

# NEC Capital Investment Plan

## Project Information Appendix

Fiscal Years 2025-2029

October 2024



*W. Scott M...*





## Project Information Appendix

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# Northeast Corridor Capital Investment Plan

Fiscal Years 2025-2029

October 2024

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# 1. FY25-29 Investment Summary

## FY25-29 Investment Summary by Region, Submitting Agency (Millions)

	FY25 Planned Expenditure	FY25-29 Target Expenditure
<b>New England</b>	<b>\$701.7</b>	<b>\$6,511.2</b>
Amtrak	\$546.9	\$2,575.5
MBTA	\$93.8	\$2,804.3
Rhode Island DOT	\$11.6	\$361.4
Connecticut DOT	\$49.5	\$770.0
<b>Connecticut-Westchester (NHL)</b>	<b>\$625.2</b>	<b>\$3,831.2</b>
Connecticut DOT	\$592.9	\$3,666.5
MTA	\$32.3	\$164.8
<b>New York City Metro</b>	<b>\$3,130.4</b>	<b>\$21,093.1</b>
Amtrak	\$1,653.1	\$7,219.1
MTA	\$891.0	\$8,800.0
NJ TRANSIT	\$586.4	\$5,074.0
<b>Mid-Atlantic North</b>	<b>\$730.2</b>	<b>\$4,141.3</b>
Amtrak	\$630.8	\$3,529.1
SEPTA	\$51.5	\$307.2
Pennsylvania DOT	\$47.9	\$297.0
Delaware DOT	Not Available	\$8.0
<b>Mid-Atlantic South</b>	<b>\$1,072.6</b>	<b>\$10,762.1</b>
Amtrak	\$1,053.7	\$10,347.5
MDOT MTA / MARC	\$6.85	\$411.3
VRE	\$12.0	\$3.3
<b>Amtrak System-wide</b>	<b>\$137.2</b>	<b>\$4,670.3</b>
Amtrak	\$137.2	\$4,700.3
<b>Total</b>	<b>\$6,397.3</b>	<b>\$51,039.3</b>

Note: FY25 planned expenditure and FY25-29 target expenditure is based on data submitted by each agency where provided. When data were Not Available, figures in this table are based on CONNECT NEC model analysis. Figures represent project and program planned expenditures combined.

# 2. FY25-29 Investment Detail

*Projects listed in geographic order*



# Sample Project Name

**Project Sponsor:** Agency responsible for submitting primary federal grant application.  
**Submitting Agency:** NEC agency responsible for submitting NECC capital planning and program delivery reporting data  
**Benefit:** Shared intercity-commuter, Sole intercity, or Sole commuter  
**Project Type:**

- **Capital Renewal:** routine repair and replacement of basic infrastructure
- **Major Backlog:** projects necessary for achieving a state of good repair, but not undertaken on a routine basis
- **Improvement:** replacement of existing assets with markedly superior ones or introduction of new assets
- **Stations:** projects to repair, replace, modernize, or improve an existing station, occurring primarily within the boundaries of the station property, or projects to construct an expanded, new, or replacement station
- **Planning Studies:** projects that include only planning activities and have no associated construction in current form

## General Project Information

<b>Full Project Scope</b>	Complete scope for the entire project, including previously completed work and work to be completed beyond fiscal year 2029
<b>Project Justification</b>	Justification for the complete project scope stated above. One sentence description of the transportation problem the project will address.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> Total project cost estimate to complete the full scope as described.	<b>Escalated Total Project Cost:</b> Total project cost escalated to Year of Expenditure if necessary
<b>Funding Sources</b>	<b>Total Funding to Date:</b> Sum of all funding sources (past, present, and future) committed to the entire history of the project from both federal and non-federal agencies	<b>Additional Potential Funding Sources:</b> Known potential funding sources to complete the full scope of the project, if applicable
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> NEC stakeholder agencies or other non-NEC organizations responsible for sharing the cost of a project (does not include federal partners) <b>FY25 Status of Cost Sharing Agreement:</b> FY25 status of PBCA process or other inter-agency negotiations on cost	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Start and end dates of project planning	Complete, In Progress, or Not Started per the submitted project schedule
Development <sup>1</sup>	Start and end dates of project development	
Final Design	Start and end dates of project final design	
Construction	Start and end dates of overall construction	

<sup>1</sup> - Estimated or Actual NEPA Completion Date: Estimate of the expected NEPA completion date, or actual date if NEPA clearance has already been received

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	Planned fiscal year 2025 expenditure
<b>FY25 BCC Eligibility</b>	Indicates if the planned FY25 project activity is BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Planned fiscal year 2026 - 2029 expenditure

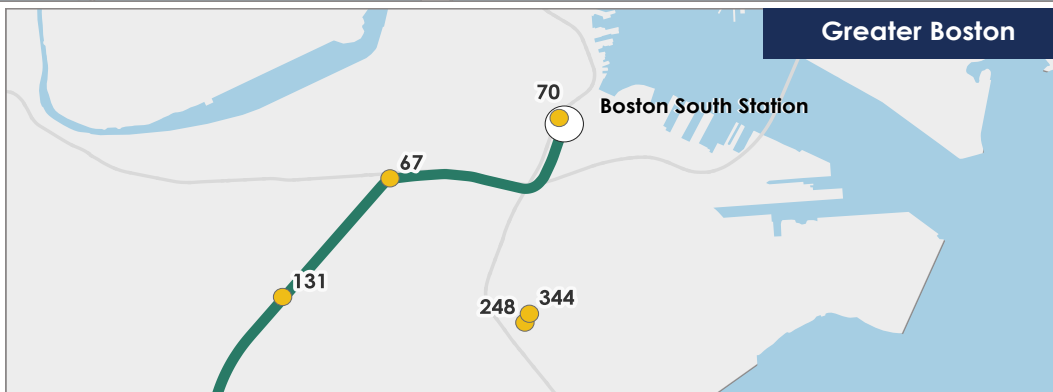
# New England Projects



**New England**

**Active Projects over \$50 Million**

FY25-29 CIP



- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li><b>70</b> Tower 1 and Cove Interlocking Improvements</li> <li><b>344</b> Airo Facilities: Southampton Street Yard</li> <li><b>248</b> Widett Layover Facility</li> <li><b>67</b> Back Bay Station Ventilation Improvements - Phase 3</li> <li><b>131</b> Ruggles Station Accessibility Improvements - Phase 2</li> <li><b>250</b> Readville to Canton Junction - Third Track Improvements</li> <li><b>251</b> South-Side Maintenance and Layover Facility</li> <li><b>74</b> South Attleboro Station Accessibility Improvements</li> <li><b>96</b> Warwick/T.F. Green Airport Station Expansion</li> <li><b>411</b> Kingston Improvement Project</li> <li><b>29</b> Veltri Interlocking</li> </ul> | <ul style="list-style-type: none"> <li><b>3</b> Connecticut River Bridge Replacement Project</li> <li><b>44</b> Fitter Interlocking</li> <li><b>285</b> North Haven Station</li> <li><b>286</b> Newington Station</li> <li><b>350</b> Hartford Line Station Program (Design)</li> <li><b>287</b> West Hartford Station</li> <li><b>279</b> Hartford Station Relocation</li> <li><b>310</b> Windsor Station</li> <li><b>289</b> Windsor Locks Railroad Station and Track Improvements</li> <li><b>46</b> Hartford Line Rail Program: Phase 3B Double Track</li> </ul> |
|---|--|

*This map displays a subset of all investments within the region. Refer to FY25-29 CIP Web Appendix for a complete list.*

# Tower 1 and Cove Interlocking Improvements

**Project Sponsor:** MBTA  
**Submitting Agency:** MBTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	Construct new track, signal, and power infrastructure throughout Tower One and Cove Interlockings outside of South Station to provide immediate operational, reliability and resiliency benefits to MBTA's South Side Commuter Rail system and Amtrak's Northeast Corridor and Lake Shore Limited services. The project was identified as an early action project under the original South Station Expansion program, and design was funded through the FRA's HSIPR (High Speed Intercity Passenger Rail) grant program. Final Design and Construction is funded by State, Joint Benefit BCCs, and FRA's Fed-State for SGR grant program. The goal of this project is to upgrade existing infrastructure and add new systems to address current reliability and resiliency issues that occur within this critical interlocking immediately south of South Station. This Project will upgrade the existing relay-based signal system ...[Full scope available on web appendix]
<b>Project Justification</b>	Current track, communication and signal, and power infrastructure at Tower 1 and Cove Interlockings are at the end of their useful life and experience constant failures, and other reliability issues, which impacts local MBTA service and intercity Amtrak service along the Northeast Corridor.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$170,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$170,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$170,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for SOGR Grant</i>	<i>\$82,000,000</i>		
	<i>Bond</i>	<i>\$82,000,000</i>		
	<i>State funding</i>	<i>\$5,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MBTA <b>FY25 Status of Cost Sharing Agreement:</b> PBCA			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Mar 2018 - Mar 2022	Complete
Development <sup>1</sup>	Not Available - Dec 2019	Complete
Final Design	Jan 2021 - Jan 2022	Complete
Construction	Oct 2023 - Feb 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Exempt

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$32,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$97,000,000</b>

# Back Bay Station Ventilation Improvements - Phase 3

**Project Sponsor:** MBTA  
**Submitting Agency:** MBTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	Design and construction of various ventilation improvements throughout Back Bay Station. Phases 1 and 2 improved air quality on the concourse (upper) level. Phase 3 will focus on air quality improvements on the platform (lower) level and upgrading the emergency ventilation system to current standards. This phase also involves upgrades to the station's electrical power system needed to support the ventilation improvements and future concourse renovations as well as ancillary work on building systems to bring the station back to a state of good repair.
<b>Project Justification</b>	Back Bay Station currently experiences poor air-quality due to diesel locomotives.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$59,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$59,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$59,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Bond</i>	<i>\$59,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MBTA <b>FY25 Status of Cost Sharing Agreement:</b> SOLE COMMUTER			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Oct 2021 - Jan 2023	Complete
Final Design	Jan 2023 - Jul 2023	Complete
Construction	Nov 2024 - Feb 2026	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$9,800,000</b>
<b>FY25 BCC Eligibility</b>	<b>Not BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$34,000,000</b>

# Airo Facilities: Southampton Street Yard

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The objective and purpose of the Project is to plan and develop a final design for the necessary improvements to Amtrak’s Southampton Yard Facility. The necessary improvements are determined based on the 2030 Operating Plan developed by Amtrak’s Planning department and a high-level description of maintenance activities from Amtrak’s Mechanical department. A new two bay Maintenance and Inspection (M&I) facility, renovation of the existing High Speed Rail (HSR) facility into a M&I facility, renovation of the existing Service and Inspection (S&I) facility into a two-bay Service and Cleaning (S&C) facility will enable performance of routine maintenance and inspections, servicing, cleaning, and crew onboarding of the trainset fleet that is being procured and currently in use. The objective of the planning phase is to finalize the location and identify all the requirements needed for the...[Full scope available on web appendix]
<b>Project Justification</b>	Based on the current requirements from the operations planning analysis and trainset maintenance requirements from the Mechanical Department, the projected work at Southampton Yard is to deliver a new 2-bay Maintenance and Inspection (M&I) Facility, renovate the existing 2-bay regional service and..[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$580,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$730,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$580,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>NEC IIJA Supplemental</i>	<i>\$580,000,000</i>		
	<i>Amtrak Annual Grant</i>	<i>\$100,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2021 - May 2023	Complete
Development <sup>1</sup>	Jan 2023 - Jun 2023	Complete
Final Design	Jun 2023 - Not Available	In Progress
Construction	Jun 2023 - Sep 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: May 2024 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$100,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>Not BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$460,000,000</b>

# Ruggles Station Accessibility Improvements - Phase 2

**Project Sponsor:** MBTA  
**Submitting Agency:** MBTA  
**Benefit:** Sole commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	Construction of various code improvements at Ruggles Station. A Massachusetts Architectural Accessibility Board (MAAB) decision was issued that gave the station two years from the completion of Phase 1 to bring the entire station up to code. Improvements include reconstruction of the existing center island Commuter Rail platform, construction of a new elevator serving the Orange Line platform, reconstruction of an existing staircase serving the Orange Line platform from Ruggles Street, repairs to the existing Orange Line platform, as well as the addition of second emergency egress staircases for both the Orange Line and Commuter Rail platforms. It will also include the construction of an accessible ramp at the Columbus Avenue station entrance. Other interior improvements include station-wide lighting upgrades, repairing trip hazards, and the installation of accessible bathrooms, handrail...[Full scope available on web appendix]
<b>Project Justification</b>	Required upgrades to comply with ADA and NFPA 130 fire and life safety codes.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$130,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$130,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$99,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	Massachusetts	\$99,000,000		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> MBTA <b>FY25 Status of Cost Sharing Agreement:</b> SOLE COMMUTER			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Nov 2020 - Jun 2021	Complete
Development <sup>1</sup>	Jun 2021 - Jan 2022	Complete
Final Design	Jan 2022 - Dec 2023	Complete
Construction	Jun 2024 - Dec 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2022 - NEPA Action Type: Exempt

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$32,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$89,000,000

# Widett Layover Facility

**Project Sponsor:** MBTA  
**Submitting Agency:** MBTA  
**Benefit:** Sole commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	Design and construction of a new layover facility in the Widett Circle neighborhood of South Boston, including new track, communication and signal, and power infrastructure, as well as new facilities for Train & Engine crews, Yardmasters, and Mechanical support staff. Additional capacity will support near an long-term service goals for the MBTA. The MBTA is also coordinating with Amtrak on their layover needs and potential solutions within the Widett Site and South Station Terminal Area. Also includes potential construction of a new traction power substation, and an early action demolition phase for the entire site.
<b>Project Justification</b>	Required to provide additional layover capacity for MBTA operations outside of South Station to accommodate near and long-term service, and

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$290,000,000	<b>Escalated Total Project Cost:</b> \$340,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> MBTA <b>FY25 Status of Cost Sharing Agreement:</b> PBCA	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Mar 2021 - Apr 2023	Complete
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Dec 2023 - Nov 2025	In Progress
Construction	Jun 2026 - Jun 2029	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,500,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$7,400,000



# Readville to Canton Junction - Third Track Improvements

**Project Sponsor:** MBTA  
**Submitting Agency:** MBTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	Design and construction a new third track and associated communication, signal and power infrastructure across five miles from Readville (Transfer Interlocking MP AB 218.6) to Canton Junction (Canton Interlocking MP AB 214.0). Phase 1 consists of extending Track 3 from Transfer Interlocking to Route 128 West. Phase 2 consists of extending Track 3 from Route 128 West to Junction Interlocking.
<b>Project Justification</b>	Provide additional capacity for MBTA and Amtrak service between Readville and Canton Junction, in a capacity constrained section of the Providence Line/Northeast Corridor.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$140,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$200,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$61,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	MBTA	\$61,000,000	FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MBTA <b>FY25 Status of Cost Sharing Agreement:</b> PBCA			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2022 - Not Available	In Progress
Development <sup>1</sup>	Not Available - Not Available	Not Started
Final Design	Not Available - Jan 2026	Not Started
Construction	Jan 2026 - Jul 2029	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	Not Available
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# South-Side Maintenance and Layover Facility

**Project Sponsor:** MBTA  
**Submitting Agency:** MBTA  
**Benefit:** Sole commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	Design and construction of a new heavy maintenance and layover facility at existing Readville Yard 2, including a new equipment maintenance building for repair and overhaul of locomotives and coaches, an expanded layover yard, new welfare and administration facilities for transportation, mechanical, and engineering support staff, new track, communication and signal, and power infrastructure, among other infrastructure.
<b>Project Justification</b>	Considered mitigation for MassDOT's Allston Multimodal program, which will temporarily close the only rail connection between south and north sides of the Commuter Rail network, typically used for MBTA Commuter Rail off-revenue maintenance moves to Boston Engine Terminal in Somerville (north-side), ...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$730,000,000	<b>Escalated Total Project Cost:</b> \$730,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> MBTA <b>FY25 Status of Cost Sharing Agreement:</b> SOLE COMMUTER	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Apr 2020 - Apr 2021	Complete
Development <sup>1</sup>	Aug 2021 - Feb 2024	Complete
Final Design	Mar 2024 - Nov 2024	Complete
Construction	May 2025 - Sep 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,200,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$610,000

# South Attleboro Station Accessibility Improvements

**Project Sponsor:** MBTA  
**Submitting Agency:** MBTA  
**Benefit:** Sole commuter  
**Project Type:** Stations

## General Project Information

**Full Project Scope** Reconstruct and modernize South Attleboro Station, including two new 800-Foot High Level Platforms, ADA Compliant Ramps, a new pedestrian bridge above the tracks with connections to Newport Avenue, new canopies, a reconstructed parking lot, new bus bays for RIPTA and GATRA, a new pick up area for pick-up/drop-off, and upgraded traffic signals for improved safety.

**Project Justification** The former pedestrian bridge was demolished due to condition and safety concerns, so only the Outbound Platform is operational. The overall condition of the station is poor, and requires full construction to resume full service.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$78,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$93,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$7,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$75,000,000</b>
	MBTA	\$6,900,000	Other Federal Discretionary	\$52,000,000
	LXXBOR MBTA Lockbox Grant	\$100,000	Other Non-federal	\$23,000,000
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> MBTA <b>FY25 Status of Cost Sharing Agreement:</b> SOLE COMMUTER			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Apr 2020 - Jun 2022	Complete
Development <sup>1</sup>	Apr 2020 - Apr 2021	Complete
Final Design	Feb 2022 - Apr 2022	Complete
Construction	Mar 2025 - Mar 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,100,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Warwick/T.F. Green Airport Station Expansion

**Project Sponsor:** Rhode Island DOT  
**Submitting Agency:** Rhode Island DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This project would expand Warwick/T.F. Green Airport rail station which opened in 2010. In that project, the Rhode Island Airport Corporation constructed a station house and a single high-level platform to support the introduction of MBTA commuter rail services to the Airport and to new communities south of Providence. For this project, RIDOT and Amtrak have proposed expanding the station with additional track and platform capacity to accommodate intercity rail and commuter rail turnback operations. Additionally, this project would accommodate future MBTA service.
<b>Project Justification</b>	The existing Warwick/T.F. Green Airport station does not have capacity to accommodate additional intercity rail and commuter rail turnback operations.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$360,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$360,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$3,500,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA CRISI Grant</i>	<i>\$2,800,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Rhode Island</i>	<i>\$700,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Mar 2021 - Aug 2024	Complete
Final Design	Jan 2026 - Jul 2027	Not Started
Construction	Dec 2027 - Dec 2029	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Aug 2024 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$100,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Kingston Improvement Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The objective of the North Kingston Improvement Project is to replace the existing alignment near Kingston Curve, curve #58 on Amtrak's AB line on the NEC North End, with a new alignment that increases speed for Acela service. The current alignment limits speed to 130 mph between two existing high-speed rail segments. Work will include project planning and development, final design, property acquisition, environmental clearances and mitigation, construction, testing and close out. This is a possible multi-year project, dependent on the findings of the planning/study phase.
<b>Project Justification</b>	Increased speed for Acela service between Boston and New York City.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$50,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$64,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$70,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$700,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$70,000</i>	<i>Amtrak Annual Grant</i>	<i>\$700,000</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Apr 2024 - Oct 2025	In Progress
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Oct 2030 - Sep 2032	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: TBD

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$700,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$560,000

# Veltri Interlocking

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The scope of this project is the design and construction of a new interlocking, "VELTRI" to be installed at MP 133 on the New Haven to Boston (AB) Line. Scope includes installation of two wired No. 20 crossovers with 14' track centers, new ACSES (PTC) wayside units and transponders with back office system changes to CETC for dispatcher control, power director control and PTC ACSES system software modifications to locomotives and power cars. This work will occur over multiple years.
<b>Project Justification</b>	This existing 18-mile stretch of the right-of-way lacks operational flexibility for maintenance outages and track possessions.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$67,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$67,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$14,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$2,000,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$14,000,000</i>	<i>Other Amtrak</i>	<i>\$750,000</i>
	<i>Other Amtrak</i>	<i>\$320,000</i>	<i>Amtrak Annual Grant</i>	<i>\$1,300,000</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	May 2021 - Mar 2022	Complete
Final Design	Mar 2019 - Mar 2022	Complete
Construction	Jan 2023 - Sep 2026	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Dec 2022 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$2,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$13,000,000

# Connecticut River Bridge Replacement Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	This project will replace the existing deteriorated bridge with a resilient bridge structure. The project will include design, permitting, NEPA and SHPO compliance, construction, testing/commissioning, acceptance, and closeout of a new two-track bascule bridge at MP 106.8 over the Connecticut River on a new alignment south of the existing circa-1907 movable bridge. Design will provide new track...[Full scope available on web appendix]
<b>Project Justification</b>	The existing Connecticut River Bridge is a chokepoint on NEC operations and is near the end of its design life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,500,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,500,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$1,300,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$1,600,000</b>
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$830,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$1,600,000</i>
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$150,000,000</i>		
	<i>FRA Federal-State Partnership for SOGR Grant</i>	<i>\$130,000,000</i>		
	<i>Other Amtrak</i>	<i>\$60,000,000</i>		
	<i>Connecticut Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$58,000,000</i>		
	<i>Amtrak Annual Grant</i>	<i>\$27,000,000</i>		
	<i>Connecticut DOT</i>	<i>\$21,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	May 2014 - Jan 2017	Complete
Final Design	Jul 2019 - Mar 2024	Complete
Construction	Aug 2024 - Oct 2030	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jan 2017 - NEPA Action Type: EA

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$320,000,000</b>
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$1,100,000,000</b>

# Fitter Interlocking

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	This project is for the design and installation of new interlocking located at MP98.1 on the New Haven to Boston AB Line, will be universal employing two wired No. 24 conventional crossovers with moveable point frogs. Located between curves 123 and 124, track centers will be widened to 16 feet to provide optimal configuration (Track 2 to be shifted 3 ft. to the South). This project is 35 percent reimbursed for construction costs by CTDOT under a Project Authorization Letter under the terms and conditions of the Master Agreement in place. This work will occur over multiple years.
<b>Project Justification</b>	The existing interlocking-to-interlocking segment is a chokepoint on NEC operations.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$71,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$74,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$71,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$260,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$47,000,000</i>	<i>Connecticut DOT</i>	<i>\$91,000</i>
	<i>Connecticut DOT</i>	<i>\$22,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$170,000</i>
	<i>Other Amtrak</i>	<i>\$1,600,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2018 - Not Available	In Progress
Development <sup>1</sup>	Not Available - Not Available	Complete
Final Design	Not Available - Not Available	Complete
Construction	Not Available - Dec 2024	Complete

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jun 2024 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$260,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available



# State Street Platform Replacement Project

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

**Full Project Scope** Replace station platforms and elevators at State Street Station. This is necessary due to the platforms' deteriorated conditions.

**Project Justification** The need for platform replacements at these stations are necessary due to their deteriorated condition.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$120,000,000	<b>Escalated Total Project Cost:</b> \$120,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2022 - Dec 2023	Complete
Development <sup>1</sup>	Jun 2024 - Jul 2025	Complete
Final Design	Jul 2025 - Feb 2027	In Progress
Construction	Aug 2027 - Aug 2033	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$0
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$75,000,000

# Hartford Line Station Program (Design)

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

**Full Project Scope** This project is a multi-year initiative that funds the design of the Hartford Line Stations

**Project Justification** To provide new or replace stations on the Hartford Line

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$56,000,000	<b>Escalated Total Project Cost:</b> \$56,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Nov 2009 - Aug 2012	Complete
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Not Available	Unknown

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$5,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$14,000,000

# Hartford Station Relocation

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

**Full Project Scope** This project will relocate Hartford Station. This project will be coordinated with the relocation of I-84 through Hartford.

**Project Justification** The current Hartford station significantly slows both Commuter and Intercity trains as well as creates a capacity bottleneck impacting service growth and on time performance.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$630,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$630,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>		<b>Additional Potential Funding Sources:</b>	
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2020 - Jan 2027	In Progress
Development <sup>1</sup>	Feb 2027 - Jan 2030	Not Started
Final Design	Jan 2030 - Jan 2033	Not Started
Construction	Mar 2033 - Dec 2043	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: EIS

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$0
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$0

# Windsor Locks Railroad Station and Track Improvements

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This project is focused on a new station and interlocking at Windsor Locks as part of the program to rebuild and upgrade infrastructure between New Haven, CT and Springfield, MA.
<b>Project Justification</b>	The existing infrastructure does not support demand for service in Windsor Locks created by the CTrail Hartford Line service that launched in 2018.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$100,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$77,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Connecticut</i>	<i>\$60,000,000</i>		
	<i>FRA CRISI Grant</i>	<i>\$17,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Nov 2009 - Aug 2019	Complete
Development <sup>1</sup>	Aug 2019 - Dec 2021	Complete
Final Design	Aug 2021 - Nov 2021	Complete
Construction	Aug 2022 - Apr 2025	Complete

<sup>1</sup>Estimated or Actual NEPA Completion Date: Dec 2021 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$30,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$32,000,000

# Hartford Line Rail Program: Phase 3B Double Track

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The Phase 3B Double-track Project will improve three single-track sections (totaling approximately 6.2 miles of track improvements) to double track sections with the following additional improvements: -The West Hartford/Hartford segment of work is located from approximate Mile Post (MP) 33.4 at the existing WOOD interlocking through the proposed West Hartford station site to MP 35.2 at the existing PARK interlocking. The NHHS Rail Program Phase 3B Double-track Project includes 2.0 miles of upgraded siding track (existing Parkville Industrial Track) from Class II to Class VI rail (increasing maximum speeds on the segment from 30mph to 110mph), modification of approximately 1,000 feet of freight spur track, replacement and railroad signal upgrades to WOOD and CAPITAL interlockings, and grade crossing safety upgrades at MP 33.57 Oakwood Avenue and MP 34.98 Hamilton Street... [Full scope available on web appendix]
<b>Project Justification</b>	To increase the frequency and speed of passenger rail service along the Hartford Line rail corridor and to address the current and future intercity transportation needs of Connecticut, Central Massachusetts, Boston, and Vermont

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$320,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$320,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$140,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$100,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Connecticut Match for Federal-State Partnership for ICPR Grant</i>	<i>\$42,000,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Nov 2009 - Aug 2012	Complete
Development <sup>1</sup>	Apr 2022 - Feb 2025	Complete
Final Design	Mar 2023 - Aug 2025	Complete
Construction	Apr 2026 - Oct 2029	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jan 2025 - NEPA Action Type: Re-evaluation

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$5,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$280,000,000

## New England: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Boston Crew Base Renovation	Amtrak	This project seeks to design, renovate and reconfigure spaces for the Amtrak Crew Base (OBS & T&E) in Boston, MA at South Station	Jan 2023 - Nov 2025	\$3,000,000	\$660,000	\$2,000,000
Boston Metropolitan Lounge Refresh	Amtrak	The project Phase 1a in FY24/25 scope includes design improvements to customer facing areas and service amenities	Mar 2024 - Sep 2028	\$3,300,000	Not Available	Not Available
Boston to Providence - Traction Power Upgrades	MBTA	Design and construction of additional substation capacity, including new substations, paralleling stations, switching stations, and other traction power infrastructure between Providence and Boston to accommodate future increased train volumes for MBTA and Amtrak	Jul 2025 - Sep 2029	Not Available	Not Available	Not Available
Cove to Canton Junction - High Capacity Signaling Improvements	MBTA	Upgrade the existing wayside/cab signal system between "Cove" (Back Bay, Boston) and "Junction" (Canton Junction) Interlockings to provide a higher-capacity cab/no wayside (Rule 562) signal system	Jul 2024 - Jul 2027	\$11,000,000	Not Available	Not Available
Regional Rail Plan (RI-MA)	Rhode Island DOT	This project will study the capital investments required to increase capacity and reduce travel times along the NEC between Providence, RI and Wickford Junction, RI in close coordination with MBTA's Phase 1 Rail Vision efforts	Jan 2025 - Nov 2026	\$6,000,000	\$6,000,000	\$1,500,000
Airo Facilities: Southampton Street Yard Digital Technology Upgrades	Amtrak	This Project will deliver all aspects of planning, design, deployment, and transition to maintenance of Digital Technology (DT) products and services for Boston Southampton to accommodate the new Airo trainsets	Oct 2022 - Sep 2029	\$10,000,000	\$10,000,000	\$230,000
Southampton and South Bay Interlocking Upgrades	MBTA	Upgrades to Southampton and to South Bay Interlockings, including installation of DTMF switches at Southampton Street Yard, upgrades to the transformer at the South Bay Interlocking, and installation of backup generators at Broad, Loop, Cabot, and South Bay Interlockings	Oct 2022 - Sep 2025	\$9,200,000	Not Available	\$1,500,000

## New England: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Boston Southamton Street Yard APD Facility Upgrade	Amtrak	This project seeks to design a construct a new pre-fab building for the Amtrak Police Department based in South Hampton Street Yard (SHY), Boston, MA to provide a permanent long-standing facility	Jan 2023 - Aug 2025	\$3,100,000	\$580,000	\$2,400,000
Next Generation Acela Infrastructure Upgrades: Southamton Yard	Amtrak	The project scope includes the design and construction of infrastructure improvements for Southamton Street Yard to support the Next Generation High-Speed Rail (HSR)	Jul 2018 - Apr 2024	\$20,000,000	\$20,000,000	\$150,000
Substation 317 Replacement	MBTA	Replace Substation "317" on the Fairmount Line (MP 227	Oct 2022 - Sep 2025	\$960,000	Not Available	Not Available
Boston to Providence - Capacity and Implementation Study	MBTA	Planning of various capacity improvements on the Providence Line (Northeast Corridor) and Fairmount Line, including new track, communication and signal, electric traction and power supplies/sources	Oct 2021 - Jul 2025	\$480,000	\$3,300,000	Not Available
Route 128 Station Construction Upgrades	Amtrak	This project addresses the deferred and steady-state State of Good Repair (SOGR) platform canopy issues at RT 128 station in the New England Division that are the responsibility of Stations Department	Oct 2018 - Dec 2025	\$4,800,000	\$13,000,000	\$1,000,000
Route 128 Station HVAC Upgrades	Amtrak	This project at the Route 128 station in Massachusetts addresses the deferred deteriorated condition and replacement of the existing HVAC/MECH system, chillers and roof membrane below the chillers	Oct 2020 - Mar 2025	\$6,800,000	\$480,000	\$2,000,000
Canton Junction Drainage Improvements	MBTA	Implementation of drainage improvements at Canton Junction, including new ties, ballast, drainage infrastructure, track undercutting, and other improvements to repair flooded area of track near Canton Junction	Oct 2022 - Sep 2025	\$530,000	Not Available	Not Available
Undergrade Bridge Retirements	MBTA	Retirement and demolition of several existing undergrade bridges in Mansfield (MP 201	Sep 2025 - Sep 2025	Not Available	Not Available	Not Available
Hawk Hot Box and Dragging Equipment Detector Upgrade	MBTA	Installation of Hot Box / Dragging Equipment Detectors on Track 1 and Track 2 at Hawk Interlocking (MP208	Oct 2022 - Dec 2027	\$1,400,000	Not Available	\$300,000

New England  
FY25-29 Active Projects under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Attleboro Station Improvements	MBTA	Addresses short-term safety issues, defined as "minor routine maintenance activities needed to ensure safety and continued operation at the station"	Aug 2022 - Sep 2027	\$1,700,000	Not Available	\$500,000
Boston to Providence - Track 3 OCS Installation	MBTA	Installation of new overhead catenary infrastructure, including the installation of all appurtenances and structural supports required for the electrification of Track 3 between Thatcher and Holden Interlockings	Jun 2019 - Dec 2024	\$3,100,000	\$3,100,000	\$1,500,000
Old Pawtucket Train Station Demolition and Right of Way Improvements	Amtrak	The proposed project is for safety improvements to, and securement of, the Right of Way between Barton Street and Clay Street in Pawtucket / Central Falls, RI, including the demolition of the former and derelict Pawtucket / Central Falls station structure over the Northeast Corridor (NEC) Right of Way at MP 189	Oct 2024 - Dec 2027	\$15,000,000	Not Available	\$500,000
New Haven - Providence Capacity Planning Study	Amtrak	The New Haven-Providence Capacity Improvements will develop and evaluate alternatives to build rail capacity and improve rail performance along the Connecticut and Rhode Island shoreline between New Haven, CT and Providence, RI	Jun 2024 - Sep 2026	\$5,000,000	\$6,000,000	\$3,000,000
Providence Station Improvements	Rhode Island DOT	The Providence Station State of Good Repair and Capacity Project will complete a major renovation and redesign of the station to adequately prepare it for continued, future use	Sep 2011 - Mar 2027	\$29,000,000	\$29,000,000	\$10,000,000
Kingston Station SOGR	Rhode Island DOT	HVAC Repair	Not Available	Not Available	Not Available	\$2,000
Pawcatuck River RI Bridge Replacement Project	Amtrak	The Pawcatuck River Bridge at MP146	Aug 2022 - Feb 2028	\$38,000,000	\$1,100,000	\$370,000
Westerly Station SOGR	Rhode Island DOT	Window Renewal project and HVAC repair	Not Available	Not Available	Not Available	\$5,000
Westerly Station SOGR Platform Replacement	Amtrak	Study the Feasibility of High-level platform at Westerly or the replacement of the existing 8" TOR platform	Jan 2024 - Sep 2029	\$4,800,000	Not Available	\$0



## New England: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Mystic Station SOGR Platform Replacement	Amtrak	Study the Feasibility of High-level platform @Mystic or the replacement of the existing 8" TOR platform	Jan 2024 - Sep 2027	\$2,500,000	Not Available	Not Available
New London Station Lighting And Canopy Upgrades	Amtrak	The existing canopy and site lighting at STA NLC New London, CT is outdated and needs replacement with energy efficient LEDS	Oct 2022 - Sep 2026	\$1,600,000	\$47,000	\$250,000
Shore Line East Track & Catenary Improvements (FY22)	Connecticut DOT	This project will install electric catenary over the platform track at New London station to support future Shore Line East electric service	Jan 2014 - Jan 2025	\$5,000,000	\$10,000,000	\$3,000,000
Shaws Cove Bridge Fender System Upgrade	Amtrak	The scope of this project is to inspect, replace failed portions and reuse structurally sound components of the existing bridge fender system at the CT122	Oct 2019 - Dec 2027	\$22,000,000	\$520,000	\$630,000
New England OTP/Capacity Improvements: Madison Station	Connecticut DOT	This project will construct a new Track 1 platform at the Madison Station in Connecticut	Dec 2022 - Jan 2028	\$33,000,000	Not Available	\$500,000
Guilford Interlocking Renewal	Amtrak	This project will upgrade and replace all signal equipment at Guilford Interlocking, including new houses, microlok 2 upgrade, cable, etc	Jul 2022 - Apr 2025	\$21,000,000	\$610,000	\$360,000
New Haven Line Acela Speed Improvements	Amtrak	Develop and implement higher speeds for Acela trains on the New Haven Line	Jan 2025 - Sep 2029	\$10,000,000	Not Available	Not Available
West Class Yard Access Improvements	Amtrak	The scope of this project is for the design, permitting, and construction of a replacement structure for the Quinnipiac River Bridge (aka Seagull Bridge) which was demolished in 2021, to provide access into the West Class Yard from the NEC Main Line for the use by production gangs and equipment performing system work such as TLM and Undercutting	Oct 2021 - Mar 2027	\$20,000,000	\$430,000	\$210,000
Springfield Line: Connecticut River Bridge Replacement Project	Amtrak	Replace the existing single track Connecticut River Bridge with a new double track bridge to increase speeds for both commuter, intercity, and freight trains	Jan 2025 - Apr 2038	Not Available	Not Available	\$4,000,000

New England  
FY25-29 Active Projects under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Enfield Station	Connecticut DOT	This project will add an additional station stop in Enfield between New Haven, CT to Springfield, MA	Nov 2009 - Oct 2027	\$46,000,000	\$34,000,000	\$5,000,000
AS Line MP 59.5 Drainage & Soil Slope Stabilization	Amtrak	The scope of this project is to complete 30 percent design and procure a design-build contractor to provide final design, permitting, and construction of slope stabilization measures adjacent to the New Haven-Springfield Line at MP59	Oct 2024 - Dec 2026	\$32,000,000	\$76,000	Not Available
Spring (Springfield, MA) Interlocking Renewal Project	Amtrak	The scope of this project is the design, procurement, permitting, construction, testing, acceptance and closeout of Spring Interlocking located just west of Springfield Station	Oct 2018 - Sep 2026	\$21,000,000	\$4,400,000	\$4,500,000
State Street Crossing Improvement Project	Amtrak	This project is for access improvements to a City Park that is adjacent to Amtrak ROW in Springfield, Mass	Apr 2022 - Sep 2026	\$3,500,000	\$400,000	\$1,400,000
Airo Facilities: Springfield	Amtrak	Scope includes 2 station storage tracks	Feb 2024 - Jul 2026	\$28,000,000	\$28,000,000	\$520,000
Springfield MA Canopy Upgrades	Amtrak	This project addresses the deferred and deteriorated condition of the existing canopy on Platform "D" at Springfield MA in the New England Division that is the responsibility of the Stations Department	Oct 2020 - Sep 2026	\$1,900,000	\$220,000	\$10,000
Springfield Station MA Demolition Freight Elevator	Amtrak	Existing Freight elevator shafts at Springfield station have not been used in decades, but two of the four elevator shafts are still used to bring electrical conduits from transformers located in the cross passages below to the track level to serve the 480V power system for Operations	Oct 2022 - Sep 2029	\$2,600,000	\$2,300	\$100,000
Springfield Station MA Existing Interior Upgrades	Amtrak	This Project is For the Construction of Upgrades to the Interior of the Former Springfield station for an expanded Crew Base to Service Amtrak and CDOT trains/operations The design includes improvements to the station building including but not limited to lighting, finishes , signage lockers, restrooms and various other improvements	Oct 2018 - Sep 2026	\$970,000	Not Available	Not Available

## New England: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Springfield Station MA New High Level Platform	Amtrak	This project addresses the deferred and deteriorated condition of the existing track 2A Platform with a new high level platform at Springfield Station in the New England Division that are the responsibility of Stations Department	Oct 2022 - Sep 2029	\$24,000,000	\$6,600	\$0

## New England: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
South Station Expansion	MBTA	Design and construction of an expanded South Station to increase terminal rail capacity and associated layover capacity, and meet current and anticipated future high-speed, intercity, regional and urban rail service	Jan 2026 - Dec 2034	\$2,300,000,000
New England Grade Crossing Elimination Program: Latimer Point Rd.	Amtrak	This project will build a bridge to close Latimer Point Rd	May 2028 - Jul 2033	\$82,000,000
New London Station Safety Improvements	Amtrak	New London 1,050 Ft platform on tracks 1, 2; Siding between grade crossings; Gov	Sep 2029 - Nov 2032	\$22,000,000
North Haven Station	Connecticut DOT	This project will add an additional station stop in North Haven between New Haven, CT to Springfield, MA	Nov 2009 - Not Available	\$73,000,000
Newington Station	Connecticut DOT	This project will add an additional station stop in Newington between New Haven, CT to Springfield, MA	Nov 2009 - Not Available	\$82,000,000
West Hartford Station	Connecticut DOT	This project will add an additional station stop in West Hartford between New Haven, CT to Springfield, MA	Nov 2009 - Not Available	\$70,000,000
Windsor Station	Connecticut DOT	This project will focus on a new station in Windsor as part of the program to rebuild and upgrade infrastructure between New Haven, CT and Springfield, MA	Nov 2009 - Not Available	\$87,000,000

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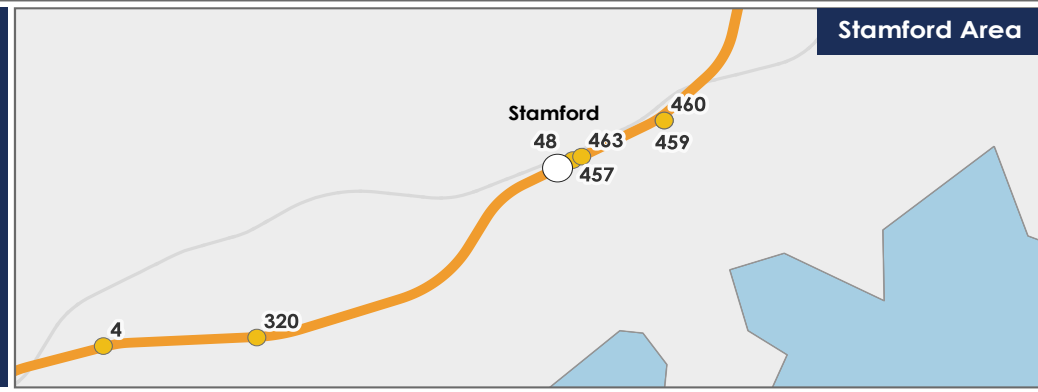
# Connecticut-Westchester (NHL) Projects



**Connecticut-  
Westchester (NHL)**

**Active Projects over  
\$50 Million**

FY25-29 CIP



- 497** State Street Platform Replacement Project
- 454** New Haven Line Yard and Facility Program: Wheel Truing Facility Replacement
- 49** New Haven Line Yard and Facility Program - Design and Program Management
- 231** New Haven Line Signal System Replacement: Section 1 - Greenwich to Norwalk
- 455** New Haven Line Yard and Facility Program: Car and Diesel Shop Rehabilitation
- 239** New Haven Union Station Improvements - West Lot Multimodal Hub
- 236** New Haven Line Signal System Replacement: Sections 2 & 3 - Norwalk to New Haven
- 227** TIME-6
- 331** DEVON Bridge Interim Repairs
- 5** DEVON Bridge Replacement
- 133** TIME-1

- 234** New Haven Line Station Platform Replacement Program (New Haven)
- 13** SAUGATUCK River Bridge Replacement (TIME-4)
- 315** TIME-2
- 349** WALK Bridge: Enabling Components (CP243, Danbury Dockyard, East Catenary)
- 15** WALK Bridge Replacement
- 460** Stamford Catenary Improvements
- 459** Stamford Maintenance of Equipment (MOE) Facility
- 463** Atlantic Street Bridge Project
- 457** Stamford Station Improvements:Phase 2
- 48** Stamford Station Improvements: Parking Garage
- 320** NHL Power Improvement Program
- 4** COS COB Bridge Replacement (TIME-8)
- 317** TIME-5
- 433** Substation 128 and 178 replacement

*This map displays a subset of all investments within the region. Refer to FY25-29 CIP Web Appendix for a complete list.*

# New Haven Line Yard and Facility Program: Wheel Truing Facility Replacement

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Sole commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The proposed improvements include a new wheel milling machine, complete building with the foundation, floor, pit, and approach slabs in a new location. Heating and ventilation systems, bathroom, common room, overhead doors, overhead crane, air compressors, facility security, IT system, intercom system, chip conveyance system, blue light system, electrical and lighting systems, track and catenary work, and site and utility improvements.
<b>Project Justification</b>	The primary purpose of this project is to provide a new Wheel Mill Facility for Amtrak within the NHRY.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$59,000,000	<b>Escalated Total Project Cost:</b> \$59,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2007 - Apr 2023	Complete
Development <sup>1</sup>	Apr 2023 - Oct 2024	Complete
Final Design	Nov 2024 - Feb 2026	In Progress
Construction	Sep 2026 - Sep 2028	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Dec 2024 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$0
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$55,000,000



# New Haven Line Signal System Replacement: Section 1 - Greenwich to Norwalk

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	Replacement of the New Haven Line wayside cab signal system from Greenwich (CP229) to Norwalk (CP243) to support higher capacity, reduce minimum supportable headway between trains, and enhance reliability especially when recovering from service disruptions. The project includes modifying the signal block lengths to increase train capacity between interlocking and to increase speed where possible. This project is part of a master resignalization plan (Segments 1-4) for the Metro-North NHL. The project includes replacement of signal houses, cases, and equipment and installation of new railroad signal, communication, power and fiber optic infrastructure.
<b>Project Justification</b>	The existing signal system on the New Haven Line between Greenwich and Norwalk restricts service reliability and does not support minimum headways.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$130,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$130,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$130,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Connecticut</i>	<i>\$130,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Mar 2013 - Feb 2014	Complete
Development <sup>1</sup>	Mar 2014 - Nov 2014	Complete
Final Design	Dec 2014 - Jun 2016	Complete
Construction	Apr 2017 - Dec 2025	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$6,000,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$7,000,000

# New Haven Line Yard and Facility Program - Design and Program Management

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Sole commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	This project is a multi-year initiative that receives funding on an annual basis to store and maintain the rail fleet and spare parts. Connecticut received \$9 million in FTA Emergency Relief funds to install a backup feeder as an alternative power source at New Haven Yard, as well as the addition of other potential yard facilities in places such as East Bridgeport. Additional funding would design and construct other modernization elements, including new facilities to improve efficiency and allow for growth.
<b>Project Justification</b>	The existing New Haven Line rail fleet storage and maintenance yard is in need of additional facilities to improve efficiency and allow for growth.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,100,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$500,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Connecticut</i>	<i>\$360,000,000</i>		
	<i>FTA Formula Grants</i>	<i>\$130,000,000</i>		
	<i>Emergency Relief Funds</i>	<i>\$9,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jun 2006 - Not Available	In Progress
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Not Available	Unknown

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$10,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>Not BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$40,000,000</b>

# New Haven Line Yard and Facility Program: Car and Diesel Shop Rehabilitation

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Sole commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The proposed improvements for the Car Shop include complete rehabilitation of all interior and exterior features of the shop except for the steel frame, building foundations, and electrical room. The proposed improvements for the Diesel Shop include rehabilitation of the shop as needed to improve the efficiency of the operations and the working conditions for the personnel.
<b>Project Justification</b>	Both facilities share a common wall and are in need of upgrades and repairs to bring them up to current building codes and safety requirements as well as operational improvements to better service the fleets.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$180,000,000	<b>Escalated Total Project Cost:</b> \$180,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2007 - May 2013	Complete
Development <sup>1</sup>	May 2013 - Oct 2023	Complete
Final Design	Dec 2023 - Jan 2025	Complete
Construction	Sep 2025 - Aug 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Dec 2024 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$20,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$150,000,000

# New Haven Union Station Improvements - West Lot Multimodal Hub

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

**Full Project Scope** This project will address off-rail operating conditions at New Haven Union Station, improving multimodal connectivity and circulation, wayfinding, and station amenities.

**Project Justification** The project will connect commuters, TNC, and Bus riders to the New Haven Union Station.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$65,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$65,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>		<b>Additional Potential Funding Sources:</b>	<b>\$65,000,000</b>
			Connecticut	\$65,000,000
			Possible PPP with developer	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Connecticut DOT, Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Nov 2021 - Oct 2022	Complete
Development <sup>1</sup>	Jan 2023 - Jan 2025	Complete
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Not Available	Unknown

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Possible CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$5,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$70,000,000

# TIME-6

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** Reinstall main track 3 between Devon and Woodmont (CP266 to CP261), reconfigure Milford station platform. Note that these interlockings will require enhancements to fully support the project.

**Project Justification** This project will restore the full four-track configuration of the New Haven Line, closing a 5-mile section that has only three mainline tracks. This will enable Amtrak to overtake Metro-North trains in both directions, improving operational flexibility for maintenance and increasing capacity and OT...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$910,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$910,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>		<b>Additional Potential Funding Sources:</b>	
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Dec 2019 - Dec 2037	In Progress
Development <sup>1</sup>	Dec 2037 - Sep 2038	Not Started
Final Design	Sep 2038 - Jan 2041	Not Started
Construction	Jul 2041 - Jul 2044	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2038 - NEPA Action Type: TBD

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$0
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$0

# DEVON Bridge Interim Repairs

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** Perform SOGR items to the aging Housatonic River Bridge to improve reliability for Amtrak and Metro-North riders, as well as maritime traffic, until such time as the bridge can be completely replaced under a future project. Perform structural repairs to the seven span bridge.

**Project Justification** To ensure the bridge can be structurally reliable until the replacement can occur. The bridge currently has an overall rating of 3 out of 9 and is considered in serious condition.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$160,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$160,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$160,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$120,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Connecticut Match for Federal-State Partnership for ICPR Grant</i>	<i>\$22,000,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
	<i>Connecticut</i>	<i>\$8,000,000</i>		
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$7,800,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2015 - May 2021	Complete
Development <sup>1</sup>	Jun 2021 - Jun 2023	Complete
Final Design	Jul 2023 - Jan 2025	Complete
Construction	Jun 2025 - Jun 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Nov 2024 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$4,000,000</b>
<b>FY25 BCC Eligibility</b>	Partially BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$130,000,000</b>

# DEVON Bridge Replacement

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	This project would replace the functionally obsolete 111-year-old Devon Bridge. The bridge, which carries four New Haven Line tracks over the Housatonic River, has experienced serious deterioration, and is the next most critical movable bridge for replacement on the New Haven Line portion of the NEC after the Walk Bridge Program. Additional funding is required for design and construction of a replacement bridge.
<b>Project Justification</b>	Aging movable bridges pose a big risk of long-term major disruption of service along the NEC. These structures require constant maintenance, are functionally obsolete, and well beyond their useful life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$3,100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$3,100,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$320,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$2,200,000,000</b>
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$250,000,000</i>	<i>FRA Federal-State Partnership for ICPR Letter of Intent</i>	<i>\$2,200,000,000</i>
	<i>Connecticut Match for Federal-State Partnership for ICPR Grant</i>	<i>\$45,000,000</i>	<i>FTA Formula Grants</i>	
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$16,000,000</i>	<i>Connecticut</i>	
	<i>FTA Formula Grants</i>	<i>\$12,000,000</i>	<i>Other Amtrak Sources</i>	
	<i>State Match to FTA Formula</i>	<i>\$3,000,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jun 2016 - Dec 2024	Complete
Development <sup>1</sup>	Jan 2025 - Dec 2026	In Progress
Final Design	Jan 2027 - Jul 2029	Not Started
Construction	Apr 2030 - Aug 2038	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jan 2027 - NEPA Action Type: EA/FONSI

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$15,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$140,000,000

# TIME-1

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	Reconstruct seven bridges and bring all track to Federal Railroad Administration (FRA) Class 6 standards. Additional work includes realigning track for wider spacing and superelevation around curves, installing one new interlocking and add additional switches to two existing interlockings, and improving catenary infrastructure and rail bed drainage.
<b>Project Justification</b>	The current three-mile stretch of track in Bridgeport limits track speed. The project will replace old rail infrastructure like bridges, catenaries etc.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,700,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,700,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$140,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$72,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Connecticut</i>	<i>\$26,000,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
	<i>Connecticut Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$17,000,000</i>		
	<i>FRA CRISI Grant</i>	<i>\$12,000,000</i>		
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$6,000,000</i>		
	<i>State Match to FRA CRISI Grant</i>	<i>\$3,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2020 - Mar 2023	Complete
Development <sup>1</sup>	Mar 2023 - Jul 2024	Complete
Final Design	Aug 2024 - Not Available	In Progress
Construction	Apr 2025 - Dec 2031	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jul 2024 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$40,000,000
<b>FY25 BCC Eligibility</b>	Partially BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$240,000,000



# SAUGATUCK River Bridge Replacement (TIME-4)

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	Replace the aging Saugatuck River Bridge (1905) with a Fixed Bridge to improve reliability for Amtrak and Metro-North riders, as well as maritime traffic. Improve MAS from 70mph to 90mph. Requires replacement of Saugatuck Ave Bridge, raising 2500' of track, new catenary throughout track raise, rebuild Westport Station Platform, Replace Compo Road Bridge. This project is also referred to as TIME-4.
<b>Project Justification</b>	Aging movable bridges pose a big risk of long-term major disruption of service along the NEC. These structures require constant maintenance, are functionally obsolete, and well beyond their useful life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,100,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$29,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$23,000,000</i>	<i>Other Federal</i>	
	<i>Connecticut Match for Federal-State Partnership for ICPR Grant</i>	<i>\$4,200,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$1,600,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
	<i>Connecticut</i>	<i>\$300,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Sep 2005 - Dec 2027	In Progress
Development <sup>1</sup>	Dec 2027 - Sep 2028	Not Started
Final Design	Sep 2028 - Jan 2031	Not Started
Construction	Jul 2031 - Jul 2038	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2028 - NEPA Action Type: EA/FONSI

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$800,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$33,000,000

# New Haven Line Station Platform Replacement Program (New Haven)

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	Replace station platforms and elevators at the New Haven Union Station and State Street. This is necessary due to the platforms' deteriorated conditions.
<b>Project Justification</b>	The need for platform replacements at these stations are necessary due to their deteriorated condition.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$370,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$370,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$15,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Connecticut DOT</i>	<i>\$15,000,000</i>	<i>FTA Formula Grants</i>	
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Connecticut DOT, Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2022 - Dec 2023	Complete
Development <sup>1</sup>	Jul 2024 - Jun 2025	Complete
Final Design	Jul 2025 - Feb 2027	In Progress
Construction	Aug 2027 - Aug 2033	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$3,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$86,000,000</b>

# TIME-2

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The project scope consists of the replacement or rehabilitation of the New Haven Line Railroad Bridges over Strawberry Hill Avenue, East Avenue, Osborne Avenue, and Fort Point Street. In addition, Fort Point Street will be realigned. The project scope also includes improvements to the East Norwalk Station as part of the East Avenue Bridge project, replacement of Retaining Wall 427, and the reconstruction of East Avenue between Fort Point and Winfield Streets (includes utility work). These bridges fall under the umbrella of the larger TIME (Track Improvement Mobility Enhancement) program being executed along the New Haven Line to reduce commuter travel times and are grouped together as TIME-2.
<b>Project Justification</b>	The existing Fort Point St., Osborne Ave., East Ave., and Strawberry Hill Ave. bridges and the deteriorating retaining wall reduce reliability for Amtrak and Metro-North service.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$470,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$470,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$230,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FTA Formula Grants</i>	<i>\$150,000,000</i>	<i>FTA Formula Grants</i>	
	<i>State Match for FTA Formula</i>	<i>\$38,000,000</i>		
	<i>Connecticut DOT</i>	<i>\$22,000,000</i>		
	<i>FTA CDS</i>	<i>\$15,000,000</i>		
	<i>State Match FTA CDS</i>	<i>\$3,800,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2015 - Not Available	Complete
Development <sup>1</sup>	Jul 2014 - Jul 2017	Complete
Final Design	Nov 2019 - Oct 2022	Complete
Construction	Aug 2023 - Aug 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Multiple

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$80,000,000
<b>FY25 BCC Eligibility</b>	Partially BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$280,000,000

# WALK Bridge Replacement

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	The Walk Bridge is a four-track railroad bridge that crosses the Norwalk River, connecting South and East Norwalk, CT. Built in 1896, it is one of the oldest movable bridges in the region. The 564-foot long, swing bridge is part of Metro-North Railroad's (MNR) New Haven Line and Amtrak's Northeast Corridor services. A new 240' span vertical lift bridge will replace the existing structure over the Norwalk River...[Full scope available on web appendix]
<b>Project Justification</b>	Aging moveable bridges pose a big risk of long-term major disruption of service along the NEC. These structures require constant maintenance, are functionally obsolete, and well beyond their useful life. The situation at Walk Bridge is made worse by the fact that all four tracks reside on one moveable span. A failure of the span severs the entire NEC.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,400,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,400,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date<sup>1</sup>:</b>	<b>\$1,200,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$200,000,000</b>
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$465,000,000</i>	<i>State Bonds</i>	<i>\$200,000,000</i>
	<i>Federal Emergency Relief Award</i>	<i>\$160,000,000</i>		
	<i>Connecticut DOT</i>	<i>\$160,000,000</i>		
	<i>FRA Federal-State Partnership for SOGR Grant</i>	<i>\$110,000,000</i>		
	<i>Connecticut Match for Federal-State Partnership for ICPR Grant</i>	<i>\$87,000,000</i>		
	<i>FTA Formula Grants</i>	<i>\$78,000,000</i>		
	<i>Other Amtrak Sources</i>	<i>\$70,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

<sup>1</sup>Full list of funding sources can be found on the Web Appendix

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2015 - Not Available	Complete
Development <sup>2</sup>	Jul 2014 - Jul 2017	Complete
Final Design	Nov 2019 - Oct 2022	Complete
Construction	Apr 2023 - Jun 2030	In Progress

<sup>2</sup>Estimated or Actual NEPA Completion Date: Jul 2017 - NEPA Action Type: EA/FONSI

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$200,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$800,000,000

# WALK Bridge: Enabling Components (CP243, Danbury Dockyard, East Catenary)

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The project scope is divided into four distinct areas of work: CP243 Universal Interlocking, Danbury Dockyard Improvements, Advanced Utilities – N. Water St./Osborne Ave., and Advanced Catenary Replacement. At CP243, a new four-track interlocking is being constructed to accommodate two-track railroad operations during the demolition and replacement of the WALK Bridge. At the Danbury Dockyard, existing track, track bed, switches, and sidings are being rebuilt and electrified and the superstructure for the railroad bridge at Ann Street (Bridge No. 08200R) has been replaced to allow Metro-North Railroad (MNR) to turn electrified trains during replacement of the WALK Bridge. The Advanced Utility work includes relocation of utilities at North Water Street, Goldstein Place, and Osborne Avenue for the WALK Bridge replacement. The Advanced Catenary Replacement includes Overhead Contact System (OCS) foundations and structure replacements, transferring of power and communications and the removal of existing structures.
<b>Project Justification</b>	The infrastructure systems are being upgraded in alignment with the replacement of WALK Bridge to maximize efficiency and fully realize of the benefits of a new WALK Bridge to railroad operations.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$410,000,000	<b>Escalated Total Project Cost:</b> \$410,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2017 - Not Available	Complete
Development <sup>1</sup>	Dec 2015 - Jun 2017	Complete
Final Design	Sep 2016 - May 2017	Complete
Construction	Sep 2017 - Sep 2024	Complete

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jun 2017 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$5,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$10,000,000

# Atlantic Street Bridge Project

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** There are three projects ongoing in the Stamford area. Project # 301-163 involves the lowering of the catenary system to the standard configuration height, Project 135-301 involves replacement of Atlantic Street bridge and Project # 135-326 is Utility Breakout project (Phase I) for Atlantic Street bridge.

**Project Justification** The project replaces a structurally deficient bridge and provides improvements to railroad infrastructure (catenary and station platforms)

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$140,000,000	<b>Escalated Total Project Cost:</b> \$140,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jun 2008 - Apr 2010	Complete
Development <sup>1</sup>	Apr 2010 - Oct 2014	Complete
Final Design	Oct 2014 - Dec 2016	Complete
Construction	Aug 2017 - Dec 2025	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2014 - NEPA Action Type: Cat Ex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$5,000,000
<b>FY25 BCC Eligibility</b>	Partially BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$4,000,000

# New Haven Line Signal System Replacement: Sections 2 & 3 - Norwalk to New Haven

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** Replacement of the New Haven Line wayside cab signal system from Norwalk (CP243) to New Haven (CP274) with microprocessor-based technology to improve minimum supportable headway between trains and increase service capacity, and to enhance system reliability and recover from service disruptions.

**Project Justification** The existing wayside signal system of the New Haven Line between Norwalk and New Haven is beyond end of life which restricts service reliability and cannot support minimum headways.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$170,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$170,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>		<b>Additional Potential Funding Sources:</b>	
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Mar 2013 - Feb 2014	Complete
Development <sup>1</sup>	Mar 2014 - Dec 2024	Complete
Final Design	Dec 2024 - Sep 2025	Complete
Construction	Sep 2025 - Jan 2030	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Dec 2024 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$4,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$120,000,000</b>

# Stamford Catenary Improvements

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	This Project will include additional upgrades, replacements and adjustments to the existing Interlocking Catenary (CP234) that were required on the New Haven Line. These upgrades include the lowering of the existing catenary in CP234, improvements to the catenary system in Stamford Upper Yard, Lower Leads and the carwash tracks.
<b>Project Justification</b>	The existing catenary structures were built in the early 1900s and are really old and deteriorating. This project will replace all old catenary structures and help improve the lifespan of the Railroad structures.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$170,000,000	<b>Escalated Total Project Cost:</b> \$170,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Dec 2016 - May 2017	Complete
Development <sup>1</sup>	May 2017 - Mar 2025	Complete
Final Design	Apr 2025 - Mar 2026	In Progress
Construction	May 2026 - Jun 2029	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Mar 2025 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,000,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$160,000,000



# Stamford Maintenance of Equipment (MOE) Facility

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The project will address all the long-term recommendations from an assessment report to bring the facility to a state of good repair. The scope will include work at the roof; rooftop HVAC equipment; bathrooms, locker rooms and lunch rooms; shop painting; shop lighting; track 44 fall arrest system; Track 44 overhead door; security cameras and fencing; IT upgrades; bugs and stinger systems; toilet manifold system; car wash; parking lot; sewer line at Canal Street; electrical rooms; and boiler room.
<b>Project Justification</b>	This project is needed to maintain and improve the facility responsible for keeping our trains in a state of good repair.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$84,000,000	<b>Escalated Total Project Cost:</b> \$84,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jul 2018 - May 2022	Complete
Development <sup>1</sup>	Jul 2022 - Jul 2024	Complete
Final Design	Feb 2023 - Oct 2024	Complete
Construction	May 2025 - Nov 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jul 2024 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$10,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$67,000,000

# Stamford Station Improvements: Parking Garage

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	The Project consists of replacing the existing garage located on Station Place, Stamford, Connecticut as shown in the Contract Plans. Specifically project includes: (1) New parking garage for Stamford Transportation Center for approximately 928 vehicles. (2) A ramp will connect from the southeast corner at second floor level of the proposed garage to the existing northern most station platform adjacent to Track 5. (3) 320 Foot enclosed pedestrian bridge, directly connected from the parking garage to Stamford Train Station. (4) Demolition of exiting on site parking lot, existing South State Street roadway construction within project limits, site lighting, and overhead electric power crossing the site
<b>Project Justification</b>	The existing facilities at Stamford Station are beginning to fail due to years of exposure to salt and de-icing chemicals.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$100,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$200,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Connecticut</i>	<i>\$150,000,000</i>		
	<i>Connecticut Match to USDOT BUILD Grant</i>	<i>\$33,000,000</i>		
	<i>USDOT BUILD Grant</i>	<i>\$9,200,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Not Available			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Nov 2016 - Jun 2021	Complete
Development <sup>1</sup>	Not Available - Not Available	Complete
Final Design	Not Available - Not Available	Complete
Construction	Jun 2021 - Dec 2023	Complete

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,500,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$0

# Stamford Station Improvements: Phase 2

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This project will address off-rail operating conditions at the Stamford Transportation Center (STC), renovation of the main concourse building, adjacent site areas including station vehicle access, passenger pick-up/drop-off areas, tunnel level shuttle access, the addition of a bus circulation and access area between North and South State Streets, and various site and circulation upgrades related to the preferred concept. In addition to these main elements, the renovations will include potential upgrades or additions of escalators, elevators, signage and wayfinding, HVAC systems, station roofing, tunnel and pedestrian overpasses, and platforms, canopies, and related concourse structure.
<b>Project Justification</b>	To modernize and improve to SOGR the main concourse building, Station Place roadway, and bus terminal

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$330,000,000	<b>Escalated Total Project Cost:</b> \$330,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
		FRA Federal-State Partnership for ICPR Grant
		Local Match for Federal-State Partnership for ICPR Grant
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Aug 2020 - Dec 2023	Complete
Development <sup>1</sup>	Jan 2024 - Jan 2026	In Progress
Final Design	Feb 2026 - Feb 2028	Not Started
Construction	Aug 2028 - Aug 2031	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Possible EA

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$3,000,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$20,000,000

# COS COB Bridge Replacement (TIME-8)

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	This project would replace the existing Cos Cob Bridge that carries four tracks over the Mianus River in Greenwich, CT. Constructed in 1904, it is the busiest movable bridge on the New Haven Line. The bridge is comprised of twelve steel spans with a movable segment at its center that lifts to allow boats to pass below. The bridge received some rehabilitation in 1989. However, this bridge now requires substantial investment to address challenges caused by aging components and deferred maintenance. Recently, an engineering feasibility study was performed that identified near-term repairs to address service reliability and maintenance issues, as well as long-term alternatives for replacement or rehabilitation. Interim repairs will be conducted in the next few years that include replacing the miter rails and deck timber. These investments are included in the BCC Program...[Full scope available on web appendix]
<b>Project Justification</b>	Aging movable bridges pose a big risk of long-term major disruption of service along the NEC. These structures require constant maintenance, are functionally obsolete, and well beyond their useful life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$3,400,000,000	<b>Escalated Total Project Cost:</b> \$3,400,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
		<i>Other Federal Discretionary</i>
		<i>FTA Formula Grants</i>
		<i>Connecticut</i>
		<i>Other Amtrak Sources</i>
		<i>FRA Federal-State Partnership for ICPR Grant</i>
		<i>Local Match for Federal-State Partnership for ICPR Grant</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Sep 2014 - Dec 2028	In Progress
Development <sup>1</sup>	Dec 2028 - Dec 2036	Not Started
Final Design	Dec 2036 - Jan 2038	Not Started
Construction	Mar 2038 - Jul 2044	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Dec 2034 - NEPA Action Type: EA/FONSI

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$0
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$0

# NHL Power Improvement Program

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** Replacement and upgrade of Traction and Signal Power Substation along the NHL. Cos Cob 310, Sasco Creek 634, Devon 867, Signal Sub 309, East Port Chester 245 and Fair Street Signal Sub 1091.

**Project Justification** The traction and signal power substation along the New Haven Line has outlived its useful life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$200,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$200,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$190,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$120,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Connecticut Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$21,000,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
	<i>FRA Federal-State Partnership for SOGR Grant</i>	<i>\$20,000,000</i>		
	<i>Amtrak &amp; Connecticut DOT</i>	<i>\$20,000,000</i>		
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$9,800,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Sep 2021 - Jul 2022	Complete
Development <sup>1</sup>	Jul 2022 - Oct 2024	Complete
Final Design	Feb 2024 - Nov 2024	Complete
Construction	Jul 2025 - Sep 2029	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Oct 2024 - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$25,000,000
<b>FY25 BCC Eligibility</b>	Partially BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$160,000,000

# TIME-5

**Project Sponsor:** Connecticut DOT  
**Submitting Agency:** Connecticut DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	Between CP223 and CP229 Implement track improvements, Construct new CP227-228 interlocking as full universal interlocking. Improve track geometry and upgrade signal system to support 90 mph maximum passenger train speed where feasible. Replace Steamboat Road Bridge, Repair Arch Street M.P. 28.06 Bridge Deck.
<b>Project Justification</b>	The existing track between limits maximum speeds.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$1,300,000,000	<b>Escalated Total Project Cost:</b> \$1,300,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
		<i>FRA Federal-State Partnership for ICPR Grant</i>
		<i>Local Match for Federal-State Partnership for ICPR Grant</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Connecticut DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2017 - Dec 2026	In Progress
Development <sup>1</sup>	Dec 2026 - Sep 2027	Not Started
Final Design	Sep 2027 - Jan 2030	Not Started
Construction	Jul 2030 - Jul 2034	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2027 - NEPA Action Type: TBD

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$0
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$15,000,000

# Substation 128 and 178 replacement

**Project Sponsor:** MTA  
**Submitting Agency:** MTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	Rebuild two AC substations that provide catenary traction power to MNR and Amtrak trains on the segment. Substation 128 (south of Mamaroneck) and Substation 178 (north of Harrison) replacement will improve reliability and resiliency of the AC power network on the New Haven Line in New York and Connecticut. The design/build project will advance preliminary design and construct the replacement substations for MNR.
<b>Project Justification</b>	Project justification Not Available.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$64,000,000	<b>Escalated Total Project Cost:</b> \$64,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MTA <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2021 - Dec 2022	Complete
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Jan 2023 - Not Available	In Progress
Construction	Jan 2023 - Dec 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$15,000,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$31,000,000

## Connecticut-Westchester (NHL): Active Projects Under \$50M

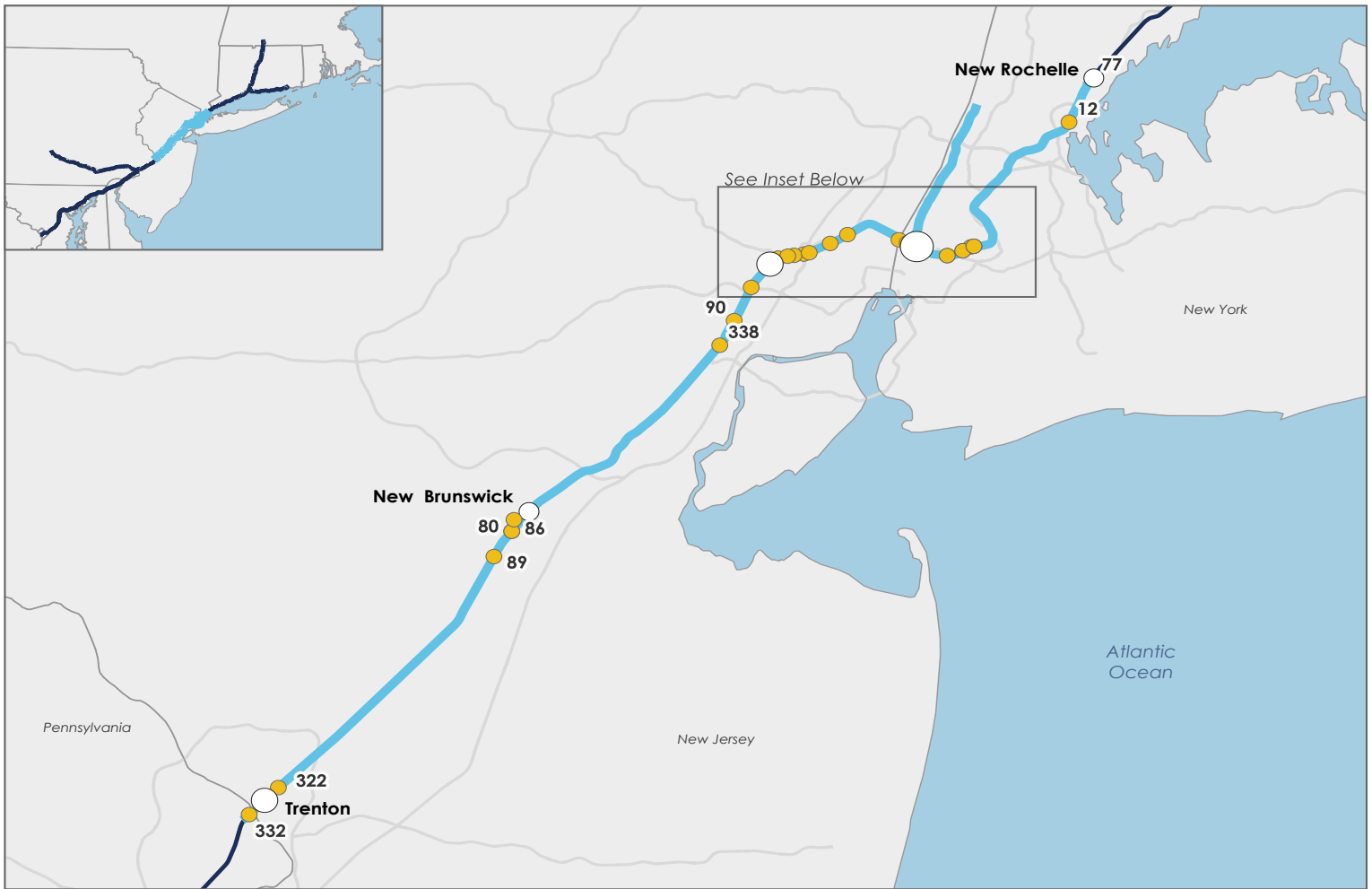
Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
New Haven Line Network Infrastructure Upgrade Phase 3	Connecticut DOT	The Network Infrastructure Upgrade Phase 3 project consists of establishing the network infrastructure to support a new CCTV system at seven passenger stations (Noroton Heights, Darien, Rowayton, South Norwalk, East Norwalk, Westport, and Greens Farms) and one movable bridge (Saga Bridge)	Nov 2016 - Oct 2024	\$24,000,000	\$24,000,000	\$3,500,000
New Haven Line Yard and Facility Projects (Nearing Completion)	Connecticut DOT	Projects in Final Invoicing	Not Available	Not Available	Not Available	\$1,000,000
New Haven Union Station Improvements - Station Interior Improvements	Connecticut DOT	This project will address off-rail operating conditions at New Haven Union Station, improving multimodal connectivity and circulation, wayfinding, and station amenities, and real estate tenancy	Jul 2021 - Dec 2028	\$22,000,000	Not Available	\$1,000,000
PTC Upgrades and Enhancements	MTA	Install equipment to support upgrades to PTC systems and support improved rail operations under PTC	Dec 2024 - Dec 2025	\$24,000,000	Not Available	\$500,000
Indian River Bridge	Connecticut DOT	The scope of work includes the replacement of Bridge	Apr 2022 - Dec 2028	\$17,000,000	Not Available	\$1,000,000
Saga Bridge Interim Repairs	Connecticut DOT	Perform SOGR items to the aging Saugatuck River Bridge (1905) to improve reliability for Amtrak and Metro-North riders, as well as maritime traffic, until such time as the bridge can be completely replaced under a future project	Sep 2015 - Dec 2028	\$26,000,000	\$26,000,000	\$5,000,000
Saga High Tower Platforms Ladders and Guy Wire Replacement	Connecticut DOT	Replace guy wire, ladders and platform associated with the 2 high towers	Apr 2022 - Dec 2026	\$6,500,000	Not Available	\$3,500,000
Saga Bridge Mechanical and Electrical Repairs	Connecticut DOT	Saga Bridge Mechanical and Electrical Rehabilitation	Nov 2022 - Sep 2026	\$8,000,000	Not Available	\$1,000,000
New Haven Line Station Platform Replacement Program (Darien)	Connecticut DOT	Replace station platforms and elevators at the Darien Station	Aug 2017 - Jul 2025	\$49,000,000	Not Available	\$20,000,000
WALK Bridge: Enabling Components (Advanced Utilities)	Connecticut DOT	The project scope consists of water, electric, gas, communications and sanitary sewer relocations, abandonments and improvements on East Avenue from Winfield Street to Fort Point	Jan 2015 - Nov 2025	\$41,000,000	Not Available	\$25,000,000



## Connecticut-Westchester (NHL): Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Stamford Station Improvements: Elevators and Escalators Improvements	Connecticut DOT	Replacement and upgrade of failing elevator and escalators at the Stamford Transportation Center	Dec 2017 - Dec 2024	\$44,000,000	Not Available	\$3,000,000
New Haven Line Network Infrastructure Upgrade Phase 4	Connecticut DOT	Installation of security cameras and fiber drops at passenger stations along the New Haven Line, New Canaan Branch, Danbury Branch, CosCob bridge, substations, and MOD switches	Nov 2019 - Aug 2028	\$34,000,000	\$25,000,000	\$5,000,000
COS COB Bridge Interim Repairs	Connecticut DOT	Perform interim repairs to keep the bridge in a SOGR	Sep 2015 - Dec 2029	\$37,000,000	\$37,000,000	\$6,000,000
COS COB Bridge Mechanical and Electrical Repairs	Connecticut DOT	COS COB Bridge Mechanical and Electrical Rehabilitation	Nov 2022 - Sep 2026	\$11,000,000	Not Available	\$2,000,000
Substation Repairs/Improvements	Connecticut DOT	Replace 4 utility supply transformers; Replacement of Oil-Filled Circuit Breakers, Installation of Human Machine Interface	May 2018 - Jul 2026	\$16,000,000	Not Available	\$5,000,000
Overhead Bridge Rehabilitation Program	MTA	This project will support ongoing pre-construction (preliminary design) efforts for the replacement of Overhead bridges in this segment	Oct 2022 - Sep 2028	\$21,000,000	Not Available	\$250,000
Pelham Substation Replacement	MTA	Demolish existing mobile substation C16, west of Pelham station, and replace with a permanent substation	Sep 2023 - Dec 2026	\$43,000,000	Not Available	\$13,000,000

# New York City Metro Projects



**New York City Metro**  
**Active Projects over \$50 Million**  
 FY25-29 CIP



- |   |   |
|---|---|
| <b>77</b> Penn Station Access   | <b>412</b> Kearny Sub 41 Relocation Design and Construction                               |
| <b>12</b> Pelham Bay Bridge Replacement Project                         | <b>10</b> Gateway: Sawtooth Bridges Replacement Project                                   |
| <b>388</b> Sunnyside Yard Frequency Converter Upgrade Project           | <b>21</b> Gateway: NJ TRANSIT Gateway Storage Yard  |
| <b>453</b> Sunnyside Yard Crew Base Facility Complex                    | <b>479</b> Kearny Transmission Upgrades Project   |
| <b>36</b> Next Generation Acela Infrastructure Upgrades: Sunnyside Yard | <b>19</b> Gateway: Harrison Fourth Track  |
| <b>78</b> Harold Interlocking   | <b>134</b> Gateway: Dock Bridge Rehabilitation Project                                    |
| <b>345</b> Airo Facilities: Sunnyside Yard                              | <b>419</b> County-Newark Catenary Upgrades  |
| <b>6</b> East River Tunnel Rehabilitation Project                       | <b>300</b> Newark Penn Station 2.0: Master Plan and Reimagined Icon                       |
| <b>57</b> River-to-River Rail (R4) Resiliency: West Side Yard           | <b>83</b> Hunter Flyover  |
| <b>22</b> Gateway: New York Penn Station Expansion                      | <b>90</b> North Elizabeth Station Improvements  |
| <b>56</b> New York Penn Station Reconstruction                          | <b>338</b> New York Metro Signal System Upgrades to 562 Program Phase 1: County to Elmora |
| <b>340</b> New York Penn Station: Central Concourse                     | <b>80</b> Delco Lead  |
| <b>91</b> New York Penn Station: NJ TRANSIT Near-Term Improvements      | <b>86</b> Midline Loop  |
| <b>416</b> Gateway: Hudson Yard Concrete Casing 3                       | <b>89</b> North Brunswick Station   |
| <b>8</b> Gateway: Hudson Tunnel Project                                 | <b>322</b> Clark to Ham Constant Tension Upgrade Project                                  |
| <b>461</b> Mainline Scanners  | <b>332</b> Washington St Bridge Replacement   |
| <b>9</b> Gateway: Portal North Bridge                                   |   |

*This map displays a subset of all investments within the region. Refer to FY25-29 CIP Web Appendix for a complete list.*

# Penn Station Access

**Project Sponsor:** MTA  
**Submitting Agency:** MTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	This project will provide new Metro-North New Haven Line service to Penn Station NY and construct four new stations in the Bronx – near Co-Op City, Morris Park, Parkchester/Van Nest, and Hunts Point. The project will bring Amtrak’s Hell Gate Line to a state of good repair, including upgrades to the power and signal systems, new interlockings and tracks, and other improvements that will improve reliability and on-time performance for Amtrak while enabling the new Metro-North service.
<b>Project Justification</b>	Additional track, new stations, and capital renewal of existing systems used by Amtrak are necessary to support the expansion of MTA Metro-North’s New Haven Line service into Penn Station and to prepare the corridor for higher speed intercity service

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$2,900,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$2,900,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$2,900,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	\$1,600,000,000		
	MTA	\$410,000,000		
	MTA / Amtrak	\$390,000,000		
	New York	\$250,000,000		
	MTA	\$140,000,000		
	<i>FRA Federal-State Partnership for SOGR Grant</i>	\$30,000,000		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MTA <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Sep 2015 - Feb 2019	Complete
Development <sup>1</sup>	Feb 2018 - Nov 2021	Complete
Final Design	Dec 2021 - Not Available	In Progress
Construction	Dec 2021 - Nov 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2021 - NEPA Action Type: EA

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$520,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$620,000,000

# Pelham Bay Bridge Replacement Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	The scope of this project is to replace the centuries old movable Pelham Bay Bridge over the Hutchinson River in the Bronx NY. Completion of this work will ensure efficient and safe operation of Amtrak's assets and infrastructure to maintain compliance with current regulations and standards. The work performed under this project includes the design, permitting, National Environmental Policy Act (NEPA) compliance, property acquisition, utility coordination, construction, testing/commissioning, acceptance and closeout of a new bridge on a new alignment to replace the existing Bridge.[Full scope available on web appendix]
<b>Project Justification</b>	The scope of this project is to replace the centuries old movable Pelham Bay Bridge over the Hutchinson River in the Bronx NY. Completion of this work will ensure efficient and safe operation of Amtrak's assets and infrastructure to maintain compliance with current regulations and standards.[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$720,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$720,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$85,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$520,000,000</b>
	<i>FRA Federal-State Partnership for ICPR Grant</i>	\$58,000,000	<i>Other Amtrak</i>	\$1,700,000
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	\$15,000,000	<i>FRA Federal-State Partnership for ICPR Letter of Intent</i>	\$510,000,000
	<i>FRA Federal-State Partnership for SOGR Grant</i>	\$4,500,000	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>NEC IJJA Supplemental</i>	\$4,500,000	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
	<i>Amtrak Annual Grant</i>	\$3,200,000		
	<i>Other Amtrak</i>	\$84,000		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MTA <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Nov 2014 - Oct 2024	Complete
Development <sup>1</sup>	Aug 2023 - Sep 2026	In Progress
Final Design	Oct 2026 - Sep 2028	Not Started
Construction	Oct 2028 - Jun 2034	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2025 - NEPA Action Type: EA

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$3,400,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$210,000,000

# Airo Facilities: Sunnyside Yard

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	Please note that this project was previously under and accounted for under C.EN.101904. Scope includes four Maintenance and Inspection (M&I) tracks; 2 M&I tracks part of new facility, 2 M&I tracks by HSR upgrades. Scope also includes six Service and Cleaning (S&C) tracks, 2 of which require pits. New 2-bay M&I facility to include installation of enclosed building, full length pits, bridge and monorail cranes, HVAC, utilities (water, sanitary, storm, gas, electric), fire protection, fire alarm, service platforms, drop table, split rail, shop mechanical equipment, diesel fueling station, DEF supply, wayside power, shop catenary system, CCTV, access control, train movement (blue flag) system, electrical grounding, lube and waste oil storage, communication & IT equipment, locker rooms, & material storage. Additionally, scope includes six new S&C tracks to include: foundations, service platfo...[Full scope available on web appendix]
<b>Project Justification</b>	Based on the current requirements from the operations planning analysis and trainset maintenance requirements from the Mechanical Department, the projected work at Sunnyside Yard is to deliver a 2-bay Maintenance and Inspection (M&I) Facility, renovate the existing 2-bay High-Speed Rail Facility, an...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$940,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$940,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$940,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>NEC IIJA Supplemental</i>	<i>\$940,000,000</i>		
	<i>Amtrak Annual Grant</i>	<i>\$170,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2021 - Jun 2023	Complete
Development <sup>1</sup>	Jul 2023 - Jul 2024	Complete
Final Design	Jul 2024 - Not Available	Complete
Construction	Jul 2024 - Sep 2029	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$77,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>Not BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$860,000,000</b>

# Harold Interlocking

**Project Sponsor:** MTA  
**Submitting Agency:** MTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The Harold Interlocking Project will improve reliability and travel time for existing Amtrak service between New York and Boston and will provide a conflict-free route through Harold Interlocking, the busiest switch point on the NEC. The project is needed to make high-speed rail possible on the NEC in the future. The project scope includes construction of the Westbound Bypass and the Eastbound Reroute, which will create grade-separated routes between PSNY and the Hell Gate. The project will also modify and reconstruct the Loop Track Interlocking. (Work to demolish and replace the existing Amtrak car washer, scope has now been transferred to Amtrak under an interagency agreement.) The project includes demolition of certain existing Amtrak buildings (now complete) to make way for future construction of future storage tracks that are not included in this project. Work is accomplished through...[Full scope available on web appendix]
<b>Project Justification</b>	The existing track infrastructure can cause conflicts between Amtrak and commuter trains and does not support a high-speed service through the interlocking.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,400,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,400,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$1,400,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	MTA	\$1,100,000,000		
	FRA ARRA Grant	\$290,000,000		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MTA <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Mar 2001 - Jun 2011	Complete
Development <sup>1</sup>	Nov 2005 - Jun 2011	Complete
Final Design	Not Available - Not Available	Unknown
Construction	Aug 2011 - Dec 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Aug 2011 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$130,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$250,000,000

# Next Generation Acela Infrastructure Upgrades: Sunnyside Yard

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	This project will satisfy the anticipated facility and infrastructure improvements and maintenance requirements of a new Tier III High Speed Rail (HSR) fleet, the existing Acela fleet and accommodate an increase in service operations. The Tier III Trainsets sets are configured differently from the current Acela Trainsets and will require modifications to the existing HSR S&I facilities to adequately service both the existing Acela fleet and the Tier III train sets. Scope of Work for Modifications to Existing HSR S&I includes design and Construction Phase Services (CPS) related to: upper level platforms, 480 VAC wayside power, center platform, potable/wastewater water, Inspection pit, split rail system, Alstom offices and material storage, nose access platform, monorail crane and sanding system. Ready Track yard improvements associated with the project have been added including: demolitio...[Full scope available on web appendix]
<b>Project Justification</b>	The existing Sunnyside Yard facility and infrastructure would not accommodate new Next Generation High-Speed Rail equipment.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$140,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$140,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$120,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$14,000,000</b>
	<i>RRIF Loan</i>	<i>\$110,000,000</i>	<i>RRIF Loan</i>	<i>\$14,000,000</i>
	<i>Other Amtrak</i>	<i>\$3,800,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jul 2018 - Dec 2023	Complete
Development <sup>1</sup>	Not Available - Not Available	Complete
Final Design	Sep 2021 - May 2022	Complete
Construction	Jan 2022 - Apr 2025	Complete

<sup>1</sup>Estimated or Actual NEPA Completion Date: Feb 2019 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$14,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available



# Sunnyside Yard Crew Base Facility Complex

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	Design, construction, and commission of a new joint-use employee crew base complex within Sunnyside Yard Queens, NY including new multi-story parking garage, interior and exterior storage and staging areas, and site improvements. This work will provide office, maintenance, commissary, and material controls space for Amtrak that consolidates numerous existing buildings into one location to improve real estate efficiency, and frees up space for future yard expansion efforts. This is a multi-year project currently planned to run through FY27.
<b>Project Justification</b>	Provide new facility, parking space and material laydown space for over 1200 Amtrak employees within Sunnyside Yard, Queens NY.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$460,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$460,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$490,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$100,000,000</b>
	<i>NEC IJJA Supplemental</i>	<i>\$490,000</i>	<i>NEC IJJA Supplemental</i>	<i>\$100,000,000</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Sep 2023 - Sep 2023	Complete
Development <sup>1</sup>	Oct 2023 - Aug 2024	Complete
Final Design	Oct 2024 - Not Available	Complete
Construction	Oct 2024 - Mar 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$100,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>Not BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$360,000,000</b>

# Sunnyside Yard Frequency Converter Upgrade Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The scope of this project is for the converter replacement at the Sunnyside Yard Static Frequency Converter. The static frequency converters are approaching their end of 20 year service life and thus need to be replaced to not impact Amtrak service. The project will provide Amtrak a reliable power network and give Amtrak the capacity to increase train service for future growth. Full scope includes Design, supply, procure, install, test, commission, accept, and closeout 4 new static frequency converters, with sitework, switches and controls, RTU, SCADA including demolition of the existing frequency converter. The completion of this work will ensure efficient and safe operation of Amtrak's assets and infrastructure, to maintain compliance with current regulations and standards. This is an annual reoccurring project. It will have scope/schedule planned on a yearly basis, while the budget...[Full scope available on web appendix]
<b>Project Justification</b>	The frequency converter project at Sunnyside Yard represents a critical investment in Amtrak's infrastructure, providing a range of benefits to both the company and its passengers. By replacing the existing static frequency converters with four new, state

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$110,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$18,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$15,000,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$16,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$15,000,000</i>
	<i>Other Amtrak</i>	<i>\$2,600,000</i>		
	<i>Baseline Capital Charge (BCCs)</i>	<i>\$0</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Not Applicable - BCC-eligible			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Aug 2020 - May 2021	Complete
Final Design	Aug 2023 - Jul 2024	Complete
Construction	Jul 2024 - Aug 2029	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jun 2019 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$15,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$57,000,000</b>

# East River Tunnel Rehabilitation Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	Design, rehabilitation, selective component replacement including those that extend out of or are adjacent to but outside of the tunnel, testing, startup, commissioning, and closeout for the reconstruction and modernization of the East River Tunnel Lines 1 and 2 systems ,direct fixation track, liner repairs, OCS replacements...[Full scope available on Web Appendix]
<b>Project Justification</b>	The East River Tunnel tubes are near the end of its useful life and were damaged by Superstorm Sandy.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,600,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,600,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date<sup>1</sup>:</b>	<b>\$1,700,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$1,300,000,000</i>		
	<i>New York Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$210,000,000</i>		
	<i>New Jersey Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$85,000,000</i>		
	<i>Amtrak Annual Grant</i>	<i>\$43,000,000</i>		
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$22,000,000</i>		
	<i>FRA Federal-State Partnership for SOGR Grant</i>	<i>\$11,000,000</i>		
	<i>Other Amtrak</i>	<i>\$11,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT, MTA <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

<sup>1</sup>Full list of funding sources can be found on the Web Appendix

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>2</sup>	Dec 2014 - Mar 2017	Complete
Final Design	Apr 2017 - May 2022	Complete
Construction	May 2024 - May 2027	In Progress

<sup>2</sup>Estimated or Actual NEPA Completion Date: Apr 2023 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$480,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$990,000,000

# River-to-River Rail (R4) Resiliency: West Side Yard

**Project Sponsor:** MTA  
**Submitting Agency:** MTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** The River-to-River Rail Resiliency program will protect the East River Tunnels and the West Side Yard against flood hazards to ensure connectivity at NY Penn Station for Amtrak, LIRR, and NJT. This project will construct a perimeter protection for and drainage improvements for the West Side Yard.

**Project Justification** The existing infrastructure is prone to flooding and subject to delays during major weather events.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$140,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$140,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$140,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	Amtrak	\$52,000,000		
	MTA	\$52,000,000		
	FTA Superstorm Sandy Grant	\$32,000,000		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MTA <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2013 - Aug 2016	Complete
Development <sup>1</sup>	Sep 2016 - Dec 2023	Complete
Final Design	Sep 2024 - Not Available	In Progress
Construction	Sep 2024 - Jun 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Catex

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$11,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$120,000,000

# Gateway: New York Penn Station Expansion

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This project would expand Penn Station New York to add new tracks, platforms, railroad systems, passenger concourses and underground connections, substation, station services, and "back-of-house", i.e., non-customer facing support activities, to enable additional service capacity between New York and New Jersey upon completion of the Hudson Tunnel Project and the elements on the Gateway Program in New Jersey.
<b>Project Justification</b>	The existing track capacity at Penn Station is not adequate to handle increased trans-Hudson train volumes enabled by the Gateway Program's capacity improvements.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$11,000,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$11,000,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$61,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Amtrak Annual Grant</i>	<i>\$58,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Other Amtrak</i>	<i>\$2,700,000</i>	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
			<i>NJT Match for FRA Federal-State Partnership for ICPR Grant</i>	
			<i>State of NY Match for FRA Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT, MTA <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jun 2022 - Mar 2025	Complete
Development <sup>1</sup>	Apr 2025 - Jul 2027	In Progress
Final Design	Aug 2027 - Oct 2028	Not Started
Construction	Apr 2030 - Feb 2041	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: EIS

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$36,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$190,000,000

# New York Penn Station Reconstruction

**Project Sponsor:** TBD  
**Submitting Agency:** MTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	The project will undertake a major reconstruction of existing Penn Station to relieve overcrowding, improve passenger flow, safety and security, rationalize station configuration and operation, increase revenue generation, improve ADA-accessibility, improve the general passenger experience, unify existing Penn Station with the Moynihan Train Hall and a future expansion of the station (separate project), and address deficiencies of building systems, platform and building egress, vertical circulation, lighting, finishes and amenities. The project includes Platforms 7 and 8 refurbishment, previously reported separately, and may include expansion of existing platforms 1 and 2 to allow longer trains to use the platforms.
<b>Project Justification</b>	The existing passenger-facing facilities at Penn Station are unsafe, overcrowded, and have exceeded designed capacity and useful life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$7,100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$7,100,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$100,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	MTA	\$35,000,000	FRA Federal-State Partnership for ICPR Grant	
	Other Amtrak Sources	\$23,000,000	Local Match for Federal-State Partnership for ICPR Grant	
	NJ TRANSIT	\$23,000,000		
	FRA Federal-State Partnership for SOGR Grant	\$15,000,000		
	Amtrak	\$3,000,000		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MTA, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> PBCA is executed for project design and NEPA			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Feb 2020 - Sep 2024	Complete
Development <sup>1</sup>	Apr 2023 - Dec 2024	Complete
Final Design	Jun 2025 - Not Available	In Progress
Construction	Jun 2025 - Dec 2030	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Dec 2024 - NEPA Action Type: EA

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$230,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$3,400,000,000

# New York Penn Station: Central Concourse

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	The Central Concourse project requires the design and engineering of the following elements: • Extension of the LIRR Central Corridor, which includes complete reconstruction of the area of the proposed Central Concourse on level A and extensive reconstruction of the area on Level B. It will include removal of some of the Level B floor to provide a two story space. • Additional stairs, escalators, and elevators between platforms 1 through 6, (tracks 1-12) and Level A. This will involve design of these elements on the platforms and structural alterations to the floor of Level A. • A new West 31st Street entrance with a headhouse, between 7th and 8th Avenues. This will require design of structural elements at Level B and Level C (street-level). • It will require design of structural alterations and demolition of some existing structural elements in the floors and walls of these areas. •...[Full scope available on web appendix]
<b>Project Justification</b>	The project would provide greatly needed addition circulation elements in NY Penn Station. The project is currently on hold, with its completed 30% design being incorporated into the NY Penn Reconstruction effort. The recently initiated 30% design effort for Penn Reconstruction will investigate p...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$450,000,000	<b>Escalated Total Project Cost:</b> \$550,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
		<i>FRA Federal-State Partnership for ICPR Grant</i>
		<i>Local Match for Federal-State Partnership for ICPR Grant</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Not Available <b>FY25 Status of Cost Sharing Agreement:</b> Unknown	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Unknown
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Not Available	Unknown

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$320,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# New York Penn Station: NJ TRANSIT Near-Term Improvements

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This multi-faceted project would make much needed near-term improvements to NJ TRANSIT 7th Avenue portion of NY Penn Station. While some funding is programmed for this work, additional funding is needed to make all the necessary improvements. Elements include NJ TRANSIT's removal of the art installation located in glass enclosures, allowing for new additional space to expand the restrooms and waiting area in the concourse space, which are dated and undersized for the amount of customers. A stairway improvement, HVAC improvements, and a new video wall in this same vicinity are also part of these near-term improvements. However, while the art installation removal and an escalator to stairway conversion are currently proceeding, various other elements are now on hold, pending progress of the 30% design phase of the larger scale NY Penn Station Reconstruction project.
<b>Project Justification</b>	The existing New York Penn Station configuration has facility components that restrict passenger flow and limit the capacity of customer waiting areas and restrooms.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$80,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$86,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$9,500,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FTA Formula Grants</i>	<i>\$9,500,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MTA, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Unknown			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Unknown
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Mar 2024 - Jun 2026	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,500,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available



## Gateway: Hudson Yard Concrete Casing 3

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

### General Project Information

<b>Full Project Scope</b>	This project includes full construction of the Hudson Yards Concrete Casing Section 3 project to protect the right-of-way of the future Hudson River Tunnel connecting to Penn Station New York. Section 3 of the casing (which traverses from 11th Ave to 30th street) consists of a two barrel, reinforced concrete cut-and-cover tunnel 1350 linear feet in length founded on rock that traverses the existing Long Island Rail Road Hudson Yards. This part of the 3-part effort ("Segment 3") is denoted as being under the "West Rail Yard," the ~550' portion extending from the West side of 11th Avenue to the North side of 30th Street. The West Rail Yard casing will be fully coordinated during design and usable by the local developer, Related, for incorporation into Related construction documents for work within the Hudson Yards West Rail Yard overbuild. Construction also includes accommodations for the ...[Full scope available on web appendix]
<b>Project Justification</b>	Construction of box casing leading toward the future Hudson River Tunnels from Penn Station enables overbuild development to proceed before the Hudson Tunnel Project begins construction.

### Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$690,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$690,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$500,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$200,000,000</b>
	<i>MEGA Grant</i>	<i>\$290,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$200,000,000</i>
	<i>Amtrak Annual Grant</i>	<i>\$73,000,000</i>		
	<i>NY DOT</i>	<i>\$69,000,000</i>		
	<i>NJ DOT</i>	<i>\$69,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, State of New Jersey, State of New York <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

### Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2013 - Sep 2013	Complete
Development <sup>1</sup>	Oct 2013 - Nov 2014	Complete
Final Design	Nov 2014 - Feb 2023	Complete
Construction	Nov 2023 - Nov 2026	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Nov 2014 - NEPA Action Type: Supplemental EA FONSI

### FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$220,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$0

# Gateway: Hudson Tunnel Project

**Project Sponsor:** Gateway Development Commission  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	This project will construct a new two-track rail tunnel beneath the Hudson River, rehabilitate and modernize the existing two-track North River Tunnel. When complete, the project will provide increased reliability and operational flexibility for Amtrak and NJT on the NEC.
<b>Project Justification</b>	Service reliability in the North River Tunnel has been compromised because of the damage to tunnel components caused by Superstorm Sandy, which inundated both tubes with seawater in October 2012. Chlorides from the seawater remain in the tunnel's concrete liner and bench walls, causing ongoing damage...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$16,000,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$16,000,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$16,000,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Capital Investment Grant</i>	<i>\$6,900,000,000</i>		
	<i>FRA Federal-State Partnership for ICPR (NEC) Grant</i>	<i>\$3,800,000,000</i>		
	<i>PANYNJ Local Contribution</i>	<i>\$2,700,000,000</i>		
	<i>NYS Local Contribution</i>	<i>\$1,300,000,000</i>		
	<i>Amtrak Contribution/FRA Grant</i>	<i>\$1,000,000,000</i>		
	<i>NJ Local Contribution</i>	<i>\$310,000,000</i>		
	<i>RAISE Grant</i>	<i>\$25,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, State of New York, State of New Jersey <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2016 - May 2021	Complete
Development <sup>1</sup>	Jan 2016 - May 2021	Complete
Final Design	Jun 2021 - Jul 2034	In Progress
Construction	Oct 2023 - Jun 2038	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: May 2021 - NEPA Action Type: EIS

## FY25-29 Planned Expenditures<sup>2</sup>

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$370,000,000</b>
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$470,000,000</b>

<sup>2</sup>Represents Amtrak planned expenditure only

## Mainline Scanners

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Improvement

### General Project Information

<b>Full Project Scope</b>	This Project will achieve strategic program goals by providing train inspection data of trains at track speed west of New York City and north of Newark, New Jersey. The site at Secaucus will scan 250 trains a day, including the New Acela trains. The data is an integral component of Amtrak's Operational Transformation strategic initiative for data driven inspection and maintenance to enable both Amtrak and tenant equipment owners to proceed towards Condition-Based Maintenance ((CBM), inspect or fix now) and Predictive Maintenance ((PM), fix at future date) activities to improve equipment reliability, safety, maintenance personnel effectiveness, and shop throughput. The data will also support the New Acela Business Case, specifically, Alstom Technical Support and Spares Supplies Agreement (TSSSA) data requirements for New Acela. This project will procure five scanner systems to start Amt... [Full scope available on web appendix]
<b>Project Justification</b>	Project justification Not Available.

### Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$53,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$53,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$38,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$15,000,000</b>
	<i>Amtrak Annual Grant</i>	\$37,000,000	<i>Amtrak Annual Grant</i>	\$15,000,000
	<i>Other Amtrak</i>	\$640,000		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

### Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	May 2021 - Dec 2021	Complete
Development <sup>1</sup>	Jan 2022 - Jul 2022	Complete
Final Design	Jul 2022 - Oct 2022	Complete
Construction	Oct 2022 - Sep 2025	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Oct 2022 - NEPA Action Type: CE

### FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$15,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Kearny Transmission Upgrades Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** Condition assessment, repair/replacement of Amtrak's existing Transmission structures from MP 12.21 to MP 6.57 that includes shared right-of-way along Conrail's freight railroad. This is a multi-year project.

**Project Justification** Project justification Not Available.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$93,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$110,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>		<b>Additional Potential Funding Sources:</b>	<b>\$690,000</b>
			<i>Amtrak Annual Grant</i>	<i>\$690,000</i>
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Not Available			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2024 - Dec 2024	Complete
Development <sup>1</sup>	Feb 2025 - Oct 2025	In Progress
Final Design	Nov 2025 - Oct 2026	Not Started
Construction	Feb 2027 - May 2030	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$690,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$81,000,000</b>

# Gateway: Portal North Bridge

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	This project is approximately 2.44-miles long and includes the construction of a new, two-track fixed-structure railroad bridge and approaches across the Hackensack to replace the existing, century-old swing-span Portal Bridge, and includes the purchase of 25 multilevel commuter railcars for NJT. Amtrak and NJT have completed final design and environmental review. The project has been awarded a full-funding grant agreement by the FTA through its Capital Investment Grant - Core Capacity grant program...[Full scope can be found on the Web Appendix]
<b>Project Justification</b>	The existing Portal Bridge is a chokepoint on NEC operations and results in excessive maintenance and operating costs since it is beyond its useful life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$2,200,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$2,200,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date<sup>1</sup>:</b>	<b>\$2,100,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FTA CIG Core Capacity Grant</i>	<i>\$770,000,000</i>		
	<i>NJ Economic Development Authority Bonds</i>	<i>\$590,000,000</i>		
	<i>NJ Transportation Trust Fund</i>	<i>\$240,000,000</i>		
	<i>NJ Turnpike Authority</i>	<i>\$180,000,000</i>		
	<i>Amtrak Escrow Account Contribution</i>	<i>\$97,000,000</i>		
	<i>FHWA CMAQ Funds</i>	<i>\$57,000,000</i>		
	<i>FRA Federal-State Partnership for SOGR Grant</i>	<i>\$55,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

<sup>1</sup>Full list of funding sources can be found on the Web Appendix

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Unknown
Development <sup>2</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Apr 2022 - Oct 2027	In Progress

<sup>2</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$480,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Gateway: Sawtooth Bridges Replacement Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	This project would replace Amtrak Bridges No. 7.80 and No. 7.96, collectively referred to as the "Sawtooth Bridges." The existing bridges are located in the Town of Kearny, Hudson County, New Jersey between Newark Penn Station and Secaucus Junction, and are directly above or in close proximity to several important rail lines, including the NJT Morris and Essex Line, the former Conrail Center Street Branch, and the PATH WTC rail line. The proposed project would replace an approximately 1.1-mile long segment of existing transportation right-of-way along Amtrak's Northeast Corridor with new structures that would result in a four-track segment of the NEC with improved design speeds.
<b>Project Justification</b>	The existing Sawtooth Bridges are a chokepoint on NEC operations and are over the end of their design life. This project is a critical component of the Gateway Program.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$2,100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$2,100,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$280,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$1,500,000,000</b>
	<i>FRA Federal-State Partnership for ICPR Grant</i>	\$130,000,000	<i>FRA Federal-State Partnership for ICPR Letter of Intent</i>	\$1,500,000,000
	<i>FRA Federal-State Partnership for SOGR Grant</i>	\$45,000,000	<i>Amtrak Annual Grant</i>	\$680,000
	<i>Other Amtrak</i>	\$37,000,000	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Amtrak Annual Grant</i>	\$35,000,000	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	\$33,000,000	<i>NJT Match for FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Baseline Capital Charge (BCCs)</i>	\$140,000		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Mar 2012 - Dec 2013	Complete
Development <sup>1</sup>	Jun 2022 - Jun 2024	Complete
Final Design	Aug 2024 - Dec 2028	In Progress
Construction	May 2025 - Jun 2038	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jan 2025 - NEPA Action Type: EA

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$110,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$690,000,000

# Kearny Sub 41 Relocation Design and Construction

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** To replace the existing Substation 41 at Kearny, NJ with a new substation at a higher elevation to make it more resilient during storm surges. The new Substation 41 structure will be located on a platform in an existing marsh area. The majority of the proposed platform structure will be constructed of precast concrete slab elements supported by cast in place reinforced concrete piers on driven steel concrete filled pipe piles. This is a multi year project expected to run through FY28.

**Project Justification** Replace existing substation for resiliency of the electric supply to Amtrak and NJT Infrastructure

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$120,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$120,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$21,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Superstorm Sandy Relief Funds</i>	\$21,000,000	<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
			<i>NJT Match for FRA Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Sep 2018 - Jan 2021	Complete
Development <sup>1</sup>	Sep 2021 - Feb 2023	Complete
Final Design	Mar 2023 - Mar 2025	Complete
Construction	Sep 2025 - Apr 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Mar 2023 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,300,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$120,000,000

# Gateway: Dock Bridge Rehabilitation Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	Dock Bridge is a complex of three vertical lift structures located along one the busiest sections of the Northeast Corridor (Milepost 8.5), crossing the Passaic River between Newark, NJ and Harrison, NJ. The bridge carries six tracks utilized by Amtrak, NJ Transit and PATH trains. Considerable repairs are needed to this critical asset to restore the bridge to a state of good repair, to maintain reliable operation of the structure, and to preserve safe passage for the more than 720 trains per day that utilize the structure. The Dock Bridge Rehabilitation Project, previously known as "Highline Renewal and SOGR: Dock Bridge Rehabilitation", includes several enhancements and modifications: structural steel painting (the largest portion of the proposed scope; will remove original, failed lead paint that is contributing to corrosion of the bridge), steel repairs, modifications to convert the b...[Full scope available on web appendix]
<b>Project Justification</b>	The existing Dock Bridge is near the end of its useful life and there is existing lead paint on the bridge which could leach into the Passaic River watershed if not mitigated.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$380,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$380,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$380,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	\$300,000,000		
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	\$75,000,000		
	<i>Amtrak Annual Grant</i>	\$5,600,000		
	<i>Other Amtrak</i>	\$6,100		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT, Port Authority of NY & NJ <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jun 2022 - Aug 2022	Complete
Development <sup>1</sup>	Aug 2022 - Apr 2023	Complete
Final Design	May 2023 - Jan 2024	Complete
Construction	Oct 2024 - Oct 2029	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$15,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$360,000,000



# Gateway: NJ TRANSIT Gateway Storage Yard

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	This project would locate a new rail yard (or yards) in New Jersey to support the capacity and service increase goals of the Gateway Program. Additional funding is needed for NEPA/PE, design and construction. Project may be broken into two phases or two separate sites. NJT Planning study scheduled for completion in Fall 2023, with additional follow up analysis anticipated in early 2024.
<b>Project Justification</b>	The Gateway Program depends on a adequate new rail storage yard or yards to support capacity and service goals.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,900,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$2,500,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$870,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>NJ Transportation Trust Fund</i>	<i>\$870,000</i>	<i>Other Federal Discretionary</i>	
			<i>NJ Transportation Trust Fund</i>	
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2019 - Jun 2025	Complete
Development <sup>1</sup>	Oct 2026 - Dec 2028	Not Started
Final Design	Apr 2029 - Oct 2030	Not Started
Construction	Jul 2031 - Dec 2034	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$500,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Gateway: Harrison Fourth Track

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	This project includes the design, contract packaging, and construction of approximately 2,000 ft. of additional main track along the Northeast Corridor through the city of Harrison, NJ on the western side of the corridor with new embankment and/or retaining structures, track, signals (both Amtrak and PATH), 3rd rail, catenary system modifications for Amtrak power to allow shifting of the westbound PATH track to this new alignment. The project will identify and design changes necessary to connect the new track with the existing infrastructure and also be coordinated with PATH's Harrison Station project. This project includes the construction of a new PATH track conforming to PANYNJ (PATH) standards north of the existing alignment and utilizing the area of the existing PATH track for a 4th NEC Track in accordance with Amtrak standards.
<b>Project Justification</b>	The existing right-of-way is a chokepoint on NEC operations. By adding the fourth track along the NEC, this project allows additional operational capacity for Amtrak and NJT trains. This project is required to deliver the full Gateway Program.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$190,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$190,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$7,700,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Amtrak Annual Grant</i>	<i>\$7,700,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Feb 2018 - Jan 2021	Complete
Development <sup>1</sup>	Jan 2021 - Dec 2021	Complete
Final Design	Mar 2022 - Oct 2026	In Progress
Construction	Sep 2028 - Sep 2030	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$0
<b>FY25 BCC Eligibility</b>	Not Available
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# County-Newark Catenary Upgrades

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The scope of this project is the replacement of all catenary structures from the EBHS of County Interlocking (MP 32.8) to west of Newark Station (MP 9.3) Including testing/commissioning, acceptance and closeout for 25 route miles of 4-track mainline catenary, upgrade of all catenary with SAP assemblies and fixed termination catenary, installation of new OCS foundations, portal beams, structures, installation of temporary platforms, installation of new grounding and bounding of stations within the project limits, and demolition and removal existing catenary structures. This work will occur over multiple years.
<b>Project Justification</b>	State Of Good Repair

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$500,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$630,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$580,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Amtrak Annual Grant</i>	<i>\$580,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
			<i>NJT Match for FRA Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2024 - Not Available	Complete
Development <sup>1</sup>	Jun 2024 - Not Available	In Progress
Final Design	Aug 2025 - Dec 2026	In Progress
Construction	Aug 2027 - Feb 2034	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$6,500,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$51,000,000</b>

# Newark Penn Station 2.0: Master Plan and Reimagined Icon

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	The Newark Penn Master Plan includes: conceptual master plan under development, to be followed by the following capital improvements- vertical circulation/interior circulation improvements, including overhaul of escalators, elevators, and stairwells throughout the entire station to better comply with universal design standards; new Departure Vision boards that show passengers their waiting times, along with a new PA system that would allow riders to better hear announcements; exploration of an open concourse renovation concept that could further modernize the facility; updates to the bus and light rail access, including upgrades to the bus lane areas on both the Raymond Boulevard and Market Street sides of the station. The FRA FSP-NEC grant award for Newark Penn Station Vertical Circulation Improvements covers work that is included within this overall Newark Penn Station 2.0 effort.
<b>Project Justification</b>	Numerous smaller scale improvements for Newark Penn Station have been developed in recent years. This comprehensive Master Plan effort ties the current improvement projects in with a broader vision for the station, which is already resulting in an additional series of key upgrades for New Jersey's ...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$530,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$680,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$84,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$59,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>New Jersey Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$15,000,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
	<i>New Jersey</i>	<i>\$9,500,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Unknown			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	May 2024 - Sep 2025	Complete
Final Design	Jan 2026 - Jun 2027	Not Started
Construction	Nov 2027 - Not Available	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$7,100,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Hunter Flyover

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	This project would construct an elevated viaduct structure to allow for NJT's Newark-bound Raritan Valley Line trains to cross over and above the NEC tracks to merge with the NEC's eastbound local track in order to continue their movement towards Newark. Additional funding is required for design and construction.
<b>Project Justification</b>	The current arrangement for Newark-bound Raritan Valley Line trains does not allow for expanded capacity.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$380,000,000	<b>Escalated Total Project Cost:</b> \$490,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b> \$500,000	<b>Additional Potential Funding Sources:</b>
	<i>NJ Transportation Trust Fund</i> \$500,000	<i>Other Federal Discretionary</i>
		<i>NJ Transportation Trust Fund</i>
		<i>FRA Federal-State Partnership for ICPR Grant</i>
		<i>Local Match for Federal-State Partnership for ICPR Grant</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> In progress	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2022 - Feb 2023	Complete
Development <sup>1</sup>	Jul 2026 - Mar 2028	Not Started
Final Design	Dec 2028 - Apr 2030	Not Started
Construction	Oct 2030 - Mar 2033	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	Not Available
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# North Elizabeth Station Improvements

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Sole commuter  
**Project Type:** Stations

## General Project Information

**Full Project Scope** This project would rehabilitate the existing North Elizabeth Station for customer safety and service, including ADA, platforms, technology, seating and canopies.

**Project Justification** North Elizabeth Station requires upgrades to bring the facilities to a state of good repair.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$52,000,000	<b>Escalated Total Project Cost:</b> \$63,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Aug 2024 - Mar 2025	Complete
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Not Available	Unknown

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$31,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# New York Metro Signal System Upgrades to 562 Program Phase 1: County to Elmora

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The scope of this project is to design, supply, procure, install, test, commission, accept, and closeout a new Rule 562 cab no wayside signal system between County Interlocking MP 32.8 and Elmora Interlocking MP 14.7. Completion of this work will ensure efficient and safe operation of Amtrak's assets and infrastructure, to maintain compliance with current regulations and standards. The work performed under this project includes replacement of existing Interlocking signals with new signal head with clear block aspects and retire all intermediate signals between County and Elmora. The existing signal system in operation between County and Elmora is a traditional NORAC rule 251/261 compliant system. Tracks 1 and A are signaled in compliance with NORAC rule 251, signaled for eastbound traffic, only; tracks 2 and 3 are signaled in compliance with NORAC rule 261, signaled for traffic in both ...[Full scope available on web appendix]
<b>Project Justification</b>	The existing signal system in operation between County and Elmora is a traditional NORAC rule 251/261 compliant system. A new NORAC 562 territory will improve the efficiency of travel time, by optimizing the block space utilization.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$89,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$110,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$5,200,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Baseline Capital Charge (BCCs)</i>	<i>\$4,700,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Amtrak Annual Grant</i>	<i>\$900,000</i>	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Other Amtrak</i>	<i>\$(470,000)</i>	<i>NJT Match for FRA Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Unknown
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Aug 2025 - Sep 2025	Complete
Construction	Oct 2025 - Sep 2035	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$3,500,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$50,000,000</b>

## Delco Lead

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

### General Project Information

<b>Full Project Scope</b>	This project will construct a safe haven storage facility on the NEC south of the New Brunswick station to protect rail rolling stock against damage resulting from a storm surge. A service and inspection facility that is part of the project will facilitate the rapid return of equipment to service following a storm event. This project is supported by FTA Emergency Relief Program funds. Phase I of the overall Delco Lead Project is the "GC01" contract, will provide site preparation/ related cleanup activities. Phase II of the overall project will be "GC02" contract which will include Delco Lead new double track improvements, County Yard project (non-Federally funded) which will expand the existing County Storage Yard from its current footprint to include an unused part of an adjacent rail freight yard and the S&I building for inspection/maintenance of equipment. The overall Delco Lead proje...[Full scope available on web appendix]
<b>Project Justification</b>	The existing storage south of New Brunswick station leaves rolling stock susceptible to environmental damage.

### Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$650,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$790,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$520,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FTA Formula Grants</i>	<i>\$180,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$180,000,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
	<i>New Jersey Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$91,000,000</i>		
	<i>NJ Transportation Trust Fund</i>	<i>\$64,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable			

### Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2014 - Sep 2020	Complete
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Aug 2022 - Jul 2029	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

### FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$74,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available



# Midline Loop

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	This project would construct a new above-grade connection between existing and planned train storage facilities and the NY-bound local track of the NEC. The crossover would eliminate at-grade movements that create conflicts between commuter and intercity trains, which will become more frequent in the coming years. Concept design was previously completed, but additional funding is required for final design and construction. Schedule has been pushed back slightly due to current lack of available state matching funds towards design and construction.
<b>Project Justification</b>	Existing train storage facilities near Jersey Avenue station create at-grade conflicts between commuter and intercity trains, which will become increasingly challenging with planned increases to train traffic in the future.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$600,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$800,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$5,600,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>NJ Transportation Trust Fund</i>	<i>\$5,600,000</i>	<i>NJ Transportation Trust Fund</i>	
			<i>Other Federal Discretionary</i>	
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Jul 2025 - Jun 2026	In Progress
Final Design	Oct 2026 - Jan 2028	Not Started
Construction	Jun 2028 - Dec 2030	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	Not Available
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# North Brunswick Station

**Project Sponsor:** NJ TRANSIT  
**Submitting Agency:** NJ TRANSIT  
**Benefit:** Sole commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	The project would construct a new station in the proposed Main Street North Brunswick development area between the Midline Loop project and the Jersey Avenue station. The project would include construction of new high-level inbound side platform, a new high-level island outbound platform, elevators, a pedestrian bridge, station house, and parking. The new station would feature new accessibility features and would provide customers with a key additional point of entry into the NEC as well as more
<b>Project Justification</b>	There is not currently a rail station along the NEC in North Brunswick, NJ, despite strong population and employment growth in the area. The two closest NJ TRANSIT NEC stations (Jersey Avenue and New Brunswick) have characteristics that result in challenging access to/from the North Brunswick area....[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$150,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$190,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$3,300,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>New Jersey</i>	<i>\$3,300,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Nov 2021 - Jun 2024	Complete
Final Design	Dec 2024 - Dec 2025	In Progress
Construction	Mar 2026 - Dec 2027	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$5,500,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Clark to Ham Constant Tension Upgrade Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	Provide constant tension Upgrade between Clark NJ to Ham Interlocking. Construction, testing/commissioning, acceptance and closeout for 7 route miles of 4-track mainline constant tension catenary, including installation of 305 Foundations, 155 portal beams, 6 catenary cantilever structures, and approximately 28 miles of constant tension catenary wires and hardwares. Removal and retire existing catenary structures, installation of temporary platforms at two New Jersey Transit stations and other support tasks. This work is to be performed over multiple years.
<b>Project Justification</b>	The existing catenary structures between Clark NJ to Ham Interlocking are near the end of their design life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$150,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$150,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$51,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$12,000,000</b>
	<i>Baseline Capital Charge (BCCs)</i>	<i>\$46,000,000</i>	<i>Baseline Capital Charge (BCCs)</i>	<i>\$12,000,000</i>
	<i>Amtrak Annual Grant</i>	<i>\$3,800,000</i>	<i>Amtrak Annual Grant</i>	<i>\$130,000</i>
	<i>Other Amtrak</i>	<i>\$820,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT <b>FY25 Status of Cost Sharing Agreement:</b> Not Applicable - BCC-eligible			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Unknown
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Dec 2020 - Dec 2029	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Apr 2013 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$12,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$77,000,000</b>

# Washington St Bridge Replacement

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** The scope of this project includes the full replacement of Washington Street and S Pennsylvania Ave bridges and all associated interlocking work such as track, signal and catenary. The completion of this work will ensure efficient and safe operation of the bridges infrastructure, to maintain compliance with current regulations and standards. This work will occur over multiple years.

**Project Justification** The existing Washington St Bridge is near the end of its useful life and presents safety concerns.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$120,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$150,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$2,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$450,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$1,300,000</i>	<i>Amtrak Annual Grant</i>	<i>\$450,000</i>
	<i>Baseline Capital Charge (BCCs)</i>	<i>\$670,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2019 - Not Available	In Progress
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Sep 2028	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$450,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$35,000,000</b>

## New York City Metro: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Q Interlocking C&S Equipment Replacement Project	Amtrak	The scope of this project is the; design, permitting, NEPA/ SHPO compliance, procurement, construction, testing/ commissioning, acceptance and closeout of a new Q Interlocking including installation of signal and communication cables; installation of signal and communication houses, and track circuits	Jan 2016 - Mar 2027	\$40,000,000	\$30,000,000	\$3,900,000
Sunnyside Yard Watermain Upgrades	Amtrak	The scope of this project is to replace and improve the water mains in Sunnyside Yard that supply combined potable and fire protection water for Q Tower and the High Speed Rail building within Sunnyside Yard	Oct 2019 - Sep 2026	\$4,700,000	\$1,400,000	\$500,000
Sunnyside Yard Oil/PCB Remediation	Amtrak	Prior operations, beginning in the 1930s and continuing into the 1980s, caused PCB and diesel fuel releases which contaminated the subsoil and sewer system at Sunnyside Yard	Oct 2003 - Oct 2027	\$10,000,000	\$8,300,000	\$140,000
Airo Facilities: Sunnyside Yard Digital Technology Upgrades	Amtrak	This Project will deliver all aspects of planning, design, deployment, and transition to maintenance of Digital Technology (DT) products and services for NY SSY to accommodate the new Airo trainsets	Oct 2022 - Sep 2029	\$16,000,000	\$16,000,000	\$260,000
River-to-River Rail (R4) Resiliency: ERT Tunnel Power Upgrades & Flood Mitigation	Amtrak	Provide new permanent emergency power (generators) for the 1st Avenue and Long Island City Ventilation Shafts along with flood mitigation for the 1st Avenue Shaft	Aug 2021 - Dec 2027	\$38,000,000	\$39,000,000	\$1,400,000
River-to-River Rail (R4) Resiliency: Queens Portal	MTA	The River-to-River Rail Resiliency program will protect the East River Tunnels and the West Side Yard against flood hazards to ensure connectivity at NY Penn Station for Amtrak, LIRR, and NJT	Jan 2013 - Dec 2028	\$47,000,000	\$47,000,000	Not Available
PSCC NY 400 Building Backup Generator Replacement	Amtrak	The project is to develop construction documents in compliance with state and local law for a new emergency power generator	Sep 2022 - Dec 2025	\$9,600,000	\$640,000	\$2,500,000
PSNY Fire Protection Improvements	Amtrak	The objective of this project is to improve the functionality of the Penn Station Fire Alarm System	Apr 2024 - May 2026	\$1,700,000	\$82,000	\$970,000

## New York City Metro: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
NYP Crew Base Renovation	Amtrak	Amtraks Major Stations Department is completing an Interim Improvements Plan for Penn Station to repurpose spaces vacated after the transfer of our daytime customer-facing operations to Moynihan Train Hall in January 2021 and consolidate operational spaces that were previously inefficiently used throughout the station	Feb 2022 - Apr 2025	\$13,000,000	\$5,400,000	\$5,000,000
NYP 7th And 32nd Entrance Renovation	Amtrak	Vornado Realty Partners are seeking to construct an addition to their 2 Penn Plaza building (2 Penn Bustle Addition)	Oct 2019 - May 2024	\$39,000,000	\$36,000,000	\$3,000,000
New York PSCC - Building Renovations	Amtrak	Maximizing corporate office space efficiency to accommodate growing needs in New York and avoid leasing new space	Mar 2019 - Apr 2026	\$19,000,000	\$1,200,000	\$2,800,000
New York Penn Station Escalator Replacement	Amtrak	Continue the Amtrak Escalator Replacement Program at NYP	Sep 2022 - Sep 2026	\$24,000,000	\$20,000,000	\$280,000
CETC NY SCADA Phase II	Amtrak	The Penn Station NY SCADA Phase II Upgrade project will provide modern design and construction/integration to the existing NY SCADA system including Fire and Life Safety equipment of the tunnel and station ventilation fans, tunnel standpipe actuators, ERT sump pumps, and PPDS substation monitored/controlled at Penn Station Control Center (PSCC)	Jul 2005 - Dec 2024	\$15,000,000	\$9,500,000	\$2,400,000
Penn Station NY Customer NOW Refresh Program	Amtrak	This NYP NY STATION REFRESH PROGRAM will Upgrade existing infrastructure in the NYP station to a SOGR	Nov 2022 - Jul 2029	\$400,000	\$1,700,000	\$300,000
NYP East Block Security Bollards	Amtrak	The objective is to increase security around New York Penn Station by designing and installing security bollards around the East block between 31st Street and 34th Street, from mid-block to 7th Avenue	Feb 2024 - Feb 2027	\$17,000,000	Not Available	Not Available
Moynihan Station Infrastructure Improvement	Amtrak	This is a multi-phased project to improve Moynihan Station's Infrastructure to a SOGR	Oct 2023 - Oct 2025	\$750,000	\$130,000	\$750,000
Penn Station Control Center Security Enhancement	Amtrak	The Station Security Enhancement Project aims to upgrade the overall safety and security infrastructure of the station	Oct 2024 - Sep 2027	\$6,500,000	Not Available	\$1,700,000

## New York City Metro: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
New York Penn Station Phase III Security Enhancement	Amtrak	The Security Enhancement Project aims to upgrade the overall safety and security infrastructure of the station	Oct 2024 - Oct 2025	\$2,200,000	Not Available	\$2,000,000
Empire Line Lighting Upgrade Project	Amtrak	The scope of this project is to ensure efficient and safe operation of Amtrak's assets and infrastructure to maintain compliance with current regulations and standards by designing and installing a new and energy-efficient LED lighting system with an emergency lighting inverter distribution in the Empire Line Overbuild between 72nd to 125th Street under Riverside Park, NY	Feb 2018 - Oct 2024	\$28,000,000	\$25,000,000	\$0
Hudson Yards 33rd Street Egress Ventilation System	Amtrak	The work will take place in the North River Tunnel Ventilation Compound Amtrak has two single bore rail tunnels under the Hudson River that connect Weehawken, New Jersey and Manhattan, New York that serve Amtrak, New Jersey Transit regional and commuter rail known as the North River Tunnels (NRT)	Oct 2013 - Jun 2028	\$33,000,000	Not Available	\$3,000,000
New Hackensack Substation 42 Control House Project	Amtrak	The scope of this project is to ensure efficient and safe operation of Amtrak's assets and infrastructure, to maintain compliance with current regulations and standards for the design, NEPA compliance, installation, and testing and commissioning of New Control House #42	Oct 2014 - Aug 2025	\$17,000,000	\$18,000,000	\$2,800,000
Newark Penn Station: Platform Rehabilitation (A, B, C)	Amtrak	The objective of this project is to improve the condition, appearance and functionality on Platforms A, B, C and partial D in Newark Penn Station, which are not in a state of good repair	Oct 2020 - Dec 2025	\$14,000,000	\$3,400,000	\$5,100,000
Newark Penn Station: Platform Rehabilitation	NJ TRANSIT	This is a standalone project designed to be consistent with the larger Newark Penn Station improvement effort	Dec 2020 - Apr 2030	\$38,000,000	\$26,000,000	\$6,600,000
Newark Penn Station: State of Good Repair Rehabilitation	NJ TRANSIT	The scope of this project is multifaceted with work starting in October 2020 and continuing	Oct 2020 - Dec 2024	\$30,000,000	Not Available	\$6,800,000

## New York City Metro: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Bridge Replacement South St. Station, Newark NJ AN MP 9.65	Amtrak	The project consists of the rehabilitation of two adjacent bridges, South Street (AN 9	Apr 2022 - Sep 2027	\$32,000,000	\$1,300,000	\$2,700,000
New Jersey Bridge Replacement - Main Street, Inman Ave, Lehigh Valley RR	Amtrak	This project is to replace and upgrade the existing bridge superstructures of multiple bridges in New Jersey along the AN line in order to upgrade their loading capacity to handle the heavier anticipated train loads from new equipment	Jul 2024 - Jun 2028	\$50,000,000	\$110	\$0
New Brunswick Station Improvements	NJ TRANSIT	This project includes several elements to upgrade the station facilities and expand capacity	Apr 2024 - Jun 2027	\$22,000,000	\$22,000,000	\$2,000,000
Ham Interlocking Renewal Project	Amtrak	The scope of this project is the renewal of the track infrastructure at Ham Interlocking	Jan 2021 - Oct 2025	\$49,000,000	\$19,000,000	\$14,000,000
Trenton Transit Center: State of Good Repair Program	NJ TRANSIT	With support from the Federal Railroad Administration, NJ TRANSIT (NJT) will implement multiple station improvements at the intermodal Trenton Transit Center in Trenton, NJ which is located along the Northeast Corridor (NEC)	Oct 2020 - Dec 2029	\$39,000,000	\$29,000,000	\$2,000,000



## New York City Metro: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Gateway: Secaucus Station and Loop Tracks	NJ TRANSIT	This project would expand the Secaucus Station platform system and complement adjacent Gateway capacity projects	Jan 2026 - Dec 2036	\$2,600,000,000
Gateway: Portal South Bridge	NJ TRANSIT	This project would construct new Northeast Corridor tracks and systems, including a two-track Portal South Bridge, over the Hackensack River	Dec 2025 - Dec 2037	\$2,500,000,000
Choke Point Relief: Westbound Waterfront Connection	NJ TRANSIT	Project would construct a new connection for westbound trains from Hoboken Terminal to the NEC, as well as enhance the existing slow speed eastbound connection from the NEC towards Hoboken	Jan 2027 - Jul 2033	\$500,000,000

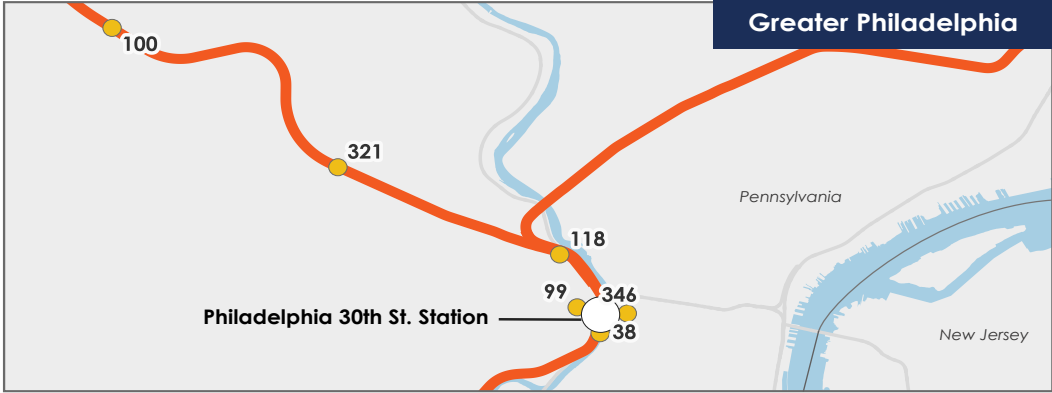
# Mid-Atlantic North Projects



**Mid-Atlantic North**

**Active Projects over \$50 Million**

FY25-29 CIP



- 313** | Cornwells Heights Station Reconfiguration on the Trenton Line
- 483** | Richmond Static Frequency Converter #4 Renewal
- 99** | 30th Street West Catenary Replacement
- 38** | Philadelphia 30th Street District Plan
- 346** | Airo Facilities: Penn Coach Yard
- 118** | Harrisburg Line Interlocking Improvements: Zoo-Phase 1 (Early Action)
- 321** | Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli
- 100** | Ardmore Transportation Center on the Paoli/Thorndale Line (Phase 1 ADA Improvements)
- 128** | Harrisburg Line Signal Upgrade: Park to Zoo
- 104** | Frazer Rail Shop and Yard Expansion (Phase 3)
- 127** | Downtown Station Improvements
- 122** | Keystone Line Interlocking SOGR Program Phase 1: Potts
- 125** | Coatesville Station Improvements
- 126** | Parkesburg Station Improvements
- 326** | Conestoga Substation Improvements Project
- 415** | Harrisburg PA Train Shed Improvements
- 324** | Mid-Atlantic OCS Replacement Program Phase 2: Brill to Landlith
- 54** | Thomas R. Carper Newark Station

*This map displays a subset of all investments within the region. Refer to FY25-29 CIP Web Appendix for a complete list.*

# Cornwells Heights Station Reconfiguration on the Trenton Line

**Project Sponsor:** SEPTA  
**Submitting Agency:** SEPTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

**Full Project Scope** This project will make the station on the SEPTA Trenton Regional Rail Line ADA accessible and includes full length high level platforms, new passenger shelters, security improvements and passenger amenities. The station is also served by some Keystone Service trains.

**Project Justification** The existing Cornwells Heights station is only ADA-accessible via a mini high platform which limits accessibility of the facilities and leads to a greater dwell time than if the station had full high-level platforms.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$61,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$61,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$61,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$44,000,000</i>		
	<i>State (Pennsylvania) Match for Federal-State Partnership for ICPR Grant</i>	<i>\$16,000,000</i>		
	<i>Local funding</i>	<i>\$510,000</i>		
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$240,000</i>		

**Cost Sharing** **Potential Cost Sharing Partners:** Amtrak, SEPTA  
**FY25 Status of Cost Sharing Agreement:** Not started

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Oct 2024 - Sep 2025	Complete
Final Design	Oct 2025 - Sep 2026	Not Started
Construction	Nov 2025 - Jun 2030	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2026 - NEPA Action Type: CE, 106, SHPO

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$3,100,000</b>
<b>FY25 BCC Eligibility</b>	Partially BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$14,000,000</b>

# Richmond Static Frequency Converter #4 Renewal

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The scope of this project is to replace static frequency converter (SFC) #4 at Richmond station. The SFC #4 is beyond its service life, experiences increased downtime, obsolescence of key components, and increased service efforts to keep its reliable power output. The SFC #4 need to be replaced for continued reliable operational service at Richmond. Full scope includes design, supply, procure, install, test, commission the new converter as well as the replacement of its modular technology switches and controls, RTU, SCADA, transformers, and demolition of the existing frequency converter.
<b>Project Justification</b>	Project justification Not Available.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$62,000,000	<b>Escalated Total Project Cost:</b> \$70,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
		<i>FRA Federal-State Partnership for ICPR Grant</i>
		<i>Local Match for Federal-State Partnership for ICPR Grant</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA <b>FY25 Status of Cost Sharing Agreement:</b> Not Applicable - BCC-eligible	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2024 - Jan 2025	Complete
Development <sup>1</sup>	Feb 2025 - Aug 2025	Complete
Final Design	Sep 2025 - Oct 2026	In Progress
Construction	Feb 2027 - Oct 2029	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$0
<b>FY25 BCC Eligibility</b>	n/a
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# 30th Street West Catenary Replacement

**Project Sponsor:** SEPTA  
**Submitting Agency:** SEPTA  
**Benefit:** Sole commuter  
**Project Type:** Improvement

## General Project Information

**Full Project Scope** This project will replace and modernize the SEPTA overhead catenary system from 30th Street Station westbound to K and Zoo Interlockings, an area that includes SEPTA's Powelton Yard. Work also includes repairs to aging catenary support structures, foundations, retaining walls, tunnels, and site drainage.

**Project Justification** The existing 30th Street Catenary infrastructure is beyond its useful life and does not promote system reliability.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$77,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$77,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$77,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FTA Section 5307 and 5337 Funds</i>	<i>\$62,000,000</i>		
	<i>State (Pennsylvania)</i>	<i>\$15,000,000</i>		
	<i>Local funding</i>	<i>\$500,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> SEPTA <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Mar 2014 - May 2024	Complete
Development <sup>1</sup>	Feb 2015 - Not Available	Complete
Final Design	Not Available - Oct 2024	Complete
Construction	Dec 2024 - Oct 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Federal

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$3,400,000</b>
<b>FY25 BCC Eligibility</b>	<b>Not BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$11,000,000</b>

# Harrisburg Line Interlocking Improvements: Zoo - Phase 1 (Early Action)

**Project Sponsor:** Pennsylvania DOT  
**Submitting Agency:** Pennsylvania DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	Given the importance of this project, PennDOT has worked with Amtrak and SEPTA to identify an early action scope of work for completing the Zoo Interlocking state of good repair improvements. The Project will first include the replacement of two stone masonry retaining walls, totaling 1,400 feet of new infrastructure. The current retaining walls are listing or leaning significantly and at risk of failure that could cause damage to track, signal, and electrification infrastructure and destabilize the slope. The first phase of track work will modernize the Track 2 through track, including the replacement of wooden ties with concrete ties and continuous welded rail.
<b>Project Justification</b>	The existing Zoo Interlocking has exceeded its useful life and restricts capacity and travel times on the corridor.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$58,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$65,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$55,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FTA Formula Grants</i>	<i>\$28,000,000</i>		
	<i>FRA Federal-State Partnership for SOGR Grant</i>	<i>\$15,000,000</i>		
	<i>Pennsylvania DOT</i>	<i>\$11,000,000</i>		
	<i>FRA ARRA Grant</i>	<i>\$1,200,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> Complete			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Mar 2012 - Sep 2013	Complete
Development <sup>1</sup>	Mar 2012 - Sep 2013	Complete
Final Design	Dec 2019 - Aug 2021	Complete
Construction	Apr 2024 - Aug 2026	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2020 - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$7,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$43,000,000

# Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The scope of this project is the design, permit, construct, test, commission, startup, accept and closeout the relocation the 138kV transmission line currently located off Amtrak's right-of-way to Amtrak's right-of-way between Zoo and Paoli. Construction will include the new transmission line with approximately 620 new catenary structures, static wire and associated insulators, upgrading the existing Bryn Mawr switching station for 138kv service, SCADA modifications for the new transmission line and decommissioning the existing transmission line. Design and Construction will be contracted to outside companies. Amtrak force account support will perform C&S and ET work for electrical tie ins. The completion of this work will ensure efficient and safe operation of Amtrak's assets and infrastructure, to maintain compliance with current regulations and standards. This will be a multi-year pro...[Full scope available on web appendix]
<b>Project Justification</b>	The existing catenary structure between Zoo and Paoli is near the end of its design life and presents safety concerns.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$880,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,400,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$20,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$2,700,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$18,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$2,700,000</i>
	<i>Baseline Capital Charge (BCCs)</i>	<i>\$2,200,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Other Amtrak</i>	<i>\$(56,000)</i>	<i>SEPTA Match for FRA Federal-State Partnership for ICPR Grant</i>	
			<i>PennDOT Match for FRA Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Not Available - Mar 2017	Complete
Final Design	Not Available - Sep 2023	Complete
Construction	May 2022 - Sep 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Sep 2017 - NEPA Action Type: EA

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$39,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$370,000,000</b>



# Ardmore Transportation Center on the Paoli/Thorndale Line (Phase 1 ADA Improvements)

**Project Sponsor:** SEPTA  
**Submitting Agency:** SEPTA  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This project will make ADA improvements to Ardmore Station on SEPTA's Paoli-Thorndale Regional Rail Line and Amtrak's Keystone Corridor to make the station fully ADA compliant. The project includes a new station building, high-level platforms, modifications to the existing pedestrian tunnel, elevators and accessible pathways, new canopies and passenger shelters, site and circulation improvements, and installing foundations for a future parking garage.
<b>Project Justification</b>	The existing Ardmore Transportation Center is not fully ADA-accessible and the station is in need of upgrades.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$54,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$54,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$54,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FTA Section 5307 Funds</i>	<i>\$23,000,000</i>		
	<i>FTA Funds</i>	<i>\$12,000,000</i>		
	<i>Amtrak</i>	<i>\$7,300,000</i>		
	<i>State (Pennsylvania)</i>	<i>\$6,800,000</i>		
	<i>Local funding</i>	<i>\$4,600,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Apr 2009 - Feb 2016	Complete
Development <sup>1</sup>	Mar 2016 - Jun 2020	Complete
Final Design	Jul 2020 - Aug 2019	Complete
Construction	Aug 2019 - Jul 2025	Complete

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jun 2020 - NEPA Action Type: 106, SHPO, FONSI

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$3,000,000
<b>FY25 BCC Eligibility</b>	Partially BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Harrisburg Line Signal Upgrade: Park to Zoo

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The scope of this project is the design, construct, test, accept and closeout a new 562 cab without wayside signal system to replace the existing ABS system including new interlockings with new signal houses containing vital microprocessor equipment, new signal heads with clear block aspects, new signal and track wires, and switch machines. The completion of this work will ensure efficient and safe operation of Amtrak's assets and infrastructure, to maintain compliance with current regulations and standards. The existing wayside intermediate signals will be retired. The design is by an outside designer while the construction work is performed by division forces. This work will occur over multiple years.
<b>Project Justification</b>	The existing signal system has safety concerns and is functionally obsolete.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$64,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$85,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$24,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$9,000,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$17,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$9,000,000</i>
	<i>Baseline Capital Charge (BCCs)</i>	<i>\$5,300,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Other Amtrak</i>	<i>\$1,400,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Feb 2022 - May 2022	Complete
Final Design	Jan 2019 - Mar 2026	In Progress
Construction	Jul 2022 - Oct 2029	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Aug 2019 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$9,000,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$32,000,000

# Frazer Rail Shop and Yard Expansion (Phase 3)

**Project Sponsor:** SEPTA  
**Submitting Agency:** SEPTA  
**Benefit:** Sole commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA's Regional Rail railcar and locomotive fleets. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof and mechanical equipment will be replaced. Phases 1 and 2 of this project have been completed.
<b>Project Justification</b>	The current Frazer Rail Shop and Yard facilities restrict SEPTA's ability to store and maintain new rolling stock that will serve increasing demand.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$140,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$140,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$140,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	State (Pennsylvania)	\$75,000,000		
	SEPTA	\$59,000,000		
	Local funding	\$4,500,000		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> SEPTA, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Jun 2015 - Dec 2016	Complete
Final Design	Not Available - Apr 2022	Complete
Construction	Nov 2022 - Jul 2025	Complete

<sup>1</sup>Estimated or Actual NEPA Completion Date: Dec 2016 - NEPA Action Type: State funded

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$19,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$14,000,000

# Downingtown Station Improvements

**Project Sponsor:** Pennsylvania DOT  
**Submitting Agency:** Pennsylvania DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This project will eventually modernize the Amtrak station at Downingtown, along the Harrisburg Line. PennDOT is leading construction. The new station will provide ADA access with high-level boarding platforms, improved/expanded parking, and multimodal connections. This project will improve the passenger experience and lead to community and economic development. To facilitate the construction of the new station with high level platforms, a new Amtrak overhead bridge over US 322 will need to be built prior to constructing the station facility. The new bridge will allow pedestrian access between east bound and west bound rail travel. DOWNS Interlocking is also being retired.
<b>Project Justification</b>	The existing Downingtown Station requires ADA accessibility upgrades and has limited parking availability.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$150,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$170,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$49,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$100,000,000</b>
	<i>FTA Formula Grants</i>	<i>\$40,000,000</i>	<i>FTA Formula Grants</i>	<i>\$80,000,000</i>
	<i>Pennsylvania</i>	<i>\$9,900,000</i>	<i>Pennsylvania</i>	<i>\$20,000,000</i>
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Mar 2020 - Feb 2022	Complete
Development <sup>1</sup>	Mar 2020 - Feb 2022	Complete
Final Design	Mar 2022 - Dec 2024	Complete
Construction	Sep 2024 - Nov 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jan 2024 - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$14,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$120,000,000

# Keystone Line Interlocking SOGR Program – Phase 1: Potts

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	Create a new interlocking called POTTs at mile post 28 on the Harrisburg line. Construction will include installing 4 crossovers between track 1, 2, and 4. This interlocking will split the block from Thorndale to Paoli. This project will continue through multiple years.
<b>Project Justification</b>	The interlockings on Amtrak's Keystone Corridor and SEPTA's Paoli-Thorndale Regional Rail Line have far exceeded their useful life and are functionally obsolete.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$110,000,000	<b>Escalated Total Project Cost:</b> \$130,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
		FRA Federal-State Partnership for ICPR Grant
		SEPTA Match for FRA Federal-State Partnership for ICPR Grant
		PennDOT Match for FRA Federal-State Partnership for ICPR Grant
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> Not started	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Apr 2024 - Jul 2025	Complete
Development <sup>1</sup>	Jun 2025 - Jul 2025	Complete
Final Design	Aug 2025 - May 2026	In Progress
Construction	Oct 2026 - Jul 2030	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$2,900,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$63,000,000

# Coatesville Station Improvements

**Project Sponsor:** Pennsylvania DOT  
**Submitting Agency:** Pennsylvania DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This project will eventually modernize the Amtrak station at Coatesville, along the Harrisburg Line. PennDOT is leading construction. The new station will provide ADA access with high-level boarding platforms, improved/expanded parking, and multimodal connections. This project will improve the passenger experience and lead to community and economic development. A tunnel liner is being added to the under-grade road/pedestrian walkway at 4th Ave. A freight bypass will be constructed to facilitate freight movement clearances through the station when high-level platforms are installed along the existing mains, with connections by electric lock switch at MP 39.2 and a #20 turnout at CALN (MP 36.4).
<b>Project Justification</b>	The existing Coatesville Station requires ADA accessibility upgrades and has limited parking availability.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$81,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$81,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$68,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FTA Formula Grants</i>	<i>\$52,000,000</i>		
	<i>Pennsylvania</i>	<i>\$16,000,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> Complete			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Dec 2010 - Mar 2012	Complete
Development <sup>1</sup>	Dec 2010 - Mar 2012	Complete
Final Design	Oct 2014 - Jun 2021	Complete
Construction	Feb 2022 - Dec 2025	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Mar 2012 - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$18,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$5,900,000

# Parkesburg Station Improvements

**Project Sponsor:** Pennsylvania DOT  
**Submitting Agency:** Pennsylvania DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

**Full Project Scope** This project will eventually modernize the Amtrak station at Parkesburg, along the Harrisburg Line. PennDOT is leading design and construction. The new station will provide ADA access with high-level boarding platforms, improved/expanded parking, and multimodal connections. This project will improve the passenger experience and lead to community and economic development. Early action phase will improve ADA accessibility, parking, and stormwater management at existing station.

**Project Justification** The existing Parkesburg Station requires ADA accessibility upgrades and has limited parking availability.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$55,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$81,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$5,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$46,000,000</b>
	<i>FTA Formula Grants</i>	<i>\$2,800,000</i>	<i>FTA Formula Grants</i>	<i>\$36,000,000</i>
	<i>Pennsylvania</i>	<i>\$2,200,000</i>	<i>Pennsylvania</i>	<i>\$9,100,000</i>
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> Unknown			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Nov 2019 - Sep 2022	Complete
Development <sup>1</sup>	Nov 2019 - Sep 2022	Complete
Final Design	Oct 2022 - Jan 2029	In Progress
Construction	Dec 2024 - Jul 2031	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$3,100,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$20,000,000

# Conestoga Substation Improvements Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** For the design and construction costs for the rehabilitation of Conestoga Substation Yard located in the Mid Atlantic Division. The substation was owned by PP&L until 2019, when Amtrak took ownership, and was not maintained to Amtrak standards. This is a multi-year project scheduled to complete in FY27.

**Project Justification** The existing Conestoga Substation presents safety concerns and is near the end of its design life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$69,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$97,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$8,200,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$20,000,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$7,300,000</i>	<i>Other Amtrak</i>	<i>\$8,800,000</i>
	<i>Other Amtrak</i>	<i>\$930,000</i>	<i>Amtrak Annual Grant</i>	<i>\$11,000,000</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> Not Applicable - BCC-eligible			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Sep 2024 - Not Available	Complete
Development <sup>1</sup>	Mar 2021 - Not Available	Complete
Final Design	Mar 2021 - Sep 2022	Complete
Construction	Dec 2024 - Mar 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$20,000,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$54,000,000



# Harrisburg PA Train Shed Improvements

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The structural deficiencies of the trainshed have been a long term safety concern and identified as Immediate Issues in the existing conditions assessment Report. The scope will include replacing the existing platform roofing and lighting; provide new roof drainage, roof access and fall protection; prepare roof structural supports; includes small historic adjacent canopy. Restoring the shed will improve customer experience and the overall appearance of the platform area. Design phase is complete and construction will be by a third-party contractor, that is currently in the process of being procured. Project will deploy in FY24 in order to design and install working platform that will function as protection shielding until all repairs can be made. Funding is needed in FY25 to maintain that protective shielding and prepare for priority 1 repairs. This project will be completed in multiple ...[Full scope available on web appendix]
<b>Project Justification</b>	Addressing the safety concerns stemming from the structural deficiencies of the trainshed.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$67,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$81,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$8,500,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$1,500,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$8,200,000</i>	<i>Amtrak Annual Grant</i>	<i>\$1,500,000</i>
	<i>Other Amtrak</i>	<i>\$230,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, Pennsylvania DOT <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2021 - Jan 2023	Complete
Development <sup>1</sup>	Aug 2020 - Dec 2021	Complete
Final Design	Dec 2020 - Dec 2021	Complete
Construction	Apr 2024 - Sep 2030	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jan 2022 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,500,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$6,000,000

# Airo Facilities: Penn Coach Yard

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	Please note that this project was previously under and accounted for under C.EN.101915. Airo Facilities - Phila PA PCY Facility Improvements Design & Construction: Portion 1 of the overall scope of the facility work at for the Penn Coach Yard in Philadelphia, PA is the design and construction of the Heavy Maintenance Project, which includes a 2-bay maintenance facility and 2 tracks for Service and Cleaning (S&C). The heavy maintenance facility will be constructed as a new building on new foundation systems that will house high-level platforms, pits and pedestal tracks, rolling scaffolds, overhead cranes, drop tables, HVAC, power, fire suppression, plumbing, industrial mechanical equipment, ET catenary, life safety countermeasures, offices, locker rooms, and utility rooms. Portion 2 of the overall specific work shall be for the design and construction of a one-bay M&I facility to perform ...[Full scope available on web appendix]
<b>Project Justification</b>	Based on the current requirements from the operations planning analysis and trainset maintenance requirements from the Mechanical Department, the projected work at Penn Coach Yard is to deliver a 2-bay Heavy Maintenance Facility with adjacent 2 service and cleaning tracks, 1-bay Maintenance and Insp...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$460,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$550,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$460,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>NEC IIJA Supplemental</i>	<i>\$460,000,000</i>		
	<i>Amtrak Annual Grant</i>	<i>\$590,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jul 2021 - Sep 2022	Complete
Development <sup>1</sup>	Oct 2022 - Oct 2023	Complete
Final Design	Nov 2023 - Not Available	In Progress
Construction	Nov 2023 - Sep 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jan 2024 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$140,000,000</b>
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$250,000,000</b>

# Philadelphia 30th Street District Plan

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	Conduct immediate and long-term improvements to passenger and rail facilities at Philadelphia Gray 30th Street Station (1933, rebuilt in 1984); this includes multiple phases of implementation based on the 30th Street District Plan. The scope of this work focuses on enhancing the customer experiences, expanding the capacity of the concourse, and improved intermodal connections to accommodate anticipated growth in Amtrak ridership. Gray 30th Street Station also includes corporate office space that will be renovated as part of this project
<b>Project Justification</b>	The existing Philadelphia 30th Street Station is near the end of its design life and will be beyond its operating capacity with estimated ridership growth.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,000,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,200,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$250,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$210,000,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$180,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$210,000,000</i>
	<i>Other Amtrak</i>	<i>\$69,000,000</i>	<i>Other Amtrak</i>	<i>\$3,000,000</i>
	<i>3rd Party</i>	<i>\$20,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, NJ TRANSIT, SEPTA <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2017 - May 2030	In Progress
Development <sup>1</sup>	Sep 2021 - Jun 2028	In Progress
Final Design	Jun 2023 - Oct 2023	Complete
Construction	Aug 2021 - Dec 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$210,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$550,000,000

# Mid-Atlantic OCS Replacement Program Phase 2: Brill to Landlith

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The scope of this project is for the design, permitting, NEPA/SHPO compliance, utility coordination, construction, testing/commissioning and closeout of 20 miles of new overhead catenary structures and wires from Brill Substation to Landlith Interlocking. The existing circa 1930 overhead catenary structures will be removed and salvaged. The design will be contracted out while the construction work will be performed by both 3rd party and division forces. The completion of this work will ensure efficient and safe operation of Amtrak's assets and infrastructure, to maintain compliance with current regulations and standards. This work will occur over multiple years.
<b>Project Justification</b>	The existing catenary structures from Brill Substation to Landlith Interlocking are near the end of their design life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,600,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$9,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$2,600,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$8,700,000</i>	<i>Amtrak Annual Grant</i>	<i>\$1,600,000</i>
	<i>Other Amtrak</i>	<i>\$290,000</i>	<i>Other Amtrak</i>	<i>\$1,000,000</i>
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Delaware DOT <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Dec 2019 - Feb 2021	Complete
Development <sup>1</sup>	Feb 2021 - Sep 2024	Complete
Final Design	Jan 2022 - Sep 2025	Complete
Construction	Feb 2026 - Dec 2037	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$2,600,000</b>
<b>FY25 BCC Eligibility</b>	<b>BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$420,000,000</b>

# Thomas R. Carper Newark Station

**Project Sponsor:** Delaware DOT  
**Submitting Agency:** Delaware DOT  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This project will complete the construction of the Newark Regional Transportation Center ("NRTC") in Newark, DE. is under new design parameters. The new NRTC station and parking lots have been open and operating for 3 years. The completion project will elevate Tracks A and 3 platforms, and install a pedestrian bridge from the station to Track 3 with elevator access to the Track 3 platform. Limited track reconfiguration work will be performed.
<b>Project Justification</b>	The current Newark Regional Transportation Center restricts ADA access to platforms.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$140,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$140,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$91,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Delaware</i>	<i>\$67,000,000</i>		
	<i>USDOT TIGER Grant</i>	<i>\$10,000,000</i>		
	<i>FTA Formula Grants</i>	<i>\$10,000,000</i>		
	<i>University of Delaware</i>	<i>\$3,000,000</i>		
	<i>City of Newark, WILMAPCO, New Castle County</i>	<i>\$300,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, SEPTA, Delaware DOT <b>FY25 Status of Cost Sharing Agreement:</b> Unknown			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Aug 2023 - Feb 2025	Complete
Development <sup>1</sup>	Jul 2013 - Dec 2015	Complete
Final Design	Jan 2025 - Not Available	In Progress
Construction	Not Available - Not Available	Unknown

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	Not Available
<b>FY25 BCC Eligibility</b>	Not Available
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

## Mid-Atlantic North: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Regional Rail Master Plan Implementation	SEPTA	This process will progress concepts and alternatives evaluated through the Regional Rail Master Plan effort, including more detailed alternative analysis and concept design	May 2023 - Dec 2032	\$3,400,000	Not Available	\$740,000
Bristol Station on the Trenton Line	SEPTA	This project will make the station on the SEPTA Trenton Regional Rail Line ADA accessible and includes full length high level platforms, new passenger shelters, security improvements and passenger amenities	Dec 2022 - Jan 2028	\$43,000,000	\$43,000,000	\$3,200,000
North Philadelphia Infrastructure	SEPTA	SEPTA will begin assessing and advancing infrastructure projects along this critical stretch of the system	Oct 2024 - Dec 2029	\$7,000,000	Not Available	\$2,200,000
52nd Street PA Undergrade Bridge Upgrades	Amtrak	The overall objective for this project is for the design and construction for the replacement of three single track bridge that spans over 52nd Street in Philadelphia	Mar 2024 - Jun 2029	\$6,300,000	\$160,000	Not Available
Harrisburg Line Capacity Improvements: Bidirectional Signaling - Paoli to Overbrook	SEPTA	This project will replace the outdated and functionally obsolete, single-direction, signal system on Amtrak's Keystone Line	Jan 2025 - Dec 2028	\$22,000,000	\$22,000,000	\$1,000,000
"Villanova Station on the Paoli/Thorndale Regional Rail Line (Phase 2 ADA Improvements)"	SEPTA	This project will modernize Villanova Station on SEPTA's Paoli-Thorndale Regional Rail Line	Jul 2017 - Mar 2027	\$27,000,000	\$27,000,000	\$5,000,000
Harrisburg Line Capacity Improvements – Track 2	SEPTA	This project would reinstall a third track on the 4-mile segment from Paoli to Frazer	Jan 2021 - Jun 2026	\$34,000,000	Not Available	\$2,500,000
Malvern Station on the Paoli/Thorndale Line	SEPTA	Design and construction of high-level platforms and accessibility improvements at Malvern Station on SEPTA's Paoli-Thorndale Regional Rail Line	May 2023 - May 2028	\$35,000,000	\$35,000,000	\$2,700,000
Harrisburg Line: Atglen Turnback and Associated Infrastructure	SEPTA	Atglen siding is required for the turnback of SEPTA Commuter trains when service is provided to Coatesville	Jul 2023 - Dec 2031	\$30,000,000	Not Available	\$1,000,000

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Harrisburg Line: Conestoga to Royalton ET Supply Transmission Line Replacement	Amtrak	Design, permit (NEPA/SHPO), utility and NS coordination, construct, test and commission, startup, accept and closeout a rebuild of 29 miles of 138 kV transmission line (the line 11 circuit) from Safe Harbor substation to the Harrisburg Line's Royalton substation on an existing 24 mile utility easement along Norfolk Southern's tracks and 5 miles on local township rights-of-way	Nov 2018 - Sep 2029	\$41,000,000	\$6,400,000	Not Available
Lancaster Station Improvements	Pennsylvania DOT	Lancaster is the second busiest station on the Keystone Corridor	Jan 2020 - Oct 2026	\$28,000,000	\$25,000,000	\$5,800,000
Lancaster PA Platform & Roof Replacement	Amtrak	The scope of this project is to deploy the design for the modernization and the replacement of the existing platforms in LANCASTER, PA with ADA compliant level boarding platforms and canopy roofs	Oct 2021 - Sep 2025	\$45,000,000	\$23,000,000	\$10,000,000
Lancaster APD Relocation	Amtrak	Provide required space for Lancaster Amtrak Police to meet work requirements and planned growth over the next 3 years	Dec 2022 - Sep 2025	\$3,000,000	\$830,000	\$2,100,000
Airport Corridor Improvements	SEPTA	Conduct an Alternatives Analysis to determine the preferred strategy to address SEPTA's Airport Line dispatch separation and facilitate premium airport service	Jun 2025 - Jan 2036	\$25,000,000	Not Available	\$280,000
Penn Coach Yard Paving Improvements Project	Amtrak	This project includes paving installation and/or upgrades within the Penn Coach Yards locomotive and passenger car maintenance shop yard in Philadelphia, PA	Oct 2020 - Sep 2027	\$13,000,000	\$260,000	\$1,700,000
Penn Coach Yard Water Main Replacement Project	Amtrak	The scope of this project is for the design, permit, construct, test, accept and closeout a new water main to replace the 100 year old water main that services the Penn Coach yard	Oct 2019 - Jan 2022	\$12,000,000	\$3,300,000	\$7,100,000
Philadelphia 30th Street Station Platform Refresh	Amtrak	Upgrade all platform lighting on Platforms 2 & 3	Sep 2022 - Mar 2029	\$20,000,000	\$130,000	\$0

## Mid-Atlantic North: Active Projects Under \$50M

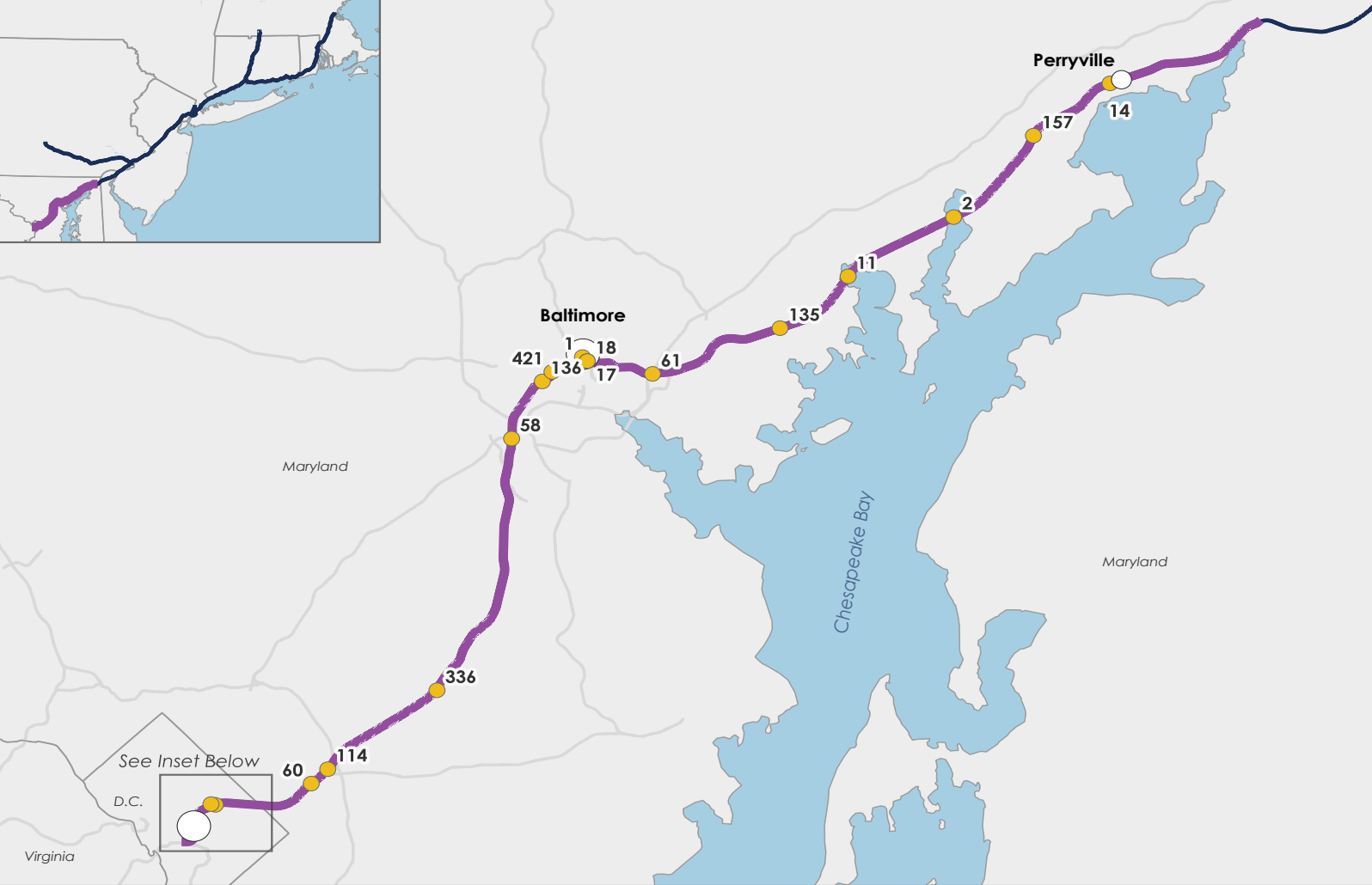
Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Airo Facilities: Penn Coach Yard Digital Technology Upgrades	Amtrak	This Project will deliver all aspects of planning, design, deployment, and transition to maintenance of Digital Technology (DT) products and services for PCY to accommodate the new Airo trainsets	Jun 2021 - Sep 2029	\$12,000,000	\$12,000,000	\$2,200,000
Marcus Hook Station on the Wilmington Line	SEPTA	This project will make the station fully ADA accessible and includes full length high-level platforms, new passenger shelters, security improvements and passenger amenities	Nov 2023 - Jul 2029	\$33,000,000	Not Available	\$3,400,000
Chester City Transportation Center Multi-Modal & ADA Improvements	SEPTA	The project includes design and construction of: infrastructure renewal-stairwells, beams, HVAC systems, security cameras & systems; new flooring, lighting, interior windows/facade; and wayfinding, site improvements, and bus terminal upgrades	Oct 2024 - Jun 2027	\$5,000,000	Not Available	\$1,000,000
Wilmington Training Center Parking Access Improvements Project	Amtrak	This project shall provide the engineering/design and permitting required to improve (elevate) the access roadway to the Wilmington Shop facility	Oct 2021 - Oct 2024	\$300,000	\$370,000	\$50,000
Churchman's Crossing Improvements	Delaware DOT	This project is under redesign due to budget constraints	Sep 2022 - Jan 2025	Not Available	Not Available	Not Available
Chrysler Yard Site Improvements	Amtrak	National Railroad Passenger Corporation (Amtrak) is leasing the Chrysler Yard in Newark, Delaware to create a new trainset storage yard	Feb 2024 - Nov 2026	\$15,000,000	Not Available	\$2,000,000



## Mid-Atlantic North: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Paoli Transportation Center on the Paoli/Thorndale Line (Phases 2 and 3)	SEPTA	This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County	Oct 2028 - Oct 2036	\$50,000,000
Wilmington Maintenance of Equipment Facility: Complex Replacement	Amtrak	This project would fully replace the Maintenance of Equipment Repair Shop (Buildings 1 & 2) at the Amtrak Maintenance Complex in Wilmington, DE	Jan 2028 - Jan 2034	\$110,000,000

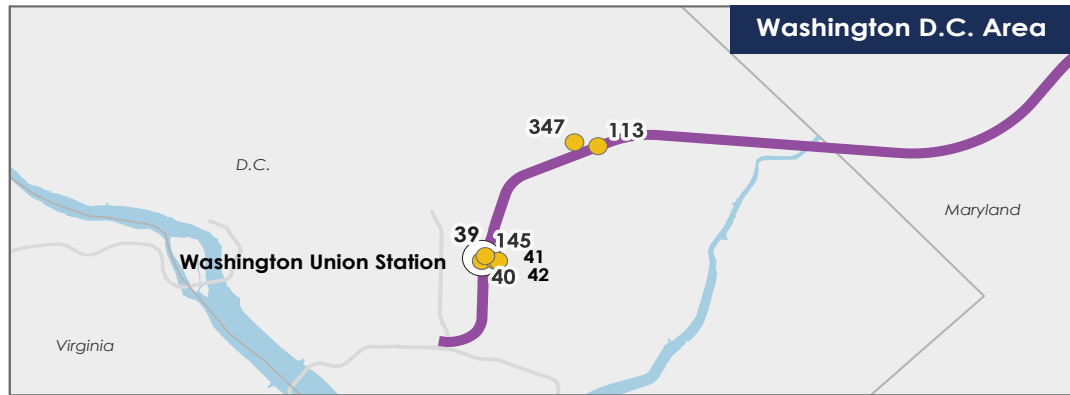
# Mid-Atlantic South Projects



## Mid-Atlantic South

### Active Projects over \$50 Million

FY25-29 CIP



- 14** Susquehanna River Bridge Replacement Program
- 157** Aberdeen, MD High Level Platforms Project
- 2** Bush River Bridge Replacement Program
- 11** Gunpowder River Bridge Replacement Program
- 135** Martin Airport Station Accessibility Improvements
- 61** MARC Bayview InFill Station
- 18** Baltimore Penn Station: Master Plan
- 1** Frederick Douglass Tunnel Program
- 17** Next Generation Acela Infrastructure Upgrades: Baltimore Penn Station
- 421** Bridge To Burgos Catenary Renewal
- 136** Penn-Camden Connector, Planning, NEPA, & 30% Design

- 58** BWI 4th Track Phase 1
- 336** Jericho Park Frequency Converter Replacement
- 114** Next Generation Acela Infrastructure Upgrades: New Carrollton Station
- 60** Burgos Interlocking
- 113** VRE Midday Storage Facility
- 347** Airo Facilities: Ivy City Yard
- 39** Washington Union Station: Claytor Concourse Modernization Program
- 42** Washington Union Station: Near Term Rail Program
- 41** Washington Union Station: Station Expansion Project
- 40** Washington Union Station: Subbasement Program
- 145** Washington First Street Tunnel Project

This map displays a subset of all investments within the region. Refer to FY25-29 CIP Web Appendix for a complete list.

# Susquehanna River Bridge Replacement Program

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	The scope of this project is the replacement of the existing circa 1917 bridge with a new two track bridge providing two tracks for higher speed (160 MPH) operation over the Susquehanna River. The work being completed on this project include: Design, Permitting, NEPA compliance, property acquisition, staged construction, testing/commissioning, acceptance and closeout of a new two track bridge for lower speeds (100MPH) on a new alignment alongside .[Full scope can be found on Web Appendix]
<b>Project Justification</b>	The existing Susquehanna River Bridge is a chokepoint on NEC operations and is near the end of its design life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$2,700,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$2,700,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date<sup>1</sup>:</b>	<b>\$2,700,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$2,100,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$520,000,000</i>	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Amtrak Annual Grant</i>	<i>\$44,000,000</i>	<i>MDOT / MTA MARC Match for FRA Federal-State Partnership for ICPR Grant</i>	
	<i>FRA Federal-State Partnership for SOGR Grant</i>	<i>\$20,000,000</i>		
	<i>NEC IIJA Supplemental</i>	<i>\$17,000,000</i>		
	<i>Maryland DOT / Maryland TA</i>	<i>\$14,000,000</i>		
	<i>Other Amtrak</i>	<i>\$4,500,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

<sup>1</sup>Full list of funding sources can be found on the Web Appendix

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - May 2012	Complete
Development <sup>2</sup>	May 2012 - Apr 2017	Complete
Final Design	Oct 2017 - Oct 2024	Complete
Construction	Oct 2025 - Dec 2036	Not Started

<sup>2</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: EA

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$150,000,000</b>
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$1,100,000,000</b>

# Aberdeen, MD High Level Platforms Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This project will construct the high-level side of platforms on Tracks 1 and 4 at the Aberdeen, MD Station. In addition, the project will construct Track 1 siding and associated interlocking work.
<b>Project Justification</b>	Bring station building, platforms, parking lot and pathways into compliance with the Americans with Disabilities Act of 1990. Provide level boarding platforms in accordance with the requirements of 49 CFR 37.42. Provide rail infrastructure improvements necessary to support level boarding platforms a...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	\$52,000,000	<b>Escalated Total Project Cost:</b>	\$59,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	\$10,000,000	<b>Additional Potential Funding Sources:</b>	\$17,000,000
	<i>Amtrak Annual Grant</i>	\$10,000,000	<i>Amtrak Annual Grant</i>	\$17,000,000
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Nov 2016 - Aug 2021	Complete
Development <sup>1</sup>	Sep 2022 - Mar 2023	Complete
Final Design	Mar 2023 - Feb 2026	In Progress
Construction	Oct 2026 - Sep 2029	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,400,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Bush River Bridge Replacement Program

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	The objective of the Bush River Bridge Replacement Project is to replace Amtrak’s existing two-track movable Bush River Bridge with a new high-level, fixed bridge(s) with a total of four tracks on a new alignment that increases speeds for Acela service. This will include structures, track, systems (including but not limited to signals and catenary), and bridge approaches along with property acquisition and environmental clearances. The Bush River Bridge Replacement project is intended to address SOGR and maintenance issues with the existing bridge and enable higher operating speeds and increased capacity. Otherwise, the current bridge will limit speed to 125 mph in a future high-speed rail segment. This is a multi-year project.
<b>Project Justification</b>	The existing Bush River Bridge is near the end of its useful life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$1,900,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$1,900,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$24,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$580,000,000</b>
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$19,000,000</i>	<i>FRA Federal-State Partnership for ICPR Letter of Intent</i>	<i>\$580,000,000</i>
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$3,700,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Maryland Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$980,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2023 - Apr 2025	Complete
Development <sup>1</sup>	May 2025 - Jun 2028	In Progress
Final Design	Jun 2028 - Dec 2029	Not Started
Construction	Jan 2030 - Sep 2034	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jun 2028 - NEPA Action Type: TBD

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$4,300,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$110,000,000

# Gunpowder River Bridge Replacement Program

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	The objective of the Gunpowder River Bridge Replacement Project is to replace Amtrak's existing two-track Gunpowder River Bridge with a fixed bridge(s) with a total of four tracks on a new alignment that increases speeds for Acela service. This will include structures, track, systems (including but not limited to signals and catenary), and bridge approaches along with property acquisition and environmental clearances. The Gunpowder River Bridge Replacement project is intended to address SOGR and maintenance issues with the existing bridge and enable higher operating speeds and increased capacity. Otherwise, the current bridge will limit speed to 125 mph in a future higher speed rail segment. This is a multi-year project.
<b>Project Justification</b>	The existing Gunpowder River Bridge does not link well to other transportation modes.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$2,400,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$2,400,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$38,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$1,000,000,000</b>
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$30,000,000</i>	<i>FRA Federal-State Partnership for ICPR Letter of Intent</i>	<i>\$1,000,000,000</i>
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$5,900,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Maryland Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$1,600,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2023 - Apr 2025	Complete
Development <sup>1</sup>	May 2025 - Jun 2028	In Progress
Final Design	Jun 2028 - Dec 2029	Not Started
Construction	Jan 2030 - Sep 2036	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: TBD

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$5,400,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$150,000,000

# Martin Airport Station Accessibility Improvements

**Project Sponsor:** MDOT MTA / MARC  
**Submitting Agency:** MDOT MTA / MARC  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	Construct high level platforms at Martin State Airport Station (ADA Improvement). This scope, schedule & budget excludes new and/or realigned track infrastructure planned for the north & south approaches to the station. Any new and/or realigned track infrastructure will be determined during the design phase for the station, and details and cost estimates will be determined at that time.
<b>Project Justification</b>	Provides ADA access to Martin's Airport MARC Station.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$80,000,000	<b>Escalated Total Project Cost:</b> \$110,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
		<i>FRA Federal-State Partnership for ICPR Grant</i>
		<i>Local Match for Federal-State Partnership for ICPR Grant</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> Not started	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Apr 2024 - Dec 2024	Complete
Development <sup>1</sup>	Dec 2024 - Jul 2025	Complete
Final Design	Jul 2025 - Jul 2027	In Progress
Construction	Jun 2029 - Jun 2031	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$390,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$8,500,000



# MARC Bayview InFill Station

**Project Sponsor:** MDOT MTA / MARC  
**Submitting Agency:** MDOT MTA / MARC  
**Benefit:** Sole commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	1. MTA has been funded for 30% design, as mandated, and their Consultant is funded to take design to 30%. 2. 30% design is planned for completion in November 2024.3. The Total Project Costs have been based on the 15% design engineer's estimate include planning and preliminary engineering activities related to a proposed new MARC station Platform within the Amtrak Northeast Corridor right-of-way at MP 91.6, adjacent to Norfolk Southern's Bayview Yard, as well as the Final Design and Construction costs for a high level platform, pedestrian bridge, entrance plaza, and maintenance building. The Station will be accessible as defined under the Americans with Disabilities Act complete with appropriate lighting, signage, landscaping, solar panels, and pedestrian amenities. In addition, the Project includes a parking facility for cars, busses, and a "kiss and ride" space. The Station Design is...[Full scope available on web appendix]
<b>Project Justification</b>	1. Maryland Senate Bill SB 514/HB 778: requires complete 30% of the design for a new Bayview infill MARC station on the Penn Line. 2. The proposed Bayview MARC station will provide a new access point to and from the MARC Penn Line operations for large job centers such as the Johns Hopkins Bayview ...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b> \$200,000,000	<b>Escalated Total Project Cost:</b> \$200,000,000
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>Additional Potential Funding Sources:</b>
		<i>FRA Federal-State Partnership for ICPR Grant</i>
		<i>Local Match for Federal-State Partnership for ICPR Grant</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> Project initiation, PI#22, CO#1 has been approved	

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Feb 2023 - Sep 2023	Complete
Development <sup>1</sup>	Oct 2023 - Nov 2024	Complete
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Not Available	Unknown

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$620,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Baltimore Penn Station: Master Plan

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

**Full Project Scope** This project would provide a comprehensive and integrated approach for Baltimore Penn Station to advance key near-term state-of-good-repair projects while establishing a development framework to leverage under utilized assets and accommodate future growth and redevelopment, potentially through a public private partnership.

**Project Justification** The existing Baltimore Penn Station is challenged by aging infrastructure and does not link well to other transportation modes.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$300,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$360,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$200,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$4,400,000</b>
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$110,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$4,400,000</i>
	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$50,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Amtrak Annual Grant</i>	<i>\$40,000,000</i>	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Maryland Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$4,000,000</i>		
	<i>Other Amtrak</i>	<i>\$820,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2015 - Sep 2019	Complete
Development <sup>1</sup>	Sep 2019 - Mar 2024	Complete
Final Design	Jan 2022 - Not Available	Complete
Construction	Jan 2022 - Sep 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$37,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>Not BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$210,000,000</b>

# Frederick Douglass Tunnel Program

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Major Backlog

## General Project Information

<b>Full Project Scope</b>	The Frederick Douglass Tunnel Program includes a new tunnel which replaces the existing Baltimore and Potomac (B&P) Tunnel, track improvements, and improvement of the northern and southern approaches to the tunnel on new and existing alignments between Winans interlocking and Baltimore Penn Station on the Philadelphia Line, Mid-Atlantic Division in Baltimore City and County. Program elements include the following: Planning and Program Management, Design; Property Acquisitions; Construction – Approaches; Construction – Tunnels; Construction – Track A; Construction – Wilkens. The new Frederick Douglass Tunnel will reduce trip-time by permitting speeds up to 100 mph, minimize operational conflicts among high-speed, intercity, and commuter passengers, and increase throughput capacity. Phase 1 of the Frederick Douglass Tunnel..[Full scope available on web appendix]
<b>Project Justification</b>	The existing B&P Tunnel is near the end of its useful life and is a chokepoint on NEC operations.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$6,000,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$6,000,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$6,000,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$37,000,000</b>
	<i>FRA Federal-State Partnership for ICPR Grant</i>	<i>\$4,700,000,000</i>	<i>Maryland DOT / Maryland Transit Administration</i>	<i>\$35,000,000</i>
	<i>Amtrak and Maryland Match for FRA Federal-State Partnership for ICPR Grant</i>	<i>\$1,200,000,000</i>	<i>Other Amtrak</i>	<i>\$1,900,000</i>
	<i>Amtrak Annual Grant</i>	<i>\$68,000,000</i>		
	<i>Maryland DOT / Maryland Transit Administration</i>	<i>\$51,000,000</i>		
	<i>Other Amtrak</i>	<i>\$20,000,000</i>		
	<i>NEC IJA Supplemental</i>	<i>\$18,000,000</i>		
	<i>MARC</i>	<i>\$150,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2015 - Mar 2017	Complete
Development <sup>1</sup>	Oct 2015 - Aug 2021	Complete
Final Design	Apr 2021 - Dec 2025	In Progress
Construction	Sep 2024 - Dec 2035	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Mar 2017 - NEPA Action Type: EIS & CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$460,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$3,000,000,000

# Next Generation Acela Infrastructure Upgrades: Baltimore Penn Station

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	Design and construction of infrastructure improvements of the Baltimore Station Platform to increase throughput (train capacity). The Project Elements include: New Track 8 (F) Platform, including new vertical access. 2. Track 3 existing low level-Platform rebuilt as an accessible high level facility, including repairs to existing Elevator and Stairs. Part of the Infrastructure and Engineering scope of work required for the deployment of the new trainsets (safety, facilities, stations, rideability). Project to be completed in FY25.
<b>Project Justification</b>	The existing platforms do not support future plans for high-speed rail service, specifically overtakes of Northeast Regional and MARC trains in both directions.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$83,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$84,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$79,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$3,600,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$59,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$3,600,000</i>
	<i>RRIF Loan</i>	<i>\$20,000,000</i>		
	<i>Other Amtrak</i>	<i>\$530,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Aug 2017 - Not Available	Complete
Development <sup>1</sup>	Not Available - Not Available	Complete
Final Design	Not Available - Sep 2020	Complete
Construction	Jul 2021 - Apr 2024	Complete

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jul 2016 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$3,600,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available

# Bridge To Burgos Catenary Renewal

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

**Full Project Scope** The scope of work is to replace and install new catenary wire and reprofiling of the OCS from Hanson to Bridge (All Tracks) with approximately 140 Miles of wire replacements. The work being done on this project includes procurement of cable wires, hangers, and all necessary ET jewelries. This project will support the high speed operation for the new Acela. This is a multi-year project.

**Project Justification** To achieve a SOGR of Amtrak assets.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$120,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$120,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$350,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Amtrak Annual Grant</i>	<i>\$350,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
			<i>MDOT / MTA MARC Match for FRA Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Apr 2023 - May 2023	Complete
Development <sup>1</sup>	Aug 2023 - Mar 2024	Complete
Final Design	Aug 2023 - Aug 2024	Complete
Construction	Apr 2025 - Nov 2030	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Mar 2024 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$17,000,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$66,000,000

# Penn-Camden Connector, Planning, NEPA, & 30% Design

**Project Sponsor:** MDOT MTA / MARC  
**Submitting Agency:** MDOT MTA / MARC  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The Penn-Camden Connector (PCC) is a new rail link that will enable efficiencies through the consolidation of vehicle maintenance and repair for both the Penn and Camden lines. The rail link will also leverage the capital investment in the Riverside Heavy Maintenance Building and Riverside Yard. The new rail link will also facilitate access to a new storage and maintenance facility for Penn Line MARC trains. It is of critical importance that Wilkens Interlocking is a predecessor project. Under PCC Phase 1, the primary focus and will be to evaluate Mt. Clare Yard improvements and the restoration of the Claremont Branch and its associated structures. PCC Phase 1 (Non-Revenue Service Phase), will cover the construction all improvements within the PCC project alignment and limits, with the exception of the Positive Train Control (PTC) overlay on the Mt. Clare Branch. The double tracking o...[Full scope available on web appendix]
<b>Project Justification</b>	MARC's operational flexibility is limited by an inability to circulate equipment between the MARC Penn and Camden lines in Downtown Baltimore.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$340,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$340,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$16,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>FRA 2022 CRISI Grant Application</i>	<i>\$8,800,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Maryland DOT / Maryland Transit Administration</i>	<i>\$4,500,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
	<i>Maryland DOT / Maryland Transit Administration, 2022 FRA CRISI Application</i>	<i>\$2,200,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> Project initiation, PI#80 is under Amtrak review			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Aug 2021 - Jan 2026	In Progress
Development <sup>1</sup>	Oct 2024 - Jan 2026	In Progress
Final Design	Jun 2028 - Not Available	Not Started
Construction	Jun 2028 - Jun 2032	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$1,200,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$13,000,000

# BWI 4th Track Phase 1

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The Amtrak Northeast Corridor (NEC) rail system serves a major business route along the eastern United States seaboard. Along that route, the Baltimore Washington International Thurgood Marshall Airport (BWI) station is a critical intermodal passenger terminal. The track, interlockings and station infrastructure within this vicinity has reached its operational capacity and needs upgrades and improvements to meet the capacity needs of current and future intercity and commuter passenger rail service. This project will address these needs, between Grove and Winans Interlockings and at BWI Station on the NEC, with two major components. The first component is the addition of a third platform edge to a lightly used bypass track at BWI Station to enable greater capacity at the station. This will be achieved through modification of the existing three tracks through the station along with modific...[Full scope available on web appendix]
<b>Project Justification</b>	The existing right-of-way is a chokepoint on NEC operations.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$440,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$590,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$290,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$730,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$290,000</i>	<i>Amtrak Annual Grant</i>	<i>\$730,000</i>
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
			<i>MDOT / MTA MARC Match for FRA Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> In progress			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Feb 2023 - Mar 2025	Complete
Development <sup>1</sup>	Apr 2025 - Sep 2037	In Progress
Final Design	Oct 2027 - Sep 2030	Not Started
Construction	Sep 2029 - Sep 2033	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$730,000</b>
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$12,000,000</b>

# Jericho Park Frequency Converter Replacement

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The scope of the Frequency Converter Replacement project will be to design and construct a new frequency converter station at Jericho Park, including associated components at the upgraded frequency converter station located near Bowie, MD. The objective is to establish and maintain a State of Good Repair (SOGR) to ensure efficient and safe operation of Amtrak's assets and infrastructure, to maintain compliance with current regulations and standards on the Northeast Corridor. This work will occur over multiple years.
<b>Project Justification</b>	The existing converter station at Jericho Park is near the end of its design life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$120,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$150,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$1,700,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$4,600,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$1,600,000</i>	<i>Amtrak Annual Grant</i>	<i>\$4,600,000</i>
	<i>Other Amtrak</i>	<i>\$100,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> Not Applicable - BCC-eligible			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Apr 2023 - Jun 2025	Complete
Final Design	Jan 2026 - Not Available	Not Started
Construction	Jan 2026 - Sep 2029	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$4,600,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$110,000,000



# Burgos Interlocking

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	The scope of this project is the construction of a new electrified interlocking at Hanson. The work being done for this project includes; Design, permitting, property easement, utility coordination, construction, testing/commissioning, and closeout of a new electrified interlocking including an access road, four new crossovers with snow melters, CIH and A&B signal houses, RTU House, PTC wayside interface units, power distribution equipment and panels, interlocking lighting, ductbank/cable trough, communication and signal wiring, two new signal bridges, 44 catenary foundations and associated catenary structures, catenary wiring including sectionalizing, with ACSES, SCADA and CETC modifications to provide higher diverging speeds, operational flexibility, and improve reliability. Demolition of Landover Tower and removal of three existing crossovers at Landover Interlocking and modificatio...[Full scope available on web appendix]
<b>Project Justification</b>	The existing right-of-way is a chokepoint on NEC operations.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$96,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$96,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$91,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$2,300,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$78,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$2,300,000</i>
	<i>Other Amtrak</i>	<i>\$7,800,000</i>		
	<i>MARC</i>	<i>\$2,500,000</i>		
	<i>Baseline Capital Charge (BCCs)</i>	<i>\$1,600,000</i>		
	<i>Maryland DOT / Maryland Transit Administration</i>	<i>\$1,500,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC <b>FY25 Status of Cost Sharing Agreement:</b> Completed			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2014 - Not Available	Complete
Development <sup>1</sup>	Dec 2017 - Dec 2018	Complete
Final Design	May 2015 - Jul 2024	Complete
Construction	Not Available - Sep 2025	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Aug 2021 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$2,300,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$2,200,000

# Next Generation Acela Infrastructure Upgrades: New Carrollton Station

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	Updates to the station and tracks are required at New Carrollton Station to support Next Generation High Speed Rail (NGHSR). This will be a multi-phased approach designed to make required upgrades and improvements to better support the NGHSR endeavor. Efforts will include design, site surveys, and construction work throughout several areas of the station. These will include construction of new platforms; modifications to the existing back of house space and concourse, and installation of new passenger vertical circulation elements; new Overhead Catenary Systems; site work (erosion and sediment control, drainage, inlets, and station excavation); and both interior and exterior station renovations (exterior walls, cladding, roofing elements, architectural upgrades, mechanical/electrical/plumbing work, lighting, security, passenger information systems, ticket counter). This project will requ...[Full scope available on web appendix]
<b>Project Justification</b>	The existing New Carrollton Station is a chokepoint on the south end of the NEC and does not currently support the Acela 2021 Program.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$67,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$70,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$28,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$31,000,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$24,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$26,000,000</i>
	<i>RRIF Loan</i>	<i>\$3,300,000</i>	<i>Other Amtrak</i>	<i>\$5,000,000</i>
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Dec 2016 - Not Available	Complete
Development <sup>1</sup>	Not Available - Not Available	Complete
Final Design	Not Available - May 2022	Complete
Construction	Dec 2022 - Oct 2025	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Oct 2021 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$31,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$6,900,000

# Airo Facilities: Ivy City Yard

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	Scope includes 5 new Maintenance and Inspection (M&I) tracks, 2 of which support B1 trainset within existing High Speed Rail (HSR) facility. M&I tracks to include installation of full length pits, roof upgrades, bridge and monorail cranes, column & foundation upgrades, HVAC, utility upgrades (water, sanitary, storm, gas, electric), fire protection, fire alarm, service platforms, drop table, split rail, shop mechanical equipment, diesel fueling station, DEF supply, wayside power, shop catenary system, CCTV, access control, train movement (blue flag) system, electrical grounding, lube and waste oil storage, communication & IT equipment, locker rooms, & material storage. Additionally, scope includes 4 new Service and Cleaning (S&C) tracks, 1 of which has full length pit access. Scope for S&C tracks to include: foundations, service platforms, canopy cover, diesel fueling, DEF supply, wayside...[Full scope available on web appendix]
<b>Project Justification</b>	Based on the current requirements from the operations planning analysis and trainset maintenance requirements from the Mechanical Department, the projected work at Ivy City Yard is to renovate the existing 4-bay Regional Maintenance facility into a 2 bay Maintenance and Inspection (M&I) Facility & 2...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$700,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$700,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$710,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>NEC IIJA Supplemental</i>	<i>\$700,000,000</i>		
	<i>Amtrak Annual Grant</i>	<i>\$170,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2021 - Jun 2023	Complete
Development <sup>1</sup>	Jul 2023 - May 2024	Complete
Final Design	Jun 2024 - Not Available	In Progress
Construction	Jun 2024 - Sep 2029	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$95,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>Not BCC-eligible</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$550,000,000</b>

# VRE Midday Storage Facility

**Project Sponsor:** VRE  
**Submitting Agency:** VRE  
**Benefit:** Sole commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The Midday Storage Facility project includes the design, permitting, property acquisition and phased construction for a midday storage facility parallel to New York Avenue in the District of Columbia to supplement VRE's current storage at Amtrak's Ivy City Coach Yard. The new facility will complement the current coach yard and improve current storage with added flexibility. This project includes the two initial phases of design and construction. Future third and fourth phases of design and construction are beyond the VRE six-year Capital Improvement Program horizon (2029).
<b>Project Justification</b>	The current storage space leased from Amtrak limits the ability to accommodate growth of intercity passenger rail service.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$200,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$200,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$140,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$67,000,000</b>
	<i>FTA Formula Grants</i>	<i>\$91,000,000</i>	<i>VRE</i>	<i>\$67,000,000</i>
	<i>Virginia</i>	<i>\$41,000,000</i>		
	<i>VRE</i>	<i>\$5,500,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> District DOT, VRE <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Not Available - Not Available	Complete
Development <sup>1</sup>	Aug 2016 - Dec 2022	Complete
Final Design	Feb 2023 - Jul 2025	Complete
Construction	Aug 2025 - Jul 2032	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jun 2019 - NEPA Action Type: Documented CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$12,000,000</b>
<b>FY25 BCC Eligibility</b>	<b>Not Available</b>
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$170,000,000</b>

# Washington Union Station: Claytor Concourse Modernization Program

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	This program provides design and construction of operational, safety, and passenger experience improvements to the existing passenger concourse at Washington Union Station, known as the Claytor Concourse. Prior to work on the concourse itself, two predicate projects need to be implemented. First of these is the Heating, Ventilation, and Air Conditioning (HVAC) Relocation Project, which increases heating and cooling system capability ready to provide excellent comfort levels for the increased passenger numbers across the increased floor area. The second predicate project is relocation of the Amtrak Police Department offices to enable expansion of passenger circulation space and provide more space and modern facilities for police operations at the station. Work on the Claytor Concourse itself starts with an initial "North Hangar" package, focused on the zone used by run-through train ...[Full scope available on web appendix]
<b>Project Justification</b>	The existing passenger concourse has capacity limitations and does not provide a traveling environment of the quality expected by 21st Century passengers. Opportunities to update safety provision for passengers and staff can be combined with these improvements.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$160,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$160,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$3,500,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$10,000,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$3,500,000</i>	<i>Amtrak Annual Grant</i>	<i>\$10,000,000</i>
	<i>Other Amtrak</i>	<i>\$16,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge <b>FY25 Status of Cost Sharing Agreement:</b> Not Available			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2015 - Aug 2022	Complete
Development <sup>1</sup>	Mar 2020 - Jul 2022	Complete
Final Design	Mar 2021 - Nov 2024	Complete
Construction	May 2022 - Aug 2027	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jul 2016 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	<b>\$10,000,000</b>
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	<b>\$140,000,000</b>

# Washington Union Station: Near Term Rail Program

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The Near Term Rail program provides design and construction of critical rail and infrastructure projects needed to enhance current operational flexibility of the Washington Union Station rail terminal and to provide for the phasing and capacity expansion of the 2nd Century Plan. Projects currently include: Renovation of Crew Base, Relocation of Satellite Commissary, Relocation and Replacement of Substation 25A, construction of Patrol Building and construction of a fire pump. This is a multiyear project.
<b>Project Justification</b>	Continuing development of operational infrastructure at Washington Union is required to maintain service levels as train traffic levels evolve, to maintain safety and security, and to set the stage for the Long Term Program.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$190,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$190,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$8,500,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Amtrak Annual Grant</i>	<i>\$6,600,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Other Amtrak</i>	<i>\$1,900,000</i>	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Dec 2015 - Oct 2019	Complete
Development <sup>1</sup>	Feb 2021 - Aug 2023	Complete
Final Design	Jul 2018 - Apr 2027	In Progress
Construction	Jun 2024 - Nov 2028	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$16,000,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$110,000,000

# Washington Union Station: Station Expansion Project

**Project Sponsor:** USRC  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Stations

## General Project Information

<b>Full Project Scope</b>	The Washington Union Station Expansion Project will improve state of good repair, increase passenger and rail capacity, improve the passenger experience, create a safe and secure facility for all users, and will integrate a new air rights development above the rail terminal at Amtrak's second busiest station. The Project will provide for new tracks and platforms integrated into an expanded station with development above, while also addressing state of good repair, accessibility and life safety issues. ]This is a multi-year project scheduled to run through FY40.
<b>Project Justification</b>	The project is needed to improve rail capacity, reliability, safety, efficiency, accessibility, and security, for both current and future long-term railroad operations at Washington Union Station. The purpose is to support current and future long-term growth in rail service and operational needs; ac...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$12,000,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$12,000,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$65,000,000</b>	<b>Additional Potential Funding Sources:</b>	
	<i>Amtrak Annual Grant</i>	<i>\$58,000,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>Other Amtrak</i>	<i>\$3,500,000</i>	<i>Amtrak Match for FRA Federal-State Partnership for ICPR Grant</i>	
	<i>3rd Party</i>	<i>\$1,700,000</i>	<i>USRC Match for FRA Federal-State Partnership for ICPR Grant</i>	
	<i>MARC</i>	<i>\$1,600,000</i>		
	<i>Maryland DOT / Maryland Transit Administration</i>	<i>\$620,000</i>		
	<i>VRE</i>	<i>\$490,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Oct 2012 - Sep 2022	Complete
Development <sup>1</sup>	Jan 2016 - Apr 2024	Complete
Final Design	Apr 2022 - Jan 2030	In Progress
Construction	Jan 2030 - Sep 2040	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$8,700,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$3,100,000,000

# Washington Union Station: Subbasement Program

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Capital Renewal

## General Project Information

<b>Full Project Scope</b>	This program includes projects which facilitate the key program goal of reconstructing the Subbasement track support structure, which is in a poor state of repair, while also creating capacity and flexibility needed for train operations during future projects. The work comprises Track 22 Reconstruction, USI Back of House Relocation, USRC Utility Relocation and the Subbasement Structural Replacement. The Track 22 project will provide Amtrak and VRE with an additional revenue track by which to board and alight trains. Also it is a necessary precursor to the Subbasement Structural Replacement, providing an additional run-through track to mitigate the impact of track closures needed for Subbasement Structural Replacement and subsequent projects. The Subbasement work has three stages. First of these is the USI Back of House Relocation project to move existing back of house facilities to ena...[Full scope available on web appendix]
<b>Project Justification</b>	Track 22 Project will increase terminal capacity supporting VRE and Amtrak service expansion, the Subbasement project and the Long Term Plan. The Subbasement Project will replace the track support structure, which is approaching the end of its life.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$180,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$180,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$62,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$11,000,000</b>
	<i>Other Federal</i>	<i>\$25,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$7,300,000</i>
	<i>Other Amtrak</i>	<i>\$21,000,000</i>	<i>Other Amtrak</i>	<i>\$4,200,000</i>
	<i>Amtrak Annual Grant</i>	<i>\$7,900,000</i>	<i>FRA Federal-State Partnership for ICPR Grant</i>	
	<i>VRE</i>	<i>\$7,600,000</i>	<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge <b>FY25 Status of Cost Sharing Agreement:</b> Not Available			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Dec 2015 - Feb 2027	In Progress
Development <sup>1</sup>	Sep 2019 - Feb 2027	In Progress
Final Design	Dec 2016 - Oct 2025	In Progress
Construction	Apr 2020 - Jun 2032	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$11,000,000
<b>FY25 BCC Eligibility</b>	BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$75,000,000



# Washington First Street Tunnel Project

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Shared intercity-commuter  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	The objective of the First Street Tunnel Project is to develop and implement improvement concepts for Amtrak's First Street Tunnel. Improvements could include infrastructure improvements that enable capacity and speed increases for both intercity and commuter passenger rail through the tunnel, modernization and improvement of the tunnel life safety, ventilation, drainage, track, communication and signal systems, potential extension of the electric traction system in the tunnel. Improvements may include infrastructure immediately adjacent to the tunnel. The project will focus on the Amtrak's First Street Tunnel, an existing two track, tunnel immediately south of Washington Union Terminal on Amtrak's AH Line. The project planning may encompass work beyond the tunnel, between CP Virginia and CP Ave, and will seek to coordinate with other current and planned infrastructure, facilities ...[Full scope available on web appendix]
<b>Project Justification</b>	This project is necessary to address state of good repair issues and facilitate the operational capacity, safety, and reliability needs of train services using the tunnel. It will help facilitate future Washington Union Station construction activities as well as the increased VRE and Amtrak service...[Full justification available on web appendix]

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$100,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$120,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$890,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$2,100,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$890,000</i>	<i>Amtrak Annual Grant</i>	<i>\$2,100,000</i>
			<i>FRA Federal-State Partnership for ICPR Grant</i>	
			<i>Local Match for Federal-State Partnership for ICPR Grant</i>	
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak, VRE <b>FY25 Status of Cost Sharing Agreement:</b> Not started			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jan 2024 - Not Available	In Progress
Development <sup>1</sup>	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Sep 2032	Not Started

<sup>1</sup>Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: TBD

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$2,100,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	\$56,000,000

## Mid-Atlantic South: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Mid-Atlantic South Signal System Upgrades to 562 Project	Amtrak	Design, construct, test, accept and closeout a new 562 cab on wayside signal system to replace the existing 251/261 ABS system including new interlockings with new signal houses containing vital microprocessor equipment, new signal heads with clear block aspects	Oct 2019 - Jun 2031	\$49,000,000	\$8,300,000	\$6,500,000
New C&S Facility - Perryville, MD	Amtrak	As part of Baltimore Penn Stations (BPS) Master Development Program, Amtrak has entered into a Public Private Partnership agreement with a private developer to restore and lease the Historic Headhouse	Aug 2023 - Apr 2025	\$3,300,000	\$390,000	\$2,000,000
Aberdeen Station SOGR	Amtrak	This is an "ADA Companion" project, design for asset improvement	Apr 2023 - Sep 2030	\$2,400,000	\$1,400	\$0
Gunpow Substation 18 New Prefabricated Control House	Amtrak	The scope and objective for the Gunpow Substation project is to maintain and establish a State of Good Repair by replacing the existing, deteriorated concrete control house located in the middle of the Gunpow substation in Chase, MD	Aug 2021 - Apr 2026	\$7,100,000	\$650,000	\$0
MARC Martin's Yard: Storage Improvements	MDOT MTA / MARC	The Martin Maintenance Storage Yard Project includes the purchase of private property, electrification of the Martin Yard Lead Track, and the construction of two additional storage tracks	Oct 2014 - Jan 2027	\$36,000,000	\$34,000,000	\$4,200,000
MARC Martin's Yard: Power-Operated Switch	MDOT MTA / MARC	The Martin's Yard switch replacement project is for the Amtrak-owned and Amtrak-operated switch coming off Track A	Jan 2022 - Jan 2027	\$9,600,000	\$9,600,000	\$310,000
MARC Martin's Yard: Crossover	TBD	Construct a #15 or #20 High-Speed crossover from Track A to Track 1, north of the Proposed Power Operated Switch at Martin's Yard (PI#83), to allow long-term outages of Track A during Construction Phases of the NEC FY25-FY29 Capital Improvement Program	Dec 2024 - Jul 2029	Not Available	Not Available	Not Available
New C&S Facility - Middle River, MD	Amtrak	As part of Baltimore Penn Stations (BPS) Master Development Program, Amtrak has entered into a Public Private Partnership agreement with a private developer to restore and lease the Historic Headhouse	Aug 2023 - Sep 2025	\$2,200,000	\$180,000	\$1,900,000

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Baltimore Station Canopy Restoration	Amtrak	The purpose of this project is to restore the canopies and platforms at the platform 1, 3, and 4 locations to a SOGR	Jul 2016 - Sep 2025	\$22,000,000	\$4,300,000	\$13,000,000
BWI Station, Replace Doors	MDOT MTA / MARC	The work includes the installation of an already procured Draft Air Curtain at the North entrance and installation of a total of ten (10) automatic door openers to existing station vestibule and entry doors	Jun 2024 - Sep 2025	\$250,000	Not Available	\$130,000
BWI Station Md - Station Improvements	Amtrak	This is an "ADA Companion" project, design for SOGR	Oct 2022 - Sep 2026	\$4,700,000	\$450,000	\$1,300,000
New Carrollton Station: State of Good Repair Improvements	Amtrak	The purpose of this project is to bring New Carrollton Station into a state of good repair	Apr 2021 - May 2026	\$14,000,000	\$7,300,000	\$5,000,000
Next Generation Acela Infrastructure Upgrades: Ivy City Yard	Amtrak	This project will satisfy the anticipated facility and infrastructure improvements and maintenance requirements of a new Tier III High Speed Rail (HSR) fleet, the existing Acela fleet and accommodate an increase in service operations	Jul 2018 - Apr 2024	\$44,000,000	\$43,000,000	\$150,000
Ivy City Potable Water System Replacement Project	Amtrak	Design, construct, test, accept and closeout the replacement of the water main piping around both the S&I facility and the Coachyard	Jul 2019 - Sep 2027	\$18,000,000	\$400,000	\$3,000,000
Washington Terminal Complex Train Control System Renewal	Amtrak	This project will review, investigate, design and construct a renewed train control system for the Washington Terminal Complex (Union Station, Ivy City, Coach Yard) for development of future train control system architecture, cable and equipment layout and recommended staging of installation	Oct 2022 - Dec 2025	\$880,000	\$580,000	\$300,000
Airo Facilities: Ivy City Yard Digital Technology Upgrades	Amtrak	This Project will deliver all aspects of planning, design, deployment, and transition to maintenance of Digital Technology (DT) products and services for Ivy City (ICY) to accommodate the new Airo trainsets	Oct 2022 - Sep 2029	\$10,000,000	\$10,000,000	\$250,000
Washington DC Canopy Improvements	Amtrak	Acela Platform Canopies (17_18 and 19_20) are beyond useful life	Feb 2022 - Sep 2024	\$1,400,000	\$1,700,000	\$150,000

## Mid-Atlantic South: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
WAS DC Platform 17/18 Structural Improvements	Amtrak	There are several platform sections of Platform 17/18 that have been temporarily supported for +5 years	Apr 2023 - Mar 2025	\$9,900,000	\$200,000	\$0
WAS DC Platform 16/17 Refresh	Amtrak	Existing low level platform has reached its useful life	Mar 2023 - Apr 2027	\$31,000,000	\$340,000	\$0
WAS DC Handrail And Station Improvements	Amtrak	Geotechnical investigation of the concrete retaining wall adjacent to track 20	Jan 2022 - Sep 2025	\$5,700,000	\$590,000	\$0
WAS DC Escalator Enclosures North Hangar	Amtrak	The current escalator enclosures that service Platforms 23	Feb 2023 - Mar 2026	\$9,700,000	\$130,000	\$0
1st Street Tunnel Ventilation Upgrades	Amtrak	The objective for this project is to upgrade the 1st Street Tunnel ventilation system in Washington, DC to mitigate train delays due to ventilation issues	Oct 2022 - Aug 2028	\$8,900,000	\$490,000	\$2,500,000
Washington East Loading Dock Security Enhancement	Amtrak	The Security Enhancement Project aims to upgrade the overall safety and security infrastructure of the station	Aug 2023 - Nov 2024	\$2,000,000	Not Available	\$2,000,000

## Mid-Atlantic South: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Baltimore Penn Station Platform Addition Track 1	Amtrak	Convert Baltimore Track 1 to a high-level platform to enable passenger train use and improve capacity	Jan 2027 - Sep 2031	\$10,000,000
Paul Interlocking Project	Amtrak	Reconfigure Paul Interlocking to improve capacity, maintainability and ride quality	Jan 2027 - Sep 2035	\$50,000,000

# Amtrak System-wide Projects



# Next Generation Acela Infrastructure Upgrades: Safety Mitigation

**Project Sponsor:** Amtrak  
**Submitting Agency:** Amtrak  
**Benefit:** Sole intercity  
**Project Type:** Improvement

## General Project Information

<b>Full Project Scope</b>	RRIF Funding Source Completed Projects: FENCING: The installation of fencing, and guard rails at select locations on the NEC, per Tier III FRA Waiver. Installation of intrusion mitigation fencing and guiderail installation at 18 locations on the NEC and other work required to comply with the FRA tier III waiver. Part of the Infrastructure and Engineering scope of work required for the deployment of the new trainsets (safety, facilities, stations, rideability). ADJ TRK: A total of four tracks were originally identified meeting the criteria identified in section 9 a. of the Tier III waiver. The current track speed table has been revised and there are only two sidings covered section 9 a. of the waiver. These siding are listed below: 1. Merckens Chocolate Lead, Mansfield, MA, MP 204.2 to 204.8, Adjacent to Track 2, Owner: MBTA, maintenance responsibility unknown 2. Blaine Chemical Lead, Man...[Full scope available on web appendix]
<b>Project Justification</b>	To add increased security for accessing the railroad.

## Financial Plan

<b>Project Cost</b>	<b>Total Project Cost:</b>	<b>\$92,000,000</b>	<b>Escalated Total Project Cost:</b>	<b>\$92,000,000</b>
<b>Funding Sources</b>	<b>Total Funding to Date:</b>	<b>\$85,000,000</b>	<b>Additional Potential Funding Sources:</b>	<b>\$6,700,000</b>
	<i>Amtrak Annual Grant</i>	<i>\$49,000,000</i>	<i>RRIF Loan</i>	<i>\$1,500,000</i>
	<i>RRIF Loan</i>	<i>\$36,000,000</i>	<i>Amtrak Annual Grant</i>	<i>\$5,200,000</i>
	<i>Other Amtrak</i>	<i>\$24,000</i>		
<b>Cost Sharing</b>	<b>Potential Cost Sharing Partners:</b> Amtrak <b>FY25 Status of Cost Sharing Agreement:</b> Not applicable - Sole Benefit			

## Project Schedule

Phase	Schedule	Planned Status for End of FY25
Planning	Jul 2018 - Not Available	Complete
Development <sup>1</sup>	Not Available - Not Available	Complete
Final Design	Not Available - Nov 2022	Complete
Construction	Sep 2023 - Sep 2025	In Progress

<sup>1</sup>Estimated or Actual NEPA Completion Date: Jul 2016 - NEPA Action Type: CE

## FY25-29 Planned Expenditures

<b>FY25 (Oct 1, 2024 - Sep 30, 2025)</b>	\$6,700,000
<b>FY25 BCC Eligibility</b>	Not BCC-eligible
<b>FY26-29 (Oct 1, 2025 - Sep 30, 2029)</b>	Not Available



## Amtrak System-Wide: Active Projects Under \$50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY25 Expenditure
Infrastructure Renewal and Speed Improvement Program	Amtrak	The Infrastructure Renewal and Speed Improvement Program NEC South End is an Amtrak strategic initiative and capital improvement program that will enable Amtrak train speeds of up to 160 mph on segments of the NEC between Maryland and New Jersey through infrastructure improvements and renewal	Mar 2023 - Dec 2027	\$27,000,000	\$27,000,000	\$3,800,000
Next Generation Acela Infrastructure Upgrades: Tier III Waiver Gates	Amtrak	Tier 3 Waiver Gates are required along the NEC	Jul 2020 - Jan 2025	\$41,000,000	\$34,000,000	\$1,100,000

# Programs by RoW Owner Territory



## MBTA-Owned Territory: Programs

Program ID	Program Description	BCC Segment	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
MB.0004	Battery Charger Upgrades Program	1	10 Each	\$210,000	\$380,000
MB.0003	Gas Hot Air Switch Blower Program	1	Not Available	Not Available	\$1,800,000
MB.0029	Insulated Joint Program	1	40 Each	\$960,000	\$1,800,000
MB.0020	Interlocking Steel Replacement Program	1	4 Each	\$390,000	\$1,200,000
MB.0022	Joint Elimination Program	1	160 Each	\$2,000,000	\$1,100,000
MB.0008	M3 Switch Machine Program	1	10 Each	\$340,000	\$440,000
MB.0023	Out Of Face Surfacing Program	1	Not Available	Not Available	\$5,700,000
MB.0016	RoW Fence Upgrades Program	1	FT	Not Available	\$2,400,000
MB.0025	Spot Surfacing Program	1	60,000 FT	\$3,000,000	\$5,700,000
MB.0026	Spot Undercutting Program	1	960 FT	\$480,000	\$2,100,000
MB.0006	Switch Heater Cabinet / Control Program	1	Not Available	Not Available	\$440,000
MB.0030	Tie/Timber Program	1	1,980 Each	\$3,300,000	\$5,300,000
MB.0049	Track Lead Replacement	1	Percent	Not Available	\$510,000
MB.0007	Track Lead Replacement Program	1	20 Each	\$150,000	\$0
MB.0027	Tree Cutting Program	1	25 DAYS	\$570,000	\$550,000
MB.0048	Turnout Replacement Program	1	1 Each	\$960,000	\$15,000,000

## CTDOT-Owned Territory: Programs

Program ID	Program Description	BCC Segment	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
CT.0005	Bridge Design Program	6	Not Available	\$5,000,000	\$20,000,000
CT.0006	Bridge Replacement/Repair Program	6	Not Available	\$6,000,000	\$124,000,000
CT.0024	Ethernet Migration Program	6	Not Available	\$10,000,000	\$14,000,000
CT.0022	NHL Platform Repair and Replacement Program	6	Not Available	\$3,000,000	\$12,000,000
CT.0023	NHL Short Term Speed Improvements	6	Not Available	\$600,000	\$2,400,000
CT.0025	Node House Improvements	6	Not Available	\$600,000	\$1,400,000
CT.0026	Overheight Clearance Program	6	Not Available	\$2,000,000	\$3,000,000
CT.0001	Positive Train Control Program	6	Not Available	Not Available	Not Available
CT.0027	Retaining Wall Repairs Program	6	Not Available	\$600,000	\$1,400,000
CT.0028	Scour Repair Program	6	Not Available	\$800,000	\$7,000,000
CT.0003	Structures (S) Program	6	Not Available	\$6,000,000	\$12,000,000
CT.0002	Track (C) Program	6	Not Available	\$39,000,000	\$52,000,000

## MTA Metro-North-Owned Territory: Programs

Program ID	Program Description	BCC Segment	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
MN.0004	Comms & Signal Program	7	Not Available	\$250,000	\$750,000
MN.0029	Electric Traction Program	7	Not Available	\$250,000	\$5,500,000
MN.0005	Structures Program	7	Not Available	\$1,500,000	\$8,000,000
MN.0007	Systemwide Support Programs	7	Not Available	\$500,000	\$2,000,000
MN.0006	Track Programs	7	Not Available	\$1,000,000	\$11,000,000

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# Amtrak-Owned Territory: Programs

## Production Programs

Program Name	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
Amtrak NEC System Undercutting Program	323,713 FT	\$64,000,000	\$200,000,000

BCC Segment	Work Detail	FY Schedule
19	Phill to Baldwin TK3 UC2	Jun 2025 - Sep 2025
19	Phill to Baldwin TK4 UC2	Apr 2025 - May 2025
19	BLST BALDWIN TO HOOK TK4 - UC	Full Fiscal Year
20	Landlith (MP25.4) to Bell (MP22.5) TK1	Oct 2025 - Nov 2025
20	1 BLST HOLLY TO BELL TK 1F - UC	Full Fiscal Year
21	BLST PRINCE TO PERRY TK1 - UC -	Full Fiscal Year
21	0 BLST PRINCE TO PERRY TK4 - UC #1	Full Fiscal Year
22	BLST GUNPOW TO RIVER TK1 UNDERCUTTER U/C#2	Sep 2024 - Sep 2024
22	Bay (MP 91.9) to River (MP89.3) Track A UC1	Jun 2025 - Aug 2025
22	BLST DAVIS TO BACON TK 1 - UNDERCUTTER	Jun 2025 - Aug 2025
22	River(MP89.3) to Gunpow(MP79.3) TKA	Full Fiscal Year
30	BLST UNDERCUTTER - Rheems to Roy TK1	Sep 2024 - Mar 2025
30	Park (MP46.3) to Thorn (MP35) Track #4 UC1	Mar 2025 - Jun 2025
30	Park (MP46.3) to Thorn (MP35) Track #1 UC1	Oct 2025 - Dec 2025
31	Winter Work UC2	Full Fiscal Year
31	BLST WAS/NY-UNDERCUTTER VERSE TESTING	Apr 2016 - Sep 2016
31	BLST AMTK SYS-PROJECT CONTROL SUPPORT	Full Fiscal Year
31	BLST NEC UNDERCUT-EQUIP MAINTENANCE	May 2016 - May 2016
31	Contingency	Full Fiscal Year
31	BLST WAS TO NY-UNDERCUTTER PROGRAM PM	Jul 2015 - Sep 2015
31	BLST WAS-NYP UND-CONTRACTOR EQUIP TRAIN	Feb 2016 - Sep 2016
31	BLST WAS TO NY UNDERCUTTER-SURVEY/DSN	Oct 2016 - Sep 2017
31	BLST UNDERCUTTER-CONTRACTOR SERVICES	Nov 2016 - Sep 2017
31	BLST UNDERCUTTER-EQUIPMENT RENTALS	Dec 2017 - Sep 2018
31	BLST UND-FUTURE CONTRACTED SERVICES	Mar 2019 - Sep 2020
31	BLST NEC UNDERCUTTER-LAYOVER EQUIP	Mar 2019 - Sep 2019
31	BLST UNDERCUTTER-UNUSED HOTEL STAYS	Aug 2022 - Sep 2030
31	BLST UNDERCUTTER PROJECT EXPENSE	Full Fiscal Year
31	Undercutter 3 commissioning	Full Fiscal Year



Program Name	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
Amtrak System Fence Upgrades Program	Not Available	\$18,000,000	\$110,000,000

BCC Segment	Work Detail	FY Schedule
2	FEN PVD RI MOW BASE-SEC FENCE INSTALL	Jul 2022 - Sep 2022
4	FEN THAMES RIVER BRIDGE SECURITY FENCE	Full Fiscal Year
5	SURVEY AB LINE MP 72.9 - MP 106.8 CT	Jan 2024 - Sep 2024
10	FEN NYD INSTALL AT LN MP 3 - MP 0.1	Jan 2024 - Sep 2024
12	FEN NEWARK NJ MP10.68-SEC FENCE INSTALL	Jul 2022 - Sep 2022
12	FEN ERIE I/L (MP 4.7 - ERIE RAMP SEC FEN	Full Fiscal Year
12	CRISI SRVY AN LINE MP 30.92 - MP 57.7 NJ	Jan 2024 - Sep 2024
14	FEN Port Richmond, Phila, PA INSTALL	Jan 2024 - Sep 2024
19	FEN CHES PA INSTL AP LN MP12.8-MP16.5	Jan 2024 - Sep 2024
20	FEN MAD INSTALL AP LN MP 17.1 - MP 51	Jan 2024 - Sep 2024
20	CRISI SRVY AP LN MP 18.2 - MP 41.4 DE	Jan 2024 - Sep 2024
22	FEN MAD INSTALL AP LN MP 59.4 - MP 135	Jan 2024 - Sep 2024
25	FEN ENFIELD CT MP50-SEC FEN INSTALL	Jul 2022 - Sep 2022
25	FEN SPRINGFIELD MA MP62-SEC FEN INSTALL	Jul 2022 - Sep 2022
25	SURVEY AS LINE MP 3 - MP 31 CT AND MA	Jan 2024 - Sep 2024
31	FEN N.E. CORRIDOR COMPREHENSIVE SURVEY	Full Fiscal Year
31	FEN NEPA EVALUATION SUPPORT-ONGOING	Full Fiscal Year
31	FEN NEPA CORRIDOR - PROGRAMMATIC	Full Fiscal Year
31	CRISI SRVY AN LINE MP 57.7 - MP 87.7 PA	Jan 2024 - Sep 2024
31	CRISI NEC NEPA PROGRAMMATIC	Jan 2024 - Sep 2024
31	CRISI NEC PROJ MGMT	Full Fiscal Year
31	FEN AMTRK SYS FINANCE COST - PRJ	Full Fiscal Year
31	FEN AMTRAK SYS FENCE UPG-PROJECT MGMT.	Full Fiscal Year
31	FEN AMTRK SYS FENCE UPG-PROJ. CNTRL SUPP	Oct 2020 - Sep 2021
31	C.EN.101854.8888 FEN AMTRAK SYS FENCE UPG-CONTINGENCY:	Full Fiscal Year
31	FEN AMTRK SYS FEN PRELIMINARY ENGINEERING PROJECT EXPENSE	Full Fiscal Year
31	FEN AMTRK SYS FEN UPG-UNUSED HOTEL STAYS	Aug 2022 - Sep 2023
32	FEN ALB MP142.46/MP159.9-FEN INSTL SA-7	Oct 2020 - Sep 2021
32	FEN ALB MP159.9/MP169.77-FEN INSTL SA-7	Oct 2020 - Sep 2021
32	SURVEY AR LINE MP 75.7 - MP 107.95 NY	Jan 2024 - Sep 2024

Amtrak-Owned Territory  
FY25-29 Programs

Program Name	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
Amtrak System Rail Replacement Program	480,400 FT	\$73,000,000	\$190,000,000

<i>BCC Segment</i>	<i>Work Detail</i>	<i>FY Schedule</i>
4	RAIL NHB Shaws Cove to Groton TK 1&2	Full Fiscal Year
4	RAIL NHB Groton to High street TK 1&2	Full Fiscal Year
4	RAIL NHB High St to Liberty TK 1	Full Fiscal Year
5	RAIL NHB Division Post to Mill River TK2	Full Fiscal Year
5	RAIL NHB Mill River-Shoreline jct-bran	Full Fiscal Year
5	RAIL NHB Shoreline to Branford TK 1&2	Full Fiscal Year
12	RAIL AN Ham to Midway TK 4 MP 41.57 - 51.80 W&E Rails	Full Fiscal Year
12	RAIL NHB Division Post to Mill River TK 2	Full Fiscal Year
12	RAIL MRS Holt to Willow TK 1&2	Full Fiscal Year
12	Rail Scrap Pickup AP Gunpow to River TK 2	Full Fiscal Year
12	RAIL EC RAIL RPL PROGRAM-LL MATERIAL	Full Fiscal Year
21	RAIL NHB High St to Liberty TK 1	Full Fiscal Year
22	RAIL AP Charles to Fulton TK 2 MP 96.94 - 97.36 W&E Rails	Full Fiscal Year
22	RAIL AP Fulton to Bridge TK 3 MP 97.53 - 98.11 E Rail	Full Fiscal Year
22	RAIL AN Edison to County TK 4 MP 31.21 - 32.68 W&E Rails	Full Fiscal Year
22	RAIL NHB Shoreline to Brandford TK 1&2	Full Fiscal Year
22	RAIL NHB Shaws Cove to Groton TK 1&2	Full Fiscal Year
22	RAIL NHB Groton to High street TK 1&2	Full Fiscal Year
22	RAIL Scrap Pickup AP Gunpow to River	Full Fiscal Year
24	RAIL NHB Mill River to Shoreline junction to brandford TK 1&2	Full Fiscal Year
25	RAIL MRS Holt to Willow TK 1&2	Full Fiscal Year
31	RAIL AMTRAK SYSTEM EQUIP MNT	Full Fiscal Year
31	RAIL AMTK SYS RAIL RPL-PROJ. CNTROL SUPP	Nov 2020 - Sep 2021
31	RAIL NEC RAIL REPLACE-CONTRACTOR/PM	Oct 2019 - Sep 2020
31	RAIL AMTRAK SYS PRJ CONTINGENCY	Full Fiscal Year
31	RAIL NEC RAIL RPL PROGRAM-LL MATERIAL	Apr 2019 - Sep 2020
31	RAIL AMTRAK SYSTEM - EQUIPMENT RENTAL	Full Fiscal Year
31	RAIL AMTRAK SYSTEM - PROJECT EXPENSE	Full Fiscal Year
31	RAIL AMTRAK SYSTEM - CWR DISTRIBUTION	Full Fiscal Year
32	RAIL CEN RAIL RPL PROGRAM-LL MATERIAL	Apr 2019 - Sep 2020
32	RAIL NAT'L RAIL RPL PROGRAM-LL MATERIAL	Apr 2019 - Sep 2020

Program Name	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
Amtrak System Track Rehabilitation Program	126 Each; 250 FT	\$6,600,000	\$44,000,000

BCC Segment	Work Detail	FY Schedule
5	TKRH WEST CLASS YARD TRACK REHAB	Full Fiscal Year
14	TKRH GRUNDY MP64.0 - CONRAIL SILVI CONC "O" TRK IMPR	Jul 2024 - Nov 2024
14	TKRH GRUNDY TWR MP64.0 - RAIL/TIE RPL	Jun 2024 - Sep 2025
14	Grundy O Track	Full Fiscal Year
29	TRKH THORN YARD TRACK REHAB	Mar 2024 - Sep 2024
31	TKRH TRACK REHABILITATION PROGRAM PM	Full Fiscal Year
31	TKRH TRK PROGRAM-PROJ. CNTROL SUPP	Oct 2020 - Sep 2021
31	PRJ CONTINGENCY AMTRAK SYS TRK REHB PROG	Full Fiscal Year
31	TKRH AMTRK SYS TRK REHAB-UNUSED HOTEL	Aug 2022 - Sep 2023
32	TKRH AWD TRK REHAB-LL MATERIALS	Full Fiscal Year

Program Name	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
Amtrak System Turnout Renewal Program	30 Each	\$60,000,000	\$250,000,000

BCC Segment	Work Detail	FY Schedule
4	TURN - KINGSTON #12 X/O INSTALL	Sep 2022 - Dec 2022
4	TURN - KINGSTON #12 X/O C&S SUPPORT	Sep 2022 - Dec 2022
4	TURN - KINGSTON #21 X/O INSTALL	Sep 2022 - Dec 2022
4	TURN - KINGSTON #21 X/O C&S SUPPORT	Sep 2022 - Dec 2022
21	TURN PRINCE #32 X/O - REMOVAL	Sep 2022 - Dec 2022
21	TURN PRINCE #23 X/O - REMOVAL	Sep 2022 - Dec 2022
22	TURN - "C" INRL WUT #464B T/O - INSTALL	Sep 2022 - Dec 2022
22	TURN - "C" INRL WUT #464B T/O - C&S SUPP	Sep 2022 - Dec 2022
22	TURN - "C" INT DC 438/436 DSS	Sep 2022 - Dec 2022
22	TURN - WYE BRIDGE WUT #614B T/O-INSTALL	Sep 2022 - Dec 2022
22	TURN C INT DC 438/436 DSS C&S SUPPORT	Nov 2023 - Nov 2023
22	TURN - PERRY #23 X/O INSTALL	Jun 2025 - Jun 2025
22	TURN - PERRY #23 X/O C&S SUPPORT	Jun 2025 - Jun 2025
22	TURN - PERRY #34A T/O INSTALL	May 2025 - May 2025
22	TURN - PERRY #34A T/O C&S SUPPORT	May 2025 - May 2025

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FY25-29 Programs

22	TURN - PERRY #48B T/O INSTALL	Jul 2025 - Aug 2025
22	TURN - PERRY #48B T/O C&S SUPPORT	Jul 2025 - Aug 2025
22	TURN - PERRY #17 X/O INSTALL	Full Fiscal Year
22	TURN - PERRY #17 X/O C&S SUPPORT	May 2024 - May 2024
22	TURN - PERRY #19 X/O INSTALL	May 2024 - May 2024
22	TURN - PERRY #19 X/O C&S SUPPORT	May 2024 - Jun 2024
23	TURN "K" I/L #250/252 DBL SLIP SW-INSTL	May 2024 - Jun 2024
23	TURN K INRL WUT #116A T/O INSTALL	Aug 2025 - Aug 2025
23	TURN K INRL WUT #116A T/O C&S SUPPORT	Aug 2025 - Aug 2025
23	TURN K INRL WUT #196 T/O INSTALL	Sep 2024 - Sep 2024
23	TURN K INRL WUT #196 T/O C&S SUPPORT	Jun 2025 - Jun 2025
23	TURN - K INRL WUT #238 T/O - INSTALL	Jun 2025 - Jun 2025
23	TURN - K INRL WUT #238 T/O - C&S SUPPORT	Jul 2025 - Jul 2025
23	TURN WYE BRIDGE WUT #614B T/O C&S SUPPORT	Jul 2025 - Jul 2025
23	TURN - K INRL WUT# 218 X/O INSTALL	Sep 2025 - Sep 2025
23	TURN - K INRL WUT# 218 X/O C&S SUPPORT	Jul 2024 - Jul 2024
23	TURN - K INRL WUT# 122 X/O INSTALL	Jul 2024 - Jul 2024
23	TURN - K INRL WUT# 122 X/O C&S SUPPORT	Apr 2025 - May 2025
23	TURN - K INRL #250/252 DSS - C&S SUPPORT	Apr 2025 - May 2025
24	TURN A INRL WUT 15/17 DSS INSTALL	Apr 2025 - Apr 2025
24	TURN A INRL WUT 15/17 DSS C&S SUPPORT	Apr 2025 - Apr 2025
24	TURN - A INRL WUT 21/23 DSS INSTALL	Aug 2025 - Aug 2025
24	TURN - A INRL WUT 21/23 DSS C&S SUPPORT	Aug 2025 - Aug 2025
24	TURN - A INRL WUT DIAMOND INSTALL	Sep 2025 - Sep 2025
24	TURN - A INRL WUT DIAMOND - C&S SUPPORT	Sep 2025 - Sep 2025
29	TURN - OVERBROOK #11 X/O INSTALL	Full Fiscal Year
29	TURN - OVERBROOK #11 X/O C&S SUPPORT	Full Fiscal Year
29	TURN - OVERBROOK #19 X/O INSTALL	Jan 2020 - Sep 2020
29	TURN - OVERBROOK #19 X/O C&S SUPPORT	Full Fiscal Year
31	TURN SYSTEM TURNOUT RENEWAL-PM	Full Fiscal Year
31	TURN AMTRAK NEC-PROJECT CONTROL SUPPORT	Full Fiscal Year
31	TURN T/O RENEWAL PROGRAM-EQUIP MAINT	Jan 2020 - Sep 2020
31	PRJ CONTINGENCY AMTRAK SYS TURN RNW PROG	Full Fiscal Year
31	TURN SYS TURNOUT RENEWAL-SURVEY/DSN	Full Fiscal Year
31	TURN SYS TURNOUT RENEWAL-EQUIP RENTALS	Full Fiscal Year

Program Name	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
Production High Speed Surfacing Program	2,770,067 FT	\$25,000,000	\$75,000,000

BCC Segment	Work Detail	FY Schedule
2	GEOM AB LN MP 190.9-185.1 HSS PRDUCTION	Full Fiscal Year
3	GEOM AB LN MP185.1- 165.9 HSS PRODUCTION	Full Fiscal Year
4	GEOM AB LN MP165.9-143.1 HSS PRODUCTION	Full Fiscal Year
4	GEOM AB LN MP 143.1-122.9 HSS PRDUCTION	Full Fiscal Year
5	GEOM AB LN MP 122.9-72.3 HSS PRODUCTION	Full Fiscal Year
8	GEOM AG LN E18.9 - E3.7 HSS PRODUCTION	Full Fiscal Year
9	GEOM AG LN MP E3.7 - E3.0 HSS PRODUCTION	Full Fiscal Year
10	GEOM AG LN MP E3.0- E0.01 HSS PRODUCTION	Full Fiscal Year
12	GEOM AN LN MP W0.1 - 11.0 HSS PRODUCTION	Full Fiscal Year
12	GEOM AN LN MP 11.0 - 56.7 HSS PRODUCTION	Full Fiscal Year
13	GEOM AN LN MP 56.7 - 58.3 HSS PRODUCTION	Full Fiscal Year
14	GEOM AN LN MP 58.3 - 76.0 HSS PRODUCTION	Full Fiscal Year
15	GEOM AN LN MP 76.0 - 82.1 HSS PRODUCTION	Full Fiscal Year
16	GEOM AN LN MP 82.1 - 87.7 HSS PRODUCTION	Full Fiscal Year
17	GEOM AN/AP LN MP87.7-1.4 HSS PRODUCTION	Full Fiscal Year
18	GEOM AP LN MP 1.4 - 2.7 HSS SURFACING	Full Fiscal Year
19	GEOM AP LN MP 2.7 - 6.4 HSS SURFACING	Full Fiscal Year
19	GEOM AP LN MP 6.4 - 17.1 HSS PRODUCTION	Full Fiscal Year
20	GEOM AP LN MP 17.1 - 29.6 HSS PRODUCTION	Full Fiscal Year
20	GEOM AP LN MP 29.6 - 41.4 HSS PRODUCTION	Full Fiscal Year
20	GEOM AP LN MP 41.4 - 51.0 HSS PRODUCTION	Full Fiscal Year
21	GEOM AP LN MP 51.0 - 59.4 HSS PRODUCTION	Full Fiscal Year
22	GEOM AP LN MP 59.4 - 79.3 HSS PRODUCTION	Full Fiscal Year
22	GEOM AP LN MP 79.3-131.6 HSS PRODUCTION	Full Fiscal Year
22	GEOM AP LN MP 131.6-135.0 HSS PRODUCTION	Full Fiscal Year
23	GEOM AP LN MP135.0-136.0 HSS PRODUCTION	Full Fiscal Year
25	GEOM AS LN MP 62.0 - 55.8 HSS PRODUCTION	Full Fiscal Year
25	GEOM AS LN MP 55.8 - 33.6 HSS PRODUCTION	Full Fiscal Year
25	GEOM AS LN MP 33.6 -1.5 HSS PRODUCTION	Full Fiscal Year
27	GEOM AE LN MP PSNY - 10.8 HSS PRODUCTION	Full Fiscal Year
29	GEOM AH LN MP 1.9 - 20.2 HSS PRODUCTION	Full Fiscal Year

Amtrak-Owned Territory  
FY25-29 Programs

29	GEOM AH LN MP 20.2 - 35.3 HSS PRODUCTION	Full Fiscal Year
30	GEOM AH LN MP 35.3-105.2 HSS PRODUCTION	Full Fiscal Year
31	GEOM AB LN MP228.7-190.9 HSS PRDUCTION	Full Fiscal Year
31	GEOM SURFACING-PROJECT CONTROL SUPPORT	Nov 2020 - Sep 2021
31	AM SYS HSS Contingency	Full Fiscal Year
31	GEOM AMTK SYS SURFACING-PROJ. MGMT.	Full Fiscal Year
31	GEOM AMTK SYS SURFACING-CNTRTOR/EQUIP	Full Fiscal Year
31	GEOM AMTK SYS SURFACING-EQUIP MAINT	Full Fiscal Year
31	GEOM AMTK SYS SURFACE PROGM. DEVELOP	Oct 2019 - Sep 2020
31	GEOM AMTK SYS-DESIGN OVERLIFT TAMPING	Dec 2019 - Sep 2020
31	GEOM SYSTEM HSS-TAMPING EFFECTIVENESS	Oct 2019 - Sep 2020
31	GEOM AMTK SYS-DSN OVERLIFT TAMPING TRAIN	Dec 2019 - Sep 2020
31	GEOM AMTRAK SYSTEM-UNUSED HOTEL STAYS	Aug 2022 - Sep 2030

Program Name	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
TLS Concrete Tie Replacement Program	105,819 Each; 473,091 FT	\$45,000,000	\$620,000,000

BCC Segment	Work Detail	FY Schedule
20	Bell to Landlith, Tk 1	Sep 2025 - Oct 2025
20	TLS AMTRAK NEC - Holly to Bell Tk 1F	Full Fiscal Year
20	Holly to Bell, Tk 2F	Full Fiscal Year
21	TLS AMTRAK NEC - Prince to Perry TK 1	Full Fiscal Year
21	Prince to Perry, Tk 4	Full Fiscal Year
22	Bay to River Tk A	Jun 2025 - Jul 2025
22	TLM Commissioning	Jul 2025 - Sep 2025
22	BIDDLE TO BAY TKA	May 2025 - Jun 2025
22	River to Gunpow, Tk A	Jul 2025 - Sep 2025
30	Thorn to Park Tk 1	Sep 2024 - Nov 2024
30	Thorn to Park Tk 4	Mar 2025 - May 2025
31	TLS AMTK SYS-PROJECT CONTROL SUPPORT	Full Fiscal Year
31	PG CONTINGENCY AMTRAK NEC TLS CONCR TIE	Full Fiscal Year
31	TLS AMTRAK NEC - CONTRACTOR/PM	Oct 2016 - Sep 2017
31	TLS AMTRAK NEC - SURVEY/DESIGN	Oct 2016 - Sep 2017
31	TLS AMTRAK NEC - CWR DISTRIBUTION	May 2017 - Sep 2017
31	TLS AMTRAK SYS-TRAILER PROCUREMENT	Mar 2021 - Sep 2021
31	TLS AMTRAK NEC TLS-EQUIPMENT RENTAL	Nov 2019 - Sep 2020
31	TLS AMTRAK SYSTEM - PROJECT EXPENSE	Jun 2023 - Sep 2028
31	TLS AMTRAK NEC-UNUSED HOTEL STAYS	Aug 2022 - Sep 2030

## All Other Amtrak Programs

Program ID	Program Description	BCC Segment	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
C.EN.100694	ADA Compliance Projects (NEC Region)	31	Not Available	Not Available	\$-
C.EN.101657	Amtrak NEC Concrete Tie Replacement	25, 19, 31	10,250 Each	\$7,500,000	\$47,000,000
C.EN.201034	Amtrak Owned Positive Train CTRL (PTC) Installation Program	31	Not Available	\$9,300,000	\$54,000,000
C.EN.101902	Amtrak System - Ride Quality Improvement Program	19, 31	1,670 FT	\$4,900,000	\$29,000,000
C.EN.101857	Amtrak System Comm System Upgrs Program	31	55,440 FT; 1 Each; 50 N/A	\$4,800,000	\$51,000,000
C.MP.100048	Amtrak System Production Structures Program	5, 27, 21, 19, 4, 3, 2, 12, 14, 22, 30, 20, 11, 25, 31	2,033 Each; 2 FT	\$43,000,000	\$240,000,000
C.MP.100060	Amtrak System Reference Surfacing Program	31	Not Available	\$310,000	\$25,000,000
C.PO.100046	Bridges & Tunnels Security Enhancements	4, 5, 31	Not Available	\$600,000	\$5,000,000
C.EV.100374	Cedar Hill Remediation	25	Not Available	\$150,000	\$6,600,000
C.EN.101809	Electric Traction System Aerial System Assessment Project	31	6,000 Each	\$1,800,000	\$17,000,000
C.EN.100371	Eng Employee Arc Flash Protect	31	Not Available	\$170,000	\$660,000
C.EN.101659	Engineering Advanced Technology Track Inspection Program	31	Not Available	\$4,000,000	\$35,000,000
C.EN.101873	ET Linear Assets Research and Development Program	31	Not Available	\$250,000	\$2,600,000
C.EV.100040	Ivy City Yard WASHINGTON DC-Remediation	23	Not Available	\$50,000	\$150,000
C.PO.100045	Maintenance Facility Security Enhancements	22, 32, 11, 4, 17, 1, 21	Not Available	\$-	\$-
C.EN.101829	Mid-Atlantic Catenary Program	22, 29, 20, 15, 17, 14, 18, 16, 21, 24, 19, 31, 30	Not Available	\$11,000,000	\$66,000,000
C.EN.101831	Mid-Atlantic Facilities Program	32, 22, 29, 30, 20, 21, 31, 23	Not Available	\$4,200,000	\$19,000,000
C.EN.101825	Mid-Atlantic Signals Program	29, 30, 16, 23, 18, 17, 22, 19, 24, 20, 21, 31, 15	14 Each	\$6,400,000	\$30,000,000

Program ID	Program Description	BCC Segment	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
C.EN.101833	Mid-Atlantic Structures Program	20, 22, 29, 23, 21, 17, 19, 15, 24, 30, 16, 31	Not Available	\$12,000,000	\$54,000,000
C.EN.101834	Mid-Atlantic Substations Program	22, 20, 21, 14, 18, 19, 29, 17, 15, 30, 31	Not Available	\$11,000,000	\$66,000,000
C.EN.101835	Mid-Atlantic Track Program	32, 22, 19, 30, 21, 31, 14, 15, 16, 17, 18, 20, 23, 24, 29, 28	12,586 FT; 8,559 Each	\$100,000,000	\$500,000,000
C.EN.101909	NEC Trip Time Reduction	8, 31, 12, 23, 21	Not Available	\$1,000,000	\$7,200,000
C.EV.100002	New Brunswick Commuter Yard Remediation	12	Not Available	\$100,000	\$100,000
C.EN.101836	New England Catenary Program	5, 4, 31, 3, 2	Not Available	\$1,500,000	\$8,300,000
C.EN.101837	New England Communications Program	31	Not Available	\$590,000	\$1,800,000
C.EN.101838	New England Facilities Program	25, 4, 2, 31	Not Available	\$7,800,000	\$40,000,000
C.EN.101839	New England Signals Program	4, 3, 2, 5, 25, 31	90 Each	\$3,100,000	\$14,000,000
C.EN.101840	New England Structures Program	25, 31, 4, 5	845 Each	\$13,000,000	\$69,000,000
C.EN.101841	New England Substations Program	31, 4, 3, 5	Not Available	\$1,200,000	\$9,300,000
C.EN.101842	New England Track Program	4, 3, 2, 25, 5, 31	7,388 Each; 296,520 FT	\$27,000,000	\$130,000,000
C.EN.101843	New York Catenary Program	8, 27, 11, 12, 14, 31	333,798 FT; 10 Each	\$4,000,000	\$21,000,000
C.EN.101845	New York Facilities Program	27, 12, 11, 9, 31	Not Available	\$4,100,000	\$35,000,000
C.EV.100032	New York Penn Station Track Remediation	11	Not Available	\$750,000	\$1,400,000
C.EN.101846	New York Signals Program	14, 12, 11, 9, 8, 10, 31	126 Each	\$3,000,000	\$15,000,000
C.EN.101847	New York Structures Program	12, 27, 11, 10, 14, 8, 31	150 Each	\$6,600,000	\$51,000,000



Program ID	Program Description	BCC Segment	FY25 Planned Units	FY25 Planned Expenditure	FY26-29 Planned Expenditure
C.EN.101848	New York Substations Program	11, 12, 9, 13, 10, 14, 31	8 Each	\$4,200,000	\$46,000,000
C.EN.101849	New York Track Program	8, 9, 27, 12, 13, 14, 10, 31	160,172 FT; 5,231 Each	\$46,000,000	\$270,000,000
C.EN.101104	Penn Station NY - Infrastructure Renewal	11	5 Each	\$16,000,000	\$120,000,000
C.EV.100021	Philadelphia 30th Street Station Platform PCB Remediation	17	Not Available	\$200,000	\$0
C.EN.101932	Radio Infrastructure Upgrades Project	32, 31	Not Available	\$11,000,000	\$360,000,000
C.EN.101794	Rail Grinding Program	12, 29, 10, 27, 25, 2, 3, 4, 5, 13, 14, 15, 16, 20, 21, 22, 30, 8, 31	4,406,956 FT	\$5,800,000	\$28,000,000
C.EN.101433	Sunnyside Yard - Service Platform Upgrades	9	Not Available	Not Available	\$18,000,000
C.EV.100003	Trenton NJ - Commuter Yard Remediation	13	Not Available	\$200,000	\$50,000
C.MP.100037	Vertical Gap Rehabilitation Program	31, 12, 13, 11	Not Available	\$1,100,000	\$16,000,000
C.SP.100058	Washington DC Customer NOW Station Refresh Program	23	Not Available	\$4,200,000	\$0
C.SP.100070	Wilmington DE Station Refresh Program	20	Not Available	\$200,000	\$12,000,000
C.ME.100098	Wilmington Facilities Improvements	20	Not Available	\$1,600,000	\$0
C.RE.100275	Wilmington Station Water Infiltration & HVAC Improvements	20	Not Available	\$250,000	\$0
C.EV.201240	Wilmington West Yard	20	Not Available	\$250,000	\$10,000,000
C.EV.100633	Wilmington, DE - MOFE Facility PCB Remediation	20	Not Available	\$1,600,000	\$28,000,000

# Baseline Capital Charges

## FY25 BCC Details

Service operators pay right-of-way owners Baseline Capital Charges (BCCs) for their relative use of NEC infrastructure. Each operator's BCC is determined as a percentage of the corridor's Normalized Replacement Amount and calculated annually through the NEC Cost Allocation Model. Following eligibility criteria outlined in the Cost Allocation Policy, owners use BCCs to fund capital renewal of basic infrastructure. For this plan, owners identified whether investments were BCC-eligible and if so, for which operators' BCCs. Figure 1 below shows each owner's anticipated FY25 BCC-eligible expenditure by projects and programs.

**Figure 1. FY25 BCC-eligible Investment by Classification and Right of Way/Station Owner (Millions)**

	Amtrak	MBTA	RIDOT	CTDOT	MTA MNR	NJT	SEPTA	DelDOT	MDOT/ MTA	Total
<b>BCC-eligible Investment</b>	<b>\$957.9</b>	<b>\$46.3</b>	<b>\$0.01</b>	<b>\$152.8</b>	<b>\$32.3</b>	<b>\$18.0</b>	<b>\$4.9</b>	Not Available	<b>\$0.4</b>	<b>\$1,212.6</b>
<b>Projects</b>	\$247.5	\$33.9	\$0.01	\$79.2	\$28.8	\$18.0	\$4.9	Not Available	\$0.4	\$412.7
<b>Programs</b>	\$710.4	\$12.4	NA	\$73.6	\$3.5	NA	NA	NA	NA	\$799.9

**Figure 2. FY25 Planned BCC Eligible Expenditure and Percent of Obligation Met**

RoW/Station Owner	BCC Obligation	Submitted FY25 BCC-Eligible Spend	Percent of Obligation Met	
Amtrak	\$726.06	\$957.86	132%	✓
MBTA	\$37.07	\$46.30	125%	✓
Rhode Island DOT	\$0.05	\$0.01	15%	✗
Connecticut DOT	\$152.77	\$152.8	100%	✓
MTA	\$22.91	\$32.25	141%	✓
NJ TRANSIT	\$5.89	\$17.99	306%	✓
SEPTA	\$1.07	\$4.92	459%	✓
Delaware DOT	\$0.07	\$0.00	0%	✗
MDOT MTA / MARC	\$0.11	\$0.44	385%	✓
<b>Total</b>	<b>\$946.00</b>	<b>\$1,212.6</b>		

In general, the Policy requires right-of-way owners to invest operators' BCCs on eligible assets within the operators' service territories during the fiscal year the BCCs are provided. A key purpose of this plan is to facilitate an exchange of information between right-of-way owners and operators regarding the owners' ability to spend operators' BCCs during the upcoming fiscal year. To that end, the following table shows the difference between owners' planned FY25 BCC-eligible expenditures and agencies' FY25 BCC obligations. For all agencies, the data provided represents a snapshot in time and actual work completed during FY25 and funded with BCCs may vary.

**Figure 3. FY25 Planned BCC-eligible Expenditure and BCC Obligation Comparison (Millions)**

	Operator													Total
	Amtrak	MBTA	RIDOT	CTDOT (SLE)	CTDOT (HL)	CTDOT (NHL)	MTA (MNR)	MTA (LIRR)	NJT <sup>1</sup>	SEPTA	DelDOT	MDOT/MTA	VRE	
Amtrak	\$262.37	\$0.01	\$0.01	\$0.07	\$0.03			-\$10.71	-\$19.99	\$0.02	\$0.01	\$0.04	\$0.02	<b>\$231.88</b>
MBTA	\$3.41	\$5.82												<b>\$9.24</b>
RIDOT	-\$0.04													<b>-\$0.04</b>
CTDOT (NHL)	\$100.99			\$0.00	\$0.00	\$0.02								<b>\$0.03</b>
MTA (MNR)	\$1.55						\$7.79							<b>\$9.34</b>
NJT	\$2.16								\$9.47	\$0.46				<b>\$12.10</b>
SEPTA	\$1.07									\$3.37				<b>\$4.45</b>
DelDOT	-\$0.02										-\$0.05			<b>-\$0.07</b>
MDOT/MTA	\$0.16											\$0.17		<b>\$0.33</b>
<b>Total</b>	<b>\$371.66</b>	<b>\$5.83</b>	<b>\$0.01</b>	<b>\$0.07</b>	<b>\$0.03</b>	<b>\$0.03</b>	<b>\$7.79</b>	<b>-\$10.71</b>	<b>-\$10.52</b>	<b>\$3.86</b>	<b>-\$0.05</b>	<b>\$0.20</b>	<b>\$0.02</b>	<b>\$266.57</b>

<sup>1</sup>The \$20M discrepancy between NJ TRANSIT's allocations and obligations reflects the NJ TRANSIT-Amtrak BCC variance for Portal North Bridge, approved by the Commission in August 2019.

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## BCC Segments

To determine if right-of-way owners plan to invest operators' BCCs within their respective service territories, the corridor is divided into 31 BCC segments generally defined as points on the NEC where the mix of owners and/or operators changes. Each segment then has a distinct set of operators whose BCCs may be applied to fund BCC-eligible capital renewal investments.

**Figure 4. Owner and Operators by BCC Segment**

BCC Segment	Owner	Operators
1. Boston South Station to MA/RI State Line	MBTA	Amtrak, MBTA
2. MA/RI State Line to Providence	Amtrak	Amtrak, MBTA
3. Providence to Wickford Junction	Amtrak	Amtrak, MBTA (on behalf of RIDOT)
4. Wickford Junction to New London	Amtrak	Amtrak
5. New London to New Haven	Amtrak	Amtrak, CTrail Shore Line East
6. New Haven to CT/NY State Line	Connecticut DOT	Amtrak, Metro-North (on behalf of CTDOT)
7. CT/NY State Line to New Rochelle	Metro-North	Amtrak, Metro-North
8. New Rochelle to Harold	Amtrak	Amtrak
9. Harold to F Interlocking	Amtrak	Amtrak, LIRR
10. F Interlocking to Penn Station New York	Amtrak	Amtrak, LIRR, NJT
11. Penn Terminal	Amtrak	Amtrak, LIRR, NJT
12. Penn Station New York to Trenton	Amtrak	Amtrak, NJT
13. Trenton to Morris	Amtrak	Amtrak, NJT, SEPTA
14. Morris to Holmes	Amtrak	Amtrak, SEPTA
15. Holmes to Shore	Amtrak	Amtrak, SEPTA
16. Shore to Girard	Amtrak	Amtrak, NJT, SEPTA
17. Girard to Philadelphia 30th Street	Amtrak	Amtrak, NJT
18. Philadelphia 30th Street to Arsenal	Amtrak	Amtrak
19. Arsenal to Marcus Hook	Amtrak	Amtrak, SEPTA
20. Marcus Hook to Bacon	Amtrak	Amtrak, SEPTA (on behalf of DelDOT)
21. Bacon to Perryville	Amtrak	Amtrak
22. Perryville to WAS	Amtrak	Amtrak, MARC
23. Washington Union Terminal	Amtrak	Amtrak, MARC, VRE
24. WAS to CP Virginia	Amtrak	Amtrak, VRE
25. Springfield to New Haven	Amtrak	Amtrak, CTrail Hartford Line
26. Poughkeepsie - Spuyten Duyvil (exempt from plan)	Metro-North	Amtrak, Metro-North
27. Spuyten Duyvil to Penn Station New York	Amtrak	Amtrak
28. Penn to 36th Street	Amtrak	Amtrak
29. 36th Street to Thorndale	Amtrak	Amtrak, SEPTA
30. Thorndale to Harrisburg	Amtrak	Amtrak
31. Amtrak System-wide	Amtrak	Amtrak

# BCC Segment Map

Figure 5. Map of BCC Segments on the Northeast Corridor



# 3. Reference Materials



# Glossary

**Active Investments:** Investments with preconstruction or construction activity in the first year of the plan. Active projects must have secured funding for at least the phase underway in the upcoming year. However, active projects may not yet be fully funded, and many require additional funding.

**Backlog:** Northeast Corridor infrastructure assets that are no longer functioning as designed and/or are in service beyond their expected useful life. The NEC backlog is composed of both basic infrastructure assets and major backlog as defined by the Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy.

**Baseline Capital Charge (BCC):** The capital charge assigned to each Operator determined as a percentage of the corridor's Normalized Replacement Amount by applying the prospective fiscal year's allocation statistics to the normalized replacement amounts calculated for each asset category and segment combination. The sum of an Operator's allocated share of applicable normalized replacement amounts equals that Operator's BCC, or annual capital obligation.

**Capital Renewal:** The routine repair or replacement of existing basic infrastructure assets.

**Commission:** Means the body of the Commission, composed of voting members—1 member from each of the States (including the District of Columbia) that constitute the Northeast Corridor as defined in Section 24102, designated by, and serving at the pleasure of, the chief executive officer thereof; members representing the Department of Transportation; members representing Amtrak; and any non-voting representatives.

**Fiscal Year:** Refers to the federal fiscal year, beginning on October 1 and ending September 30.

**Future Investments:** Investments with project activity starting in years in two through five of the CIP are categorized as "future projects". These projects typically have received no funding, or have only received funding for work that has already been completed and now the project is on hold. These projects could advance in the next five years with additional funding.

**Improvement:** The replacement of existing assets with markedly superior ones or the introduction of new assets above and beyond existing NEC infrastructure, facilities, and equipment to improve reliability, increase capacity, reduce travel time, or improve the customer experience.

**Major Backlog:** projects necessary for achieving a state of good repair, but are not undertaken on a routine basis, such as rehabilitation or replacement of major bridges and tunnels. Major Backlog projects on the NEC are:

1. Frederick Douglass Tunnel Program
2. Bush River Bridge Replacement Program
3. Connecticut River Bridge Replacement Project
4. East River Tunnel Rehabilitation Project
5. Gunpowder River Bridge Replacement Program
6. Pelham Bay Bridge Replacement Project
7. Susquehanna River Bridge Replacement Program
8. COS COB Bridge Replacement (TIME-8)
9. DEVON Bridge Replacement
10. SAUGATUCK River Bridge Replacement (TIME-4)
11. WALK Bridge Program
12. Gateway: Hudson Tunnel Project
13. Gateway: Sawtooth Bridges Replacement Project
14. Gateway: Portal North Bridge
15. Gateway: Highline Renewal and State of Good Repair
16. Gateway: Dock Bridge Rehabilitation Project

These projects may include capital renewal components and some include improvement components such as increased capacity.

**Normalized Replacement Amount:** A concept used in the calculation of Baseline Capital Charges that estimates the annual cost of sustaining basic infrastructure assets in a state of good repair and is based on (1) the population of each asset type, (2) the average useful life of each asset type, and (3) the unit cost for each asset type.

**Non-Owner Operator:** Means an entity responsible for, or established to provide, commuter or intercity passenger rail transportation subject to the Policy, but in the context used is not the right-of-way, station, or infrastructure owner.

**Operator:** Means an entity responsible for, or established to provide, commuter or intercity passenger rail transportation subject to the Policy. This includes Amtrak, the New York Metropolitan Transportation Authority, the Connecticut Department of Transportation, the Delaware Department of Transportation, the Maryland Department of Transportation, the Rhode Island Department of Transportation, the Southeastern Pennsylvania Transportation Authority, New Jersey Transit Corporation, the Massachusetts Bay Transportation Authority, Virginia Railway Express, any successor agencies, and any entity created to operate, or contract for the operation of, commuter or intercity passenger rail service.

**Owner:** Means an entity required to implement the Policy that owns NEC right of way, an NEC station, or other NEC infrastructure. See also Right-of-Way Owner and Station Owner.

**Planning Studies:** Projects that include only planning activities and have no associated construction in current form.

**Programs:** Investments that are typically cyclical in nature, may include both planned and reactive work, and sometimes cross multiple locations.

**Projects:** Investments that typically focus on one location or asset with a discrete start and end date.

**Project Sponsor:** Means an entity required to implement the Policy responsible for the delivery of a capital project or program. A Project Sponsor may or may not be the same as the Owner and is not necessarily the same as the FTA or FRA project sponsor.

**Repair:** Fixing or mending a damaged or aged existing asset which remains in place.

**Replacement:** The installation of upgraded or modernized assets that generally serve the same purpose, provide the same basic functionality, and/or reside within the same footprint as the existing assets.

**Right-of-Way Basic Infrastructure:** Means the infrastructure components that require annual renewal to keep the NEC's structures and systems functioning properly and in a state of good repair for safe train operations. It includes rails, ties, ballast, communication systems, electric traction power systems, under-grade bridges and other similar items.

**Right-of-Way Owner (RoW Owner):** Means an entity required to implement the Policy that owns NEC right of way. NEC Right-of-Way Owners include the Massachusetts Bay Transportation Authority, the Connecticut Department of Transportation, the New York Metropolitan Transportation Authority, and Amtrak.

**State of Good Repair (SOGR):** The conditions in which existing physical assets, individually and as a system, a) are functioning as designed within their expected useful lives; and b) are sustained through regular maintenance and normalized replacement programs.

**Stations:** Projects to repair, replace, modernize, or improve an existing station, occurring primarily within the boundaries of the station property, or projects to construct an expanded, new, or replacement station.

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Front Cover: Portal North Bridge  
Back Cover: Middletown, PA

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