



**American Public Transportation Association**

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

**Sunday, April 7, 2024  
10:45 a.m. - 11:30 a.m. ET**

**JW Marriott Washington, D.C.  
Room: Salons H-K (Ballroom Level)**

1. Welcome and Call to Order—Naomi Renek, Co-Chair, and Julie White, Co-Chair
2. Presentation on North Carolina Department of Transportation’s Ongoing and Upcoming Projects—Julie White, Deputy Secretary for Multimodal Transportation, North Carolina Department of Transportation
3. Commuter Rail Liability Insurance—Stacie Tiongson, Senior Director, APTA Government Affairs and Advocacy
4. Legislative Update—Benji Schwartz, Director, APTA Government Affairs and Advocacy
  - a. S. 1274, the REEF Act (Fischer) (R-NE)
  - b. President’s Fiscal Year 2025 Budget Request: Passenger Rail Policy Proposals
  - c. S. 576, the Railway Safety Act (Brown) (D-OH)
  - d. Senate Proposal on Station Warning Systems and Train Volume
5. Open Discussion
6. Adjourn

## **ENCLOSED DOCUMENTS**

- APTA FACT SHEET S. 1274, the REEF Act (04.01.2024)
- APTA FACT SHEET President's FY 2025 Budget Request: Passenger Rail Policy Proposals (04.01.2024)
- APTA FACT SHEET S. 576, the Railway Safety Act (04.01.2024)
- APTA's [Federal Railroad Administration Project Pipeline Dashboard](#) (04.01.2024)



**AMERICAN PUBLIC TRANSPORTATION ASSOCIATION  
FACT SHEET**

**S. 1274, THE “RAILROAD EMPLOYEE EQUITY AND FAIRNESS ACT” (REEF ACT)  
*April 1, 2024***

On April 25, 2023, Senator Deb Fischer (R-NE), together with a bipartisan group of Senators, introduced [S. 1274](#), the “Railroad Employee Equity and Fairness Act” (REEF Act), which permanently exempts unemployment and sickness benefit payments pursuant to the Railroad Unemployment Insurance Act (RUIA)<sup>1</sup> from budget sequestration. Representative Jan Schakowsky (D-IL) introduced a bipartisan House companion bill (H.R. 2785).

On March 6, 2024, the Senate Committee on the Budget reported the bipartisan bill favorably to the Senate by a unanimous roll call vote (21-0).

## Summary

The REEF Act amends the Continued Assistance to Rail Workers Act of 2020, as enacted in the Consolidated Appropriations Act, 2021 (P.L. 116-260, Division N). The Continued Assistance to Rail Workers Act exempted unemployment and sickness benefit payments made from RUIA from sequestration until 30 days after the end of the COVID-19 national emergency.<sup>2</sup>

On April 10, 2023, President Biden signed P.L. 118-3, terminating the COVID-19 national emergency. The Railroad Retirement Board subsequently announced that sequestration resumed for railroad unemployment and sickness benefits on May 10, 2023.

The REEF Act strikes the sunset provision of the Continued Assistance to Rail Workers Act (i.e., 30 days after the termination of the COVID-19 national emergency), permanently exempting railroad employees’ unemployment and sickness benefits from budget sequestration, effective May 10, 2023. As a result, S. 1274 would increase railroad unemployment and sickness benefits by approximately 5.7 percent (e.g., up to \$49.59 per each bi-weekly unemployment or sickness insurance claim).

The bill is supported by a coalition of rail and labor organizations, including the National Railroad Passenger Corporation (Amtrak), Association of American Railroads, American Short Line and Regional Railroad Association, International Brotherhood of Teamsters, and Transportation Trades Department, AFL-CIO.

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<sup>1</sup> 45 U.S.C. §§ 351-369.

<sup>2</sup> See [Consolidated Appropriations Act, 2021](#), P.L. 116-260, Division N, Title II, Subchapter III, § 235; 2 U.S.C. § 906 note.

## Background

Railroad workers may qualify for daily unemployment and sickness benefits under the Railroad Unemployment Insurance Act (RUIA). The Act defines railroad workers as individuals working for several employers, including carriers and companies that operate “any equipment or facility or performs any service...in connection with the transportation of passengers or property by railroad...”, including commuter railroads.<sup>3</sup> In Fiscal Year (FY) 2022, 47,238 commuter rail and Amtrak workers qualified for RUIA benefits.<sup>4</sup>

Railroad unemployment and sickness benefits are financed exclusively by railroad employers’ payroll taxes, based on the taxable earnings of their employees.<sup>5</sup> Railroad employers tax rates depend on the past rates of unemployment and employees’ sickness claims. For calendar year 2023, the employer tax rate ranges from 2.15 percent to 12 percent.<sup>6</sup>

In the 2021-2022 benefit year, 26,600 railroad workers received unemployment and sickness benefits totaling \$132.9 million.<sup>7</sup> As of June 30, 2023, the balance in the Railroad Unemployment Insurance Account was \$363 million.<sup>8</sup>

The Balanced Budget and Emergency Deficit Control Act of 1985 (BBEDCA), as amended by the Budget Control Act of 2011, requires a 5.7 percent sequestration of funds for non-exempt nondefense mandatory programs for FY 2024 and subsequent fiscal years, as determined by the Office of Management and Budget (OMB).<sup>9</sup> The RUIA is considered a nondefense mandatory program subject to sequestration, which applies to funding the program receives through either appropriations bills or to continuing resolutions.

Eligibility for railroad unemployment and sickness benefits is based on an employee’s railroad service and earnings. The maximum daily unemployment and sickness benefit is currently \$87, leading to a biweekly maximum claim of \$870.<sup>10</sup> Applying sequestration percentages to this figure results in a daily bi-weekly maximum claim of \$820.41, meaning railroad workers lose up to \$49.59 from each unemployment or sickness insurance claim because of sequestration.

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<sup>3</sup> 45 U.S.C. § 351.

<sup>4</sup> U.S. Railroad Retirement Board, [2023 Annual Report](#), at 60.

<sup>5</sup> *Id.* at 28.

<sup>6</sup> Congressional Research Service, [Railroad Retirement, Survivor, Disability, Unemployment, and Sickness Benefits](#) (March 8, 2023), at 11.

<sup>7</sup> U.S. Railroad Retirement Board, *supra* note 5, at 29. In the 2021-2022 benefit year, 8,500 workers received unemployment benefits (\$60.9 million) and 18,800 workers received sickness benefits (\$71.9 million). *Id.* at 29, 32.

<sup>8</sup> U.S. Railroad Retirement Board, [Trigger of Surcharge in RUIA Tax Rate](#) (October 16, 2023).

<sup>9</sup> OMB, [Report to the Congress on the BBEDCA 251A Sequestration for Fiscal Year 2024](#) (March 13, 2023).

<sup>10</sup> Railroad Retirement Board, [Railroad Unemployment and Sickness Benefits 2023](#) (July 7, 2023), at 2.

These benefits are paid in addition to an employee’s paid leave or private insurance. To receive unemployment benefits, a worker must be ready, willing, and able to work. For sickness benefits, a worker must be unable to work because of illness or injury. [Congressional Research Service; Railroad Retirement Board: Retirement, Survivor, Disability, Unemployment, and Sickness Benefits](#) (May 11, 2023), at 2. On July 1, 2024, the maximum daily rate will increase to \$94. U.S. Railroad Retirement Board, [Program Letter regarding Notice of Annual Rates 2024](#) (December 20, 2023).



Without legislative adjustments, sequestration cuts will remain in place for the RUIA through FY 2032.<sup>11</sup>

The REEF Act permanently exempts railroad unemployment and sickness benefits from sequestration. The Congressional Budget Office (CBO) estimates that enacting the REEF Act would increase direct spending by \$67 million over 10 years (FY 2024 – FY 2034). CBO anticipates that the additional payments would trigger a surtax in some years that would result in additional collections from employers. The higher payroll taxes paid by employers in those years would tend to reduce employees' earnings, which are used to determine workers' income and payroll taxes.<sup>12</sup>

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<sup>11</sup> See [Further Consolidated Appropriations Act, 2024](#), P.L. 118-47, Division G, Title I, § 109.

<sup>12</sup> Congressional Budget Office, Cost Estimate, S. 1274, [Railroad Employee Equity and Fairness Act](#) at 3 (March 15, 2024).



**AMERICAN PUBLIC TRANSPORTATION ASSOCIATION**  
**FACT SHEET**  
**PRESIDENT’S FY 2025 BUDGET REQUEST: PASSENGER RAIL POLICY PROPOSALS**  
*April 1, 2024*

On March 11, 2024, President Joseph Biden released his Fiscal Year (FY) 2025 Budget Request, outlining his Administration’s priorities for the next year. When combined with the advance appropriations included in the Infrastructure Investment and Jobs Act (IIJA), the President requests **\$16.4 billion** for passenger and freight rail in FY 2025. In addition, the Budget includes a series of proposed policy changes to the Federal-State Partnership for Intercity Passenger Rail, Consolidated Rail Infrastructure and Safety Improvement (CRISI), and the Railroad Crossing Elimination grant programs.

## **Federal-State Partnership for Intercity Passenger Rail**

### *Summary*

For Federal-State Partnership for Intercity Passenger Rail grants, the Budget proposes a Federal share up to 90 percent for projects benefiting an underserved community.

### *Background*

The Federal-State Partnership for Intercity Passenger Rail program is intended to reduce the state-of-good-repair backlog, improve performance, or expand or establish new intercity passenger rail service. Eligible activities include capital projects to meet the program purpose, as well as planning, environmental studies, and final design of such projects. Eligible recipients include: a State, a group of States, interstate compact, public agency or public chartered authority, political subdivision, Amtrak, Federally recognized Indian Tribes, or a combination of such entities.

The total Budget Request for the Federal-State Partnership for Intercity Passenger Rail grants for FY 2025 is \$7.3 billion.<sup>1</sup> Under current law, the Federal share of a project awarded under the Federal-State Partnership program is up to 80 percent.<sup>2</sup> The President’s Budget proposal would allow for a Federal share of up to 90 percent for projects benefitting an underserved community. The Secretary of Transportation would determine what qualifies as an “underserved community”.<sup>3</sup>

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<sup>1</sup> The President requests \$100 million for FY 2025 in addition to the \$7.2 billion in IIJA advance appropriations. For more information, please view [APTA’s Passenger Rail Funding Table](#).

<sup>2</sup> 49 U.S.C. § 24911(f)(2).

<sup>3</sup> Note that Presidential [Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government](#), 86 Fed. Reg. 7009 (January 25, 2021), defines an underserved community as “populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life... .”

## Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program

### *Summary*

For CRISI grants, the Budget proposes to:

- allocate \$20 million for grants to States for State rail planning activities;
- allow any State, county, municipal, local and regional law enforcement agency to be an eligible recipient for trespassing prevention projects;
- for projects benefiting an underserved community, eliminate the statutory preference for projects where the Federal share of the total project costs does not exceed 50 percent, and provide a Federal share up to 90 percent; and
- retain up to \$5 million to establish a National Rail Institute.

In addition, the President's FY 2025 Budget proposes to eliminate the preference for projects that maximize benefits (pursuant to a cost-benefit analysis) for certain CRISI-eligible projects including: regional rail and corridor service development plans; safety program or institute designed to improve rail safety; research for rail-related capital, operations, or safety improvements; workforce development and training activities; and research, development, and testing to advance and facilitate innovative rail projects.

### *Background*

The CRISI program is intended to fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems. Eligible recipients include: a State, a group of States, interstate compact, public agency or public chartered authority, political subdivision, Amtrak, Class II or III railroads and associations representing Class II or III railroads, rail carriers or equipment manufacturers partnered with a State entity, public agency, or local government, Federally recognized Indian Tribes, the Transportation Research Board partnered with an entity with which it contracts in the development of rail-related research, university transportation centers engaged in rail-related research, and non-profit labor organizations representing employees or contractors. The total Budget Request for the CRISI program for FY 2025 is \$1.25 billion.<sup>4</sup>

Currently, the Federal share of a project receiving CRISI funding cannot exceed 80 percent,<sup>5</sup> and the Federal Railroad Administration (FRA) is statutorily obligated to give preference to award projects where the proposed Federal share does not exceed 50 percent.<sup>6</sup> Of the 70 projects that received grant funding for FY 2022, only 16 projects had a Federal share that was less than or equal to 50 percent, and 30 projects received the current maximum Federal share of 80 percent.

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<sup>4</sup> The President requests \$250 million for FY 2025 in addition to the \$1 billion in IIJA advance appropriations.

<sup>5</sup> 49 U.S.C. § 22907(h)(2).

<sup>6</sup> 49 U.S.C. § 22907(e)(1)(A).

For FY 2022, there were no CRISI grants allocated to States for State rail planning activities. In the same year, two of the six projects that received CRISI funding set-asides to prevent trespassing allocated some of the grant money to law enforcement agencies.<sup>7</sup>

Of the 16 project categories eligible for CRISI funding, 10 categories would continue to be subject to the preference for maximized benefits pursuant to a cost-benefit analysis. These categories include: deployment of railroad safety technology; capital projects that are not required to be in a State rail plan; capital projects identified as necessary by the Secretary to address congestion or safety challenges affecting rail service; capital projects identified as necessary by the Secretary to reduce congestion and increase ridership in intercity passenger rail transportation along heavily traveled rail corridors; highway-rail grade crossing improvement; rail line relocation or improvement; a capital project to improve short-line or regional railroad infrastructure; any project the Secretary considers necessary to enhance multimodal connections; trespassing reduction; and rehabilitating, remanufacturing, procuring, or overhauling locomotives.<sup>8</sup>

## Railroad Crossing Elimination

### *Summary*

For the Railroad Crossing Elimination grant program, the President's Budget proposes to:

- eliminate the project selection criteria for improving the mobility of people and goods;
- for projects benefiting underserved communities, provide a Federal share of up to 90 percent;
- remove the State limitation (i.e., no more than 20 percent of grant funds available may be selected in any single State) in grant funds award distribution; and
- increase the set aside for grants for Highway-Rail Grade Crossing Safety Information and Education programs from 0.25 percent to 2.25 percent and include nonprofit organizations as eligible recipients.

### *Background*

The Railroad Crossing Elimination program was created under the IIJA and is intended to fund highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Eligible recipients include: States, political subdivisions, Federally recognized Indian Tribes, a unit of local government or a group of local governments, public port authorities, metropolitan planning organizations, or a combination of

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<sup>7</sup> See U.S. Department of Transportation [FY 2022 Consolidated Rail Infrastructure and Safety Improvement Program Selections: Project Summaries](#) (September 9, 2023).

<sup>8</sup> 49 U.S.C. § 22907(c)(1), (2), (3), (4), (5), (6), (7), (9), (11), and (16).





such entities.<sup>9</sup> The total Budget Request for the Railroad Crossing Elimination program for FY 2025 is \$600 million.

### *Project Selection Criteria*

The President's Budget proposes to eliminate the project selection criteria for improving the mobility of people and goods. Under current law, there are seven project selection criteria the Secretary of Transportation evaluates when determining whether to award a project. These criteria are: (1) improvements to safety at highway-rail or pathway-rail grade crossings, (2) separation, elimination, or closure of highway-rail or pathway-rail grade crossings, (3) improving the mobility of people and goods, (4) reduction in emissions, protection of the environment, and provision of community benefits, (5) improved access to emergency services, (6) provision of economic benefits, and (7) improved access to communities separated by rail crossings. The President's Budget proposes removing criterion (3) when selecting projects.

### *Federal Share for Projects Benefitting Underserved Communities*

Under current law, the Federal share of a project awarded under the Railroad Crossing Elimination program is up to 80 percent.<sup>10</sup> The President's Budget proposal would allow for a Federal share of up to 90 percent for projects benefitting an underserved community. The Secretary of Transportation would determine what qualifies as an "underserved community".<sup>11</sup>

### *State Limitation in Grant Awards Distribution*

The President's Budget proposes to remove the current award distribution rule that requires no more than 20 percent of available grant funds from being distributed to any single State.<sup>12</sup> For FY 2022, there were \$573 million grants awarded to 63 projects.<sup>13</sup> Texas and California came closest to reaching the State limitation on grant awards. In FY 2022, FRA awarded \$87 million to Texas projects (15.2 percent of available grant funds), and \$65 million to California projects (11.3 percent of available grant funds).

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<sup>9</sup> 49 U.S.C. § 22909(c).

<sup>10</sup> 49 U.S.C. § 22909(g).

<sup>11</sup> See [Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government](#), 86 Fed. Reg. 7009 (January 25, 2021), *supra* note 3.

<sup>12</sup> 49 U.S.C. § 22909(f)(3)(C).

<sup>13</sup> See [U.S. Department of Transportation Railroad Crossing Elimination \(RCE\) Program FY 2022 Selections](#) (October 2, 2023).



**AMERICAN PUBLIC TRANSPORTATION ASSOCIATION**  
**FACT SHEET**  
**S. 576, THE “RAILWAY SAFETY ACT OF 2023”**  
*April 1, 2024*

On May 10, 2023, the Senate Committee on Commerce, Science, and Transportation reported S. 576, the “[Railway Safety Act of 2023](#)”, to the Senate by a bipartisan vote of 16-11. President Joseph Biden and Senate Majority Leader Charles Schumer (D-NY) have voiced strong support for the bill. S. 576 was introduced by Senator Sherrod Brown (D-OH), together with a bipartisan group of Senators, in response to the February 3, 2023 Norfolk Southern freight train derailment in East Palestine, Ohio, in which hazardous materials were spilled, leading residents to evacuate.

S. 576 imposes a new safety regime for Class I freight railroads that operate high-hazard trains. Key provisions include revised safety inspection requirements; a new Class I freight railroad defect detector program (including required plans and installation of defect detectors); and significantly enhanced civil penalties for safety violations. Many of these provisions will impact commuter and intercity passenger railroads, especially commuter railroads that host Class I freight railroads that operate high-hazard trains. Senate Majority Leader Schumer continues to list the bill as a potential item for Floor consideration. The House Committee Transportation and Infrastructure Committee has not considered rail safety legislation.

***Emergency Response Coordination***

Section 102 of S. 576, as amended, mandates new safety requirements for high-hazard trains operated by Class I railroads. High-hazard trains are those single trains transporting certain flammable liquids or gas, toxic or poisonous materials, radioactive waste, explosives, or a combination of those materials.

The bill limits high-hazard trains to a maximum speed of 50 miles per hour, or 40 miles per hour in certain urban areas. It also directs the Secretary of Transportation (Secretary) to issue new rules that require Class I railroads transporting hazardous materials to provide reports of the hazardous materials being transported, emergency response resource information, route identification, and railroad contact information to State Emergency Response Commissions.

State Emergency Response Commissions are required to provide such information to local subdivisions and public agency emergency response providers upon request. Class I railroads operating high-hazard trains will also be required to submit Hazardous Material Emergency Response Plans to the Secretary, in coordination with relevant States and Tribes.

***Inspection Requirements***

Section 105 prohibits railroads (including commuter railroads) from imposing time limitations on inspectors to complete a railcar, locomotive, or brake inspection. However, the bill requires employees to perform their inspection duties promptly and not delay unless for reasons related to safety. The bill also requires the Secretary to amend the pre-departure inspection requirements

for Class I railroads, which could impose new inspection requirements on commuter railroads (e.g., identifying inspection locations and inspectors for Class I freight inspections).

In addition, the bill requires the Secretary to review and amend [49 C.F.R. Part 229](#) (Railroad Locomotive Safety Standards) and [49 C.F.R. 243](#) (Training, Qualifications, and Oversight for Safety-related Railroad Employees) to ensure appropriate training and proficiency of the employees, including mechanical inspectors, conducting locomotive inspections. The Secretary is also directed to initiate audits of federal railcar, locomotive, and brake system inspection compliance within 60 days of enactment.

The legislation specifies that Class I railroads be audited no less than every five years, and a limited number of Class II and III railroads must be audited annually. There is no instruction to the Secretary on the frequency of audits for passenger railroads, other than an exemption for tourist and excursion passenger rail operations. In addition, audits must be conducted in consultation with the railroad and its employees, including employee labor organizations representing the inspectors.

Finally, the bill requires the Secretary to determine whether to update any other railroad safety regulations to ensure the adequacy of railcar, locomotive, and train brake system inspections.

### ***Emergency Brake Signals***

Section 106 requires the Administrator of the Federal Railroad Administration (FRA) to convene the Railroad Safety Advisory Committee (RSAC) for the purpose of considering a regulatory safety task on the functioning of emergency brake signals. RSAC will consider end-of-train and head-of-train device communications and develop recommendations and an accompanying work plan for implementation of the recommendations.

### ***Class I Freight Railroads Defect Detector System Plans Impact on Host Commuter Railroads***

Section 107 requires Class I railroads to submit risk-based defect detection systems plans to the FRA, including a summary of the proposed defect detector network; a description of how the network will be implemented by the deadline; a description of how the railroad's defect detection system meets or exceeds the defect detection performance standards; and a risk-based approach on identifying overheated wheel bearings, safety alerts, data sharing, and employee training.

Importantly, the plans must cover those routes or segments of commuter rail passenger networks over which Class I high-hazard freight rail trains operate. As part of the plan, Class I railroads must outline the type and placement of defect detectors:

- at least 10 miles before entering urbanized areas with 75,000 or more people;
- an average of every 15 miles for routes not equipped with acoustic bearing detectors or other similar technology; and
- an average of every 20 miles for routes equipped with acoustic bearing detectors or similar technology.

The bill also allows the use of an alternative hot-bearing detection plan if it would provide an equivalent or higher level of safety than the performance standards that the Secretary is required to issue under the legislation. The Secretary must issue regulations no later than two years after the date of enactment to implement these requirements. Railroads must implement the plan within three years after issuance of the final rule.

### *Applicability to Commuter Railroads*

Commuter railroads that host Class I freight railroads operating high-hazard trains may be required to install and maintain these detection systems depending on the terms of their operating agreements. Commuter railroads have expressed concern about the costs of implementing this requirement, especially where the defect detection technology will not be beneficial to commuter rail operations.

Section 107(c) addresses this concern by directing the FRA Administrator to establish a formula grant program to assist commuter railroads with the costs for installing defect detection technology. A commuter railroad that has a contract with a Class I railroad, as of May 1, 2023, that requires the commuter railroad to install defect detection technology under the Class I freight railroad defect detection system plan is eligible to receive a grant under the program. The formula grant funds are to be allocated based on the number of wayside defect detectors that a commuter railroad would be required to install on its right-of-way under the plan. The bill authorizes such sums as may be necessary to carry out the formula grant program.

### *Civil Penalties*

Section 109 increases the maximum fine for noncompliance with a requirement, regulation, or order under 49 U.S.C. chapters 201 through 211 from \$25,000 to \$1 million, except for small business concerns (including Class III railroads), where the maximum fine is \$200,000. In addition, the bill notes that any act by an individual that causes a railroad carrier to violate 49 U.S.C. chapters 201 through 211, constitutes a violation subject to penalties under this section.

For safety violations that result in death, serious illness, or severe injury, causes an imminent hazard of death or injury or results in the substantial destruction of property, the maximum fine is \$5 million; for small business concerns, the maximum fine for such violations is \$500,000. The Secretary is authorized to double fines in cases where there is a pattern of repeated violations or otherwise reflects a deliberate indifference or conscious disregard for the consequences of the conduct.

The bill also includes additional penalty language for violations of hours-of-service regulations, including a two-year statute of limitations for bringing an action unless certain notifications are given, and provisions pertaining to employee sleeping quarters. Railroad carriers are deemed to have knowledge of the acts of its officers and agents under this section.

Last, the bill provides for inflationary adjustments to the civil penalties noted above.

### ***Alcohol and Drug Testing***

Section 117 directs the Secretary to amend [49 C.F.R. Part 219](#) (Control of Alcohol and Drug Use) to require any employee who, on behalf of a railroad, inspects locomotives, passenger cars, railcars, or other on-track equipment, to be subject to breath or body fluid testing under the regulation.

### ***Railroad Crossing Elimination Program***

Section 104 amends the Railroad Crossing Elimination program to add a consideration for awarding grants under the program to whether the proposed project improves the mobility of a bus route to a school or within one mile of a school. The Federal share of the cost of a bus route-related project is 85 percent.

### ***Roadway Worker Safety Report***

Section 114 directs the Government Accountability Office to review currently available technologies to protect roadway workers from the hazards of being struck by a train or other on-track equipment and to submit the report, including any recommendations, to Congress.

### ***Two-Person Crews***

Section 108 requires that freight trains operated by Class I railroads have two-person crews consisting of one certified conductor and one certified engineer. This provision does not apply to commuter railroads. However, FRA still may apply the provision more broadly in a rulemaking.



**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



**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)
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 Passenger 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



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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



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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



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(in millions)*

State	City	Project	Project Sponsor	Grant Program	Project Category	Fiscal Year	Project Description	Total Grant Amount (Millions)
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
Virginia	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  
(in millions)*

State	City	Project	Project Sponsor	Grant Program	Project Category	Fiscal Year	Project Description	Total Grant Amount (Millions)
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
<b>Subtotal for Corridor Identification and Development Program Projects</b>								<b>\$34.5</b>
<b>Subtotal for Federal-State Partnership for Intercity Passenger Rail Projects</b>								<b>\$24,620.1</b>
<b>Total for All Projects</b>								<b>\$24,654.6</b>

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