movable span structure in the Bronx, NY, with a new two-track bridge.	\$58.3
New York	New York	Penn Station Access	New York State Metropolitan Transportation Authority	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 - FY 2023	The proposed project includes final design and construction to comprehensively rehabilitate 19 miles of the Amtrak-owned Hell Gate Line connecting New York Penn Station and New Rochelle, NY.	\$1,643.6
North Carolina	Charlotte to Atlanta	Charlotte, North Carolina, to Atlanta, Georgia Corridor	North Carolina Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New High-Speed Rail	FY 2022	The proposed corridor would provide new service on a new high-speed rail alignment between Charlotte, NC, and Atlanta, GA, with stops including Greenville Spartanburg International Airport in South Carolina and Augusta and Athens, GA, downtown Atlanta station and terminating at Atlanta’s Hartsfield-Jackson International Airport.	\$0.5
North Carolina	Salisbury to Asheville	Asheville to Salisbury, North Carolina, Corridor	North Carolina Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Salisbury to Asheville, NC.	\$0.5
North Carolina	Charlotte to Kings Mountain	Charlotte to Kings Mountain, North Carolina, Corridor	North Carolina Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Kings Mountain to Charlotte, NC.	\$0.5
North Carolina	Fayetteville, Raleigh, Lillington and Fuquay-Varina	Fayetteville to Raleigh, North Carolina, Corridor	North Carolina Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would provide a new service connecting Fayetteville with Raleigh, NC, with intermediate stops at Lillington and Fuquay-Varina, NC, using an existing alignment.	\$0.5
North Carolina	Raleigh to Wilmington	Wilmington to Raleigh, North Carolina, Corridor	North Carolina Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Raleigh to Wilmington, NC.	\$0.5
North Carolina	Winston-Salem, Raleigh	Winston-Salem to Raleigh, North Carolina, Corridor	North Carolina Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Winston-Salem, NC, with Raleigh, NC, with intermediate stops at Greensboro, Burlington, Durham, and Cary, NC, complementing the existing state supported Piedmont and Carolinian services.	\$0.5



APTA’s  
Federal Railroad Administration  
Project Pipeline Dashboard  
*April 1, 2024*  
*(in millions)*

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North Carolina	Charlotte and Washington	Charlotte, North Carolina, to Washington, DC, Corridor	North Carolina Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing service between Charlotte, NC, and Washington, DC, by improving/adding services in Greensboro, Winston-Salem, High Point, Raleigh, Durham, Salisbury, and Burlington, NC, and Petersburg, Richmond, Fredericksburg, and Alexandria, VA.	\$0.5
North Carolina	Raleigh to Richmond	Raleigh to Richmond (R2R) Innovating Rail Program – Phases IA and II	North Carolina Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 FY 2023	The proposed project is part of a multi-phased effort to develop a new passenger rail route between Raleigh, NC, and Richmond, VA, along the CSX Transportation “S-Line” as part of the Southeast Corridor connecting North Carolina with Virginia, Washington, DC, and the Northeast Corridor.	\$1,095.6
Ohio	Cleveland, Columbus, Dayton, Cincinnati	Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor	Ohio Rail Development Commission	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Cleveland, Columbus, Dayton, and Cincinnati, OH.	\$0.5
Ohio	Cleveland to Detroit	Cleveland-Toledo-Detroit Corridor	Ohio Rail Development Commission	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Cleveland, OH, to Detroit, MI, through Toledo, OH.	\$0.5
Pennsylvania	Reading, Philadelphia, New York	Reading-Philadelphia-New York Corridor	Schuylkill River Passenger Rail Authority	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Reading with Philadelphia, PA, and New York, NY, with new intermediate stops at Pottstown, Phoenixville, and potentially Norristown, PA, then using the Northeast Corridor between Philadelphia and New York.	\$0.5
Pennsylvania	Scranton to New York	Scranton to New York Penn Station Corridor	Pennsylvania Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Scranton, PA, and New York, NY, with intermediate stops at Stroudsburg and Mt Pocono, PA, and Blairstown, Dover, Montclair, Morristown, and Newark, NJ.	\$0.5
Pennsylvania	Pittsburgh to Philadelphia	Keystone Corridor: Pittsburgh to Philadelphia	Pennsylvania Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Amtrak Keystone and Pennsylvanian services between Philadelphia and Pittsburgh, PA, via Lancaster, Harrisburg, Altoona, and Johnstown, PA, and other intermediate points.	\$0.5
Pennsylvania	Pittsburgh to Harrisburg	Pennsylvanian Rail Modernization Project	Pennsylvania Department of Transportation	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 FY 2023	The proposed project involves right-of-way acquisition and final design and construction activities for various track and signal-related improvements along Norfolk Southern Railway’s main line between Pittsburgh and Harrisburg, PA.	\$143.6
Pennsylvania	Bensalem Township	Reconstruction of Cornwells Heights Station	Southeastern Pennsylvania Transportation Authority	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	Northeast Corridor: Selected Capital Renewal, Stations, and Improvement Projects	FY 2022 FY 2023	The proposed project includes final design and construction of new 600-foot high-level platforms and a new accessible pedestrian overpass with elevators at Cornwells Heights Station in Bensalem Township, PA.	\$30.5



APTA’s  
Federal Railroad Administration  
Project Pipeline Dashboard  
*April 1, 2024*  
*(in millions)*

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Tennessee	Nashville, Memphis, Chattanooga to Atlanta	Atlanta-Chattanooga-Nashville-Memphis Corridor	City of Chattanooga, TN	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Atlanta, GA, to Chattanooga, Nashville, and Memphis, TN.	\$0.5
Texas	Dallas and Houston	Amtrak Texas High-Speed Rail Corridor	Amtrak	<a href="#">Corridor Identification and Development Program</a>	New High-Speed Rail	FY 2022	The proposed corridor would connect Dallas and Houston, TX, with a new, dedicated and grade separated high-speed passenger rail service.	\$0.5
Texas	Fort Worth, Dallas, Houston	Fort Worth to Houston High-Speed Rail Corridor	North Central Texas Council of Governments	<a href="#">Corridor Identification and Development Program</a>	New High-Speed Rail	FY 2022	The proposed corridor would connect Fort Worth, Dallas, and Houston, TX, with a new high speed passenger rail service.	\$0.5
Texas	Houston and San Antonio	Houston to San Antonio Corridor	Texas Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Houston and San Antonio, TX, with a new conventional intercity passenger rail service using the route of Amtrak’s existing long-distance Sunset Limited service.	\$0.5
Texas	Fort Worth, Dallas, Houston	Texas Triangle: Dallas-Fort Worth-Houston Intercity Passenger Rail Corridor	Texas Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Fort Worth, Dallas, and Houston, TX, with a new conventional intercity passenger rail service over an existing alignment over which Amtrak discontinued service (between Dallas and Houston) in 1995.	\$0.5
Vermont	Burlington to New York	Green Mountain Corridor	Vermont Agency of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed new corridor would connect New York, NY, with Burlington, VT, via Albany, NY, and Rutland, VT, dovetailing with the existing Amtrak Ethan Allen Express by providing new service to communities in southwestern Vermont (including Bennington and Manchester) and east-central New York State (Mechanicville).	\$0.5
Vermont	St. Albans	Vermont Corridor	Vermont Agency of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would provide improvements to the existing Amtrak Vermonter service between Washington, DC, and St Albans, VT, via Philadelphia, PA, New York, NY, Hartford, CT, Springfield, MA, and other intermediate points.	\$0.5
Virgina	Bristol	Washington, DC, to Bristol, VA, Corridor	Virginia Department of Rail and Public Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would extend the existing state-supported Amtrak Northeast Regional service between Washington, DC, and Roanoke, VA, with an extension to Bristol, VA.	\$0.5
Virginia	Richmond, Charlottesville, New River Valley	Commonwealth Corridor	Virginia Department of Rail and Public Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed Corridor would connect Newport News with Richmond, Charlottesville, and the New River Valley in Virginia.	\$0.5
Virginia	DC to Richmond	Transforming Rail in Virginia Phase 2 Project	Virginia Passenger Rail Authority	<a href="#">Federal-State Partnership for Intercity Passenger Rail</a>	National	FY 2022 - FY 2023	The proposed project involves final design and construction activities to expand rail capacity along approximately 12 miles of the rail corridor between Washington, DC, and Richmond, VA.	\$729.0





APTA’s  
Federal Railroad Administration  
Project Pipeline Dashboard  
*April 1, 2024*  
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Washington	Seattle, Portland, Vancouver	Cascadia High-Speed Ground Transportation	Washington State Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New High-Speed Rail	FY 2022	The proposed corridor would connect Vancouver, Canada to Portland, OR, via Seattle, WA, with a potential future extension south to Eugene, OR.	\$0.5
Washington	Seattle, Vancouver, Eugene	Amtrak Cascades Corridor	Washington State Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing state-supported Amtrak Cascades between Vancouver, British Columbia, Canada, and Eugene, OR, including Seattle, WA, Portland, OR, and other intermediate points, by reducing travel times, improving reliability and adding new frequencies.	\$0.5
Wisconsin	Minneapolis, St. Paul, Chicago	TCMC Service Expansion via La Crosse	Wisconsin Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would initiate a new daily round trip between Chicago, IL, and St Paul, MN, to complement the existing Amtrak long-distance Empire Builder, with an extension to Minneapolis, MN.	\$0.5
Wisconsin	St Paul to Eau Claire	Eau Claire-Twin Cities Corridor	Eau Claire County	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect St Paul to Eau Claire, WI.	\$0.5
Wisconsin	Milwaukee to Minneapolis	Milwaukee-Madison-Eau Claire-Twin Cities Corridor	Wisconsin Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	New Conventional Rail	FY 2022	The proposed corridor would connect Milwaukee, WI, to Minneapolis, MN, through Madison and Eau Claire, WI.	\$0.5
Wisconsin	Milwaukee to Chicago	Milwaukee to Green Bay (Hiawatha Service Extension)	Wisconsin Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes With Extensions	FY 2022	The proposed corridor would connect the existing Hiawatha service between Chicago, IL, and Milwaukee, WI, with an extension to Green Bay, WI.	\$0.5
Wisconsin	Milwaukee to Chicago	Milwaukee to Chicago Hiawatha Service Expansion	Wisconsin Department of Transportation	<a href="#">Corridor Identification and Development Program</a>	Existing Routes	FY 2022	The proposed corridor would provide improvements to the existing Hiawatha service between Milwaukee, WI, and Chicago, IL, by adding new frequencies.	\$0.5
Subtotal for Corridor Identification and Development Program Projects								\$34.5
Subtotal for Federal-State Partnership for Intercity Passenger Rail Projects								\$24,620.1
Total for All Projects								\$24,654.6

Sources: Federal Railroad Administration website (last updated March 13, 2024), FRA press releases, and other FRA information.