CONNECT 2040

October 2025

World-Class Rail and Economic Prosperity:

Investing in a More Modern, Reliable, and Connected Northeast Corridor

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Investing in a More Modern, Reliable, and Connected Northeast Corridor

15-Year Service and Infrastructure Development Plan and 5-Year Capital Investment Plan for the Northeast Corridor

A report by the Northeast Corridor Commission
In partnership with:

Massachusetts Department of Transportation (MassDOT)
Massachusetts Bay Transportation Authority (MBTA)
Rhode Island Department of Transportation (RIDOT)
Connecticut Department of Transportation (CTDOT) | CT*rail*
Metropolitan Transportation Authority (MTA)
MTA Metro-North Railroad (Metro-North)
MTA Long Island Rail Road (LIRR)
New Jersey Transit (NJ TRANSIT)
Southeastern Pennsylvania Transportation Authority (SEPTA)
Pennsylvania Department of Transportation (PennDOT)
Delaware Department of Transportation (DelDOT)
Maryland Department of Transportation (MDOT)
Maryland Transit Administration (MTA) | (MARC)
District Department of Transportation (DDOT)
Virginia Railway Express (VRE)
Amtrak
U.S. Department of Transportation (USDOT)

All citations and image sources or credits referenced in this report are provided in the appendix

CHAPTER ONE

Introduction

The need for a world-class rail network has never been more urgent

The Northeast Corridor (NEC) is the busiest passenger rail corridor in the western hemisphere and a critical economic engine for the United States. **Its mainline, extending from Boston, MA to Washington D.C.**, connects four of the **nation's largest metropolitan areas and moves 628,000 passengers each weekday on over 2,000 daily trains**. The region is home to over 55 million people, generates a $5.9 trillion economy, and boasts some of the world's most important financial institutions, universities, hospitals, and cultural centers. If it were its own country, the NEC would be the world's third largest economy.

Despite its national and global significance, much of the NEC's infrastructure is outdated and in urgent need of repair or replacement, including century-old major bridges and tunnels as well as basic infrastructure like electric traction power and signal systems. As rail infrastructure remains in service beyond its useful life, the system is vulnerable to infrastructure failures and unplanned service disruptions, which delay passengers and impact the region's productivity. Current estimates indicate that an unplanned, one-day shutdown of the NEC would cost the economy over $170 million, even accounting for new ways of working.

Recognizing the value of this important national asset, Congress created the Northeast Corridor Commission (the Commission) to facilitate collaborative planning and decision making for the NEC. This document, **CONNECT NEC 2040 (C40), represents the latest iteration of the Commission's long-term service development and capital investment plan**. All elements of C40 support the Commission's long-term vision for the corridor: providing NEC passengers with more reliable train service, world-class fleet and stations, and more and faster travel options.

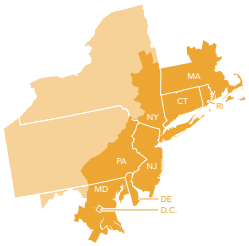
While federal and state investments spurred by the Infrastructure Investment and Jobs Act (IIJA) have provided a significant downpayment on long-deferred NEC infrastructure investments, continued investment is essential to ensuring this critical asset can provide the level of service and amenities needed to maintain America's economic leadership in the world.

The Northeast Region covers only 2% of the nation's land area and it...

Is home to
55 Million People
or 1 out of 6 Americans

Contains
17%
of all U.S. jobs

Produces
20%
of U.S. GDP



Generates
$5.9 T
in economic output
making it the world's 3rd largest economy if it were its own country

The Northeast Region is also home to...

8
of the nation's best hospitals

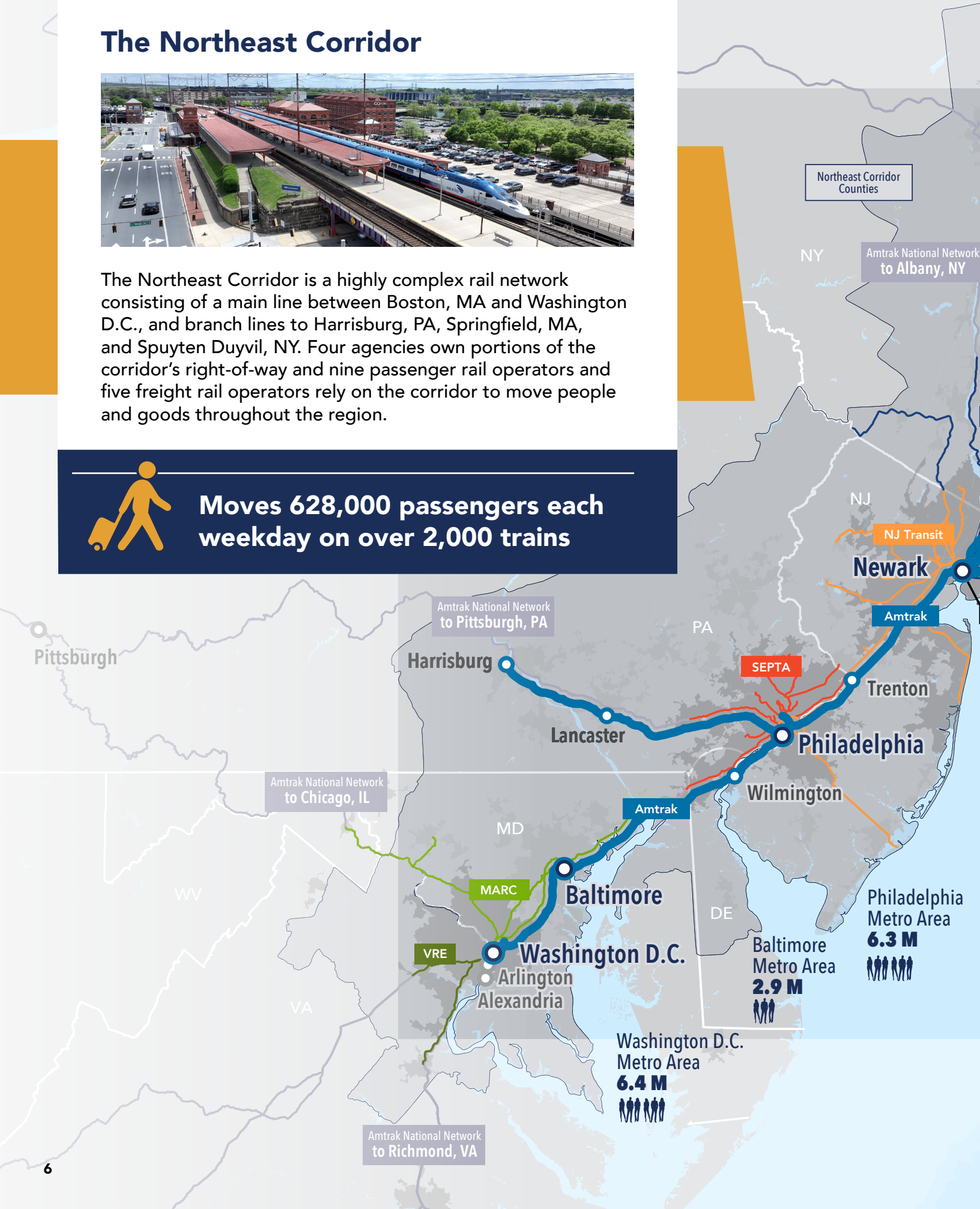
8
of the top 10 universities in the nation

23
professional sports arenas & stadiums

The Northeast Corridor

The Northeast Corridor is a highly complex rail network consisting of a main line between Boston, MA and Washington D.C., and branch lines to Harrisburg, PA, Springfield, MA, and Spuyten Duyvil, NY. Four agencies own portions of the corridor's right-of-way and nine passenger rail operators and five freight rail operators rely on the corridor to move people and goods throughout the region.

Moves 628,000 passengers each weekday on over 2,000 trains



CONNECT 2040

CONNECT NEC is an ongoing collaborative planning process to identify—and as needed, update—the long-term vision for the NEC and the infrastructure investments required to achieve it. The plan documents progress being made toward that vision through funded investments, and further progress that could be made over the next fifteen years if additional funding were made available.

CONNECT NEC's cornerstone delivery analysis estimates the resources required to deliver the capital plan, including workforce levels, track outage needs, and service impacts. Its operations analysis identifies the extent to which planned infrastructure supports planned service levels and patterns.

This CONNECT NEC iteration, C40, is focused on tracking delivery of capital projects in construction, identifying near-term plans to continue to modernize the NEC, and documenting long-term investments needed to achieve the full NEC vision.

CHAPTER TWO

The Northeast Corridor Today

The NEC powers America's economy—connecting millions to jobs, cities, and opportunities

The NEC is the most heavily traveled passenger rail corridor in the western hemisphere and the only one in the country that supports intercity and commuter rail service at its scale. Two tracks under the Hudson River carry more people each day than the six-lane Lincoln Tunnel. Without the NEC, a twelve-lane tunnel would be required to accommodate today's intercity and commuter rail passengers. This critical transportation asset supports a workforce that contributes trillions of dollars annually to the U.S. economy.

Despite its significant role in regional mobility, today's NEC faces challenges with its aging infrastructure, fleet, and stations that limit its ability to deliver reliable services and offer a world-class passenger experience. Over time these challenges could reduce its attractiveness to customers who rely on the network for work and leisure travel.

The Northeast Corridor is essential to the economic prosperity of the nation

An unplanned, single-day NEC outage would cost the national economy over

$170M

due to increased travel times and lost productivity

The cost of a shutdown has increased over the past decade given increased economic productivity and worsening congestion in the region, even while accounting for new ways of working and inflation

The region's highways and airports are already at capacity

4
of the 10 most congested highways in the U.S. are in the Northeast

88 hours
on average spent in congestion per year, per driver in the Northeast

38%
of the nation's flight delays originate from major airports in the Northeast

If the NEC ceased service for a day, accommodating its ridership would...

Require a
54%
increase in flights, far exceeding available air network capacity

Add more than
30 mins.
to daily commutes for over 120,000 drivers in the New York City region

The Economic Contribution of the Northeast Corridor to America

After reaching a pre-pandemic peak of approximately 900,000 daily trips, NEC ridership has been steadily increasing to 628,000 trips today. Despite the pandemic's impact on ridership, the NEC carries more passengers throughout the Northeast than all airlines combined within the region. As a core component of the region's transportation network, the NEC relieves pressure on northeast highways and airports, which are among the most congested in the nation. This congestion, along with the density of people and jobs in the region, drives strong demand for reliable and high-capacity passenger rail service.

Cities within the NEC generate a higher GDP than any other rail corridor in the world—surpassing those in Japan, China, Germany, or the United Kingdom. One in three Fortune 100 companies and six of the world's ten largest financial institutions are headquartered along the corridor. Companies such as Panasonic and Capital One have cited access to the NEC's intercity and commuter rail services as a decisive factor in choosing to locate on the corridor (in Newark, NJ, and Wilmington, DE, respectively).

The NEC also plays a vital role in the U.S.'s leisure and tourism economy by providing convenient, car-free access to major museums, historical sites, professional sports arenas and stadiums, and other entertainment venues. New York, Philadelphia, Washington, D.C., and Boston—four of the nation's largest cities—consistently rank among the top U.S. destinations for international travelers. **Three Northeast cities are among the 11 cities nationwide selected to host the 2026 FIFA World Cup**, a once-in-a-generation economic opportunity for the nation and region that coincides with America's 250th birthday. The NEC will play an integral role in transporting World Cup spectators and visitors to the games and between cities.

The scale of the corridor is such that NEC operations and on-going capital renewal work supports tens of thousands of jobs. On top of this, NEC construction activity to improve or renew major infrastructure assets creates good-paying constructions jobs. With every $100,000 invested in the corridor, two jobs are produced. **More broadly, studies have shown that every $1 invested in rail produces $4 of economic output** while every $1 billion in investment creates 24,000 jobs. The next page highlights how specific C40 investments create jobs for blue-collar workers and support the revitalization of the manufacturing industry.

The role of freight on the Northeast Corridor

The NEC provides the primary connections for freight rail shippers in Maryland, Southern New Jersey, Harrisburg, PA, Long Island, NY, and the Port of Davisville, Rhode Island. The NEC is pivotal in both national and global supply chains due to its connection to East Cost ports and major inland distribution centers. Freight carriers depend on the reliability of the NEC and its national rail network connections for shipments of automobiles, lumber, plastic pellets, and other commodities.

In many areas, the volume of NEC freight activity has been steadily increasing to support local economies in the Northeast. For example, freight trains carrying crushed stone from a quarry in Connecticut have increased in recent years to meet growing demand for concrete in New York City and Long Island.

The NEC is a catalyst for regional and national economic growth by attracting businesses, creating jobs, and spurring manufacturing throughout the country.

Attracting Businesses

Philadelphia's Schuylkill Yards project, **a $3.5 billion development** adjacent to William H. Gray III 30th Street Station, has attracted several businesses citing the importance of locating their headquarters close to the NEC.

This development is expected to generate

10,000 construction jobs **&** **40,000** permanent office jobs

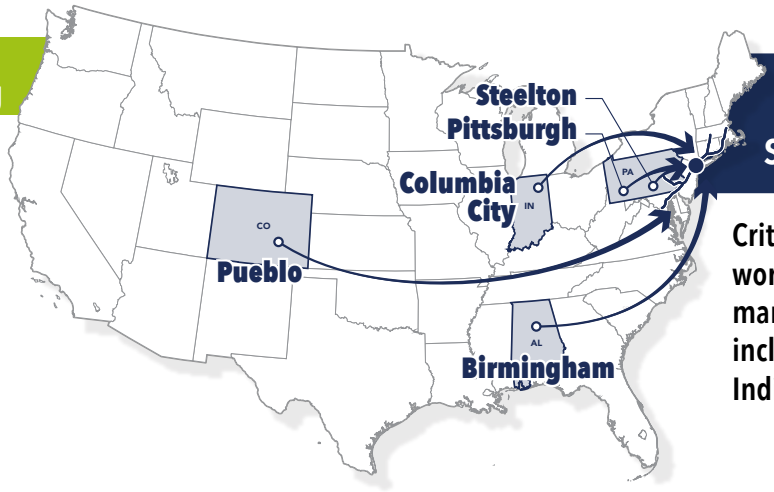
Creating Jobs

Mega-projects on the NEC are **creating tens of thousands of good-paying construction jobs**, and jobs in other industries that support this work directly and indirectly.

For example, when complete, the Portal North Bridge Project will have generated:

20,000 jobs nationwide **with** **50%** of these jobs in states outside of NY & NJ

Spurring Manufacturing



Steel plants supporting NEC Projects

Critical projects and maintenance work across the NEC rely on steel from manufacturers across the country - including those located in Alabama, Indiana, and Colorado.

Understanding the Corridor's Challenges

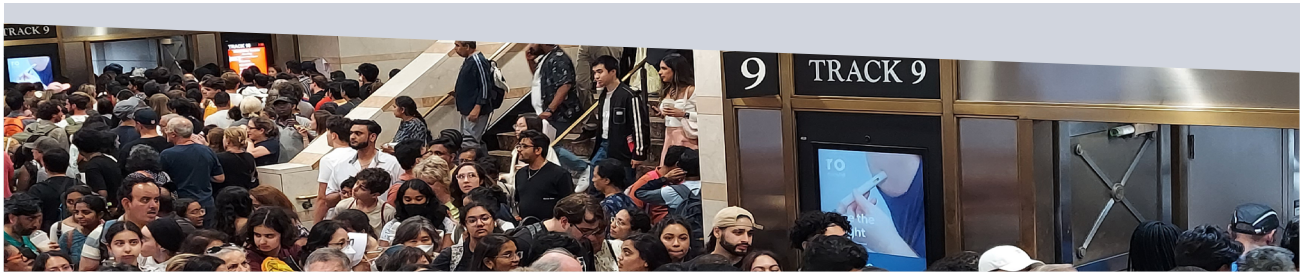
Despite its critical role in regional mobility, the NEC faces several interrelated challenges that limit its ability to deliver reliable services and attract new passengers. Overcoming these challenges requires sustained commitment, cooperation, and coordination among all NEC stakeholders, including infrastructure owners; service operators; federal, state, and local governments; and private sector partners.

State-of-Good-Repair Backlog

The NEC state-of-good-repair (SOGR) backlog is the product of decades of underinvestment and deferred maintenance under private and public ownership. The SOGR backlog consists of "major backlog" assets (century-old major bridges and tunnels that require repair or replacement), currently valued at $49B (over half of which is funded thanks to IIJA), and "basic infrastructure" assets (components of signal systems and electric traction power systems, track infrastructure, and undergrade bridges that have exceeded their useful life), currently valued at approximately $40B.

NEC assets that are not in a state of good repair are prone to failure, malfunctioning, or otherwise not operating as intended–all of which contribute to delays and can result in cancelled trains. For example, ten intercity trains were delayed an average of three hours each on a single day in 2020 when the overhead catenary system on the Bush River Bridge could not be reconnected after opening for maritime traffic. As discussed further in Chapter 5, significantly reducing the SOGR backlog over the next several decades will require a massive and aggressive scale of capital investment, some of which is already underway.

Outdated Fleet and Station Amenities



As NEC observers readily point out, much of the fleet operating on the corridor today and most major stations are significantly outdated and lack modern-day amenities. Worse, aging and unreliable equipment frequently contributes to train delays and cancellations.

Although several fleet procurements and station redevelopment projects are in various stages of planning and execution, these projects are among the most complex and costly corridor investments–and in some cases, only minimally or partially funded. As demonstrated by Amtrak's Next Gen Acela trainsets, new fleet deployment is a years-long process, complicated by the fact that modern equipment is not readily compatible with some NEC legacy infrastructure.

In addition, several of the largest and busiest NEC stations–Washington Union Station, William H. Gray III 30th Street Station, and Baltimore Penn Station–are historic structures requiring careful planning and specialized contractors to perform construction work.

Reliability

Too frequently, NEC trains do not arrive at their destination on time and in some cases, are cancelled all together, posing significant reliability challenges and frustrating passengers. Delays and cancellations, such as those that occurred during the summer of 2024 for NJ TRANSIT and Amtrak passengers in northern New Jersey, erode public confidence in rail. With these repeated problems, travellers are less likely to see rail as a viable alternative to congested highways and airports.

NEC service disruptions can result from many causes, though most commonly they are associated with infrastructure, train congestion, and/or rail fleet issues. In fiscal year 2024, NEC passengers experienced 1.2 million minutes of delay (that is 833 days), with over half of those minutes from these three categories alone.

The economic cost of train and passenger delays is substantial. The Commission estimates that NEC service disruptions cost the region over $1.1B annually in lost productivity. Addressing the NEC SOGR backlog, eliminating key chokepoints, and investing in new fleet will help stem these losses and restore valuable time to the traveling public.

Funding Paradigm

Large-scale NEC investments have long been stymied by the amount, stability, and structure of funding provided to NEC agencies, in particular Amtrak. For much of its history, Amtrak has relied on annual appropriations from Congress to fund NEC capital renewal of basic infrastructure and stand-alone capital projects.

Historically, Amtrak's annual appropriations have been unpredictable. With this funding paradigm, critical major capital projects were stalled and most received minimal life support funding each year to progress early planning and design work. Though annual appropriations have stabilized in recent years, they remain insufficient given the magnitude of the corridor's capital needs.

With the recent infusion of funding through IIJA, Amtrak and other NEC agencies are now progressing an unprecedented amount of major capital projects and capital renewal work simultaneously. However, once additional funding became available after decades of insufficient funding, it took Amtrak several years to ramp up workforce levels, upgrade legacy systems, and procure contractors and materials to support this historic scale of investment. Today, as a result of this ramp up, NEC investment levels are at record highs.

Establishing a predictable, consistent funding paradigm for the NEC would ensure that Amtrak and other agencies can avoid the pitfalls of unpredictable funding, and efficiently deliver the investments needed to provide world-class train service on the NEC.

CHAPTER THREE

The Vision for the Northeast Corridor

Reliable train service, world-class fleet and stations, and more and faster travel options

The foundation of this plan is a long-term vision for the NEC: a modern, resilient railroad that delivers a safe, reliable, and enjoyable travel experience. In this vision, today's challenges have been addressed, and this vital economic asset has been protected for future generations.

This vision can only be realized with significant operational, capital, and fleet investment, the majority of which will be underway in the next 15 years if funding were made available. However, given the significant funding needs for many of these investments, the exact timeline for realizing the full vision is not known. Nevertheless, agencies have already started to make progress through service enhancements, moving major backlog projects into construction, advancing other SOGR and stations projects into design, and engaging in planning for the remaining work. Given the various stages of development, elements of the vision will be realized incrementally as work is completed.

Elements of the Long-Term Vision

A Reliable and Safe Corridor

The NEC is in a state of good repair. There is minimal risk of major service disruption due to infrastructure and annual steady state investments are sufficient to keep the NEC in prime condition and prevent infrastructure owners from backsliding on state of good repair progress.

Passengers experience 50% fewer train delays compared with today thanks to infrastructure investment and new fleet.

World-Class Fleet and Stations

Passengers ride on new Acela and Airo trainsets that operate at higher speeds, accommodate more passengers, and improve the train travel experience. Diesel commuter trains have been replaced with electrified fleet, saving travel time for commuter rail passengers.

Outdated major stations have been upgraded and expanded where necessary to meet demand. Passengers now benefit from improved station flows with more intuitive wayfinding. They can also enjoy safer, cleaner, and more beautiful waiting areas and public spaces, along with expanded retail and dining options to suit a variety of traveler preferences. Passenger service growth has been accommodated at the busiest stations.

More and Faster Travel Options

Families and commuters have more connections to education and job opportunities in cities and surrounding areas thanks to 59% more daily commuter trains. Intercity travelers have more options with 72% more intercity trains, facilitating more business trips and leisure travel between cities.

Train schedules fit the needs of a modern workforce and support tourism with additional weekend and all-day service, with new service offerings in Connecticut, New York, Pennsylvania, Delaware, and Virginia.

Acela trips between New York and Boston and between New York and Washington are 3 hours and 15 minutes and 2 hours and 30 minutes, respectively, saving travelers 30 minutes between these major cities. Commuter rail trips are 17 minutes faster between Boston and Providence, 15 minutes faster between New Haven and New York, and 11 minutes faster between Baltimore and Washington.

How do we achieve the vision?

Achieving this vision will be a complex undertaking requiring interrelated improvements to realize the full potential of the corridor. For example, simply installing new tracks cannot optimize train performance without having a modern signal system in place to allow trains to run at high speeds. However, as demonstrated below, many investments–especially targeted basic infrastructure upgrades–advance the NEC toward more than one component of the future vision.

To create a reliable and safe corridor:

Replace signal systems

Eliminating wayside signals will protect against human error and allow trains to operate safely and reliably at higher speeds.

Rebuild aging bridges and tunnels

Replacing aging structures will prevent service disruptions, eliminate slow orders based on infrastructure conditions, and improve operational reliability across the corridor.

Upgrade traction power systems

Ensuring stable power delivery through electrical substation and other traction power supply improvements will reduce service interruptions.

Reduce operating conflicts

Upgrading tracks to segregate faster intercity trains from slower, local commuter trains and heavy freight services will reduce operating conflicts, improving reliability.

Improve station safety

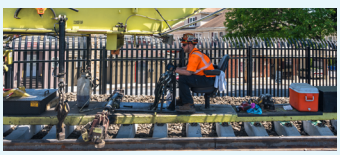
Enhancing wayfinding within stations, creating passenger waiting areas that are more secure and inviting, improving station lighting, and installing state-of-the-art security cameras, will increase passenger safety.

Replace aging fleet

Modernizing rail fleet will prevent common mechanical failures currently responsible for 18% of delays along the corridor.

Add right-of-way fencing

Adding continuous fencing along the entire right-of-way will improve safety and reduce delays by preventing the majority of trespasser strikes and track vandalism.



Renew tracks

Upgrading and replacing worn track systems, including rail, ties, fasteners, and switches along with roadbed improvements, will result in a smoother, more reliable ride.

To achieve a world class fleet and stations:

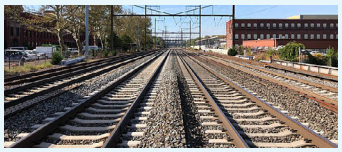
Deploy new and improved trains

Deploying new fleets like NextGen Acela and Airo, and constructing the required maintenance facilities to support these new fleets, will boost passenger capacity and enhance rider experience.

Upgrade and modernize stations

Restoring historic structures and equipping stations with new amenities, improved designs, and modern features will improve passengers' travel experience and attract private investment.

To provide more and faster travel options:



Straighten track geometry

Reconfiguring tight curves in targeted locations into new alignments will allow trains to maintain higher speeds while reducing electrical energy demand and maintenance needs.

Eliminate slow zones

Upgrading infrastructure, especially major bridges and tunnels, to address capacity limits, poor condition, or tight geometry will reduce travel times and increase operating efficiency.

Optimize station tracks and passenger concourses

Optimizing station track and passenger concourse areas at major stations, such as Washington Union Station and New York Penn Station, will reduce dwell times, address passenger congestion, and accommodate passenger service growth.

Eliminate bottlenecks

Building new track in critical locations and reconfiguring interlockings will address areas with insufficient capacity to run more service, such as between Newark, NJ and New York.

Install modern signal systems

Installing new, modern signal systems will enable operators to run more frequent services at higher speeds.

Upgrade catenary

Upgrading historic sections of the NEC's catenary system to modern systems including independent registration and constant tension will allow for higher speeds.

The Vision in Practice

The following real-world examples illustrate what a reliable and safe corridor, world-class fleet and stations, and more and faster travel options will look like for everyday riders.

Who is Roberto?

Roberto runs a start-up in the cybersecurity industry in Boston. He regularly travels to New York City to meet and pitch various investors to grow his company. The ability to meet with his potential investors in-person is a critical need for his company.

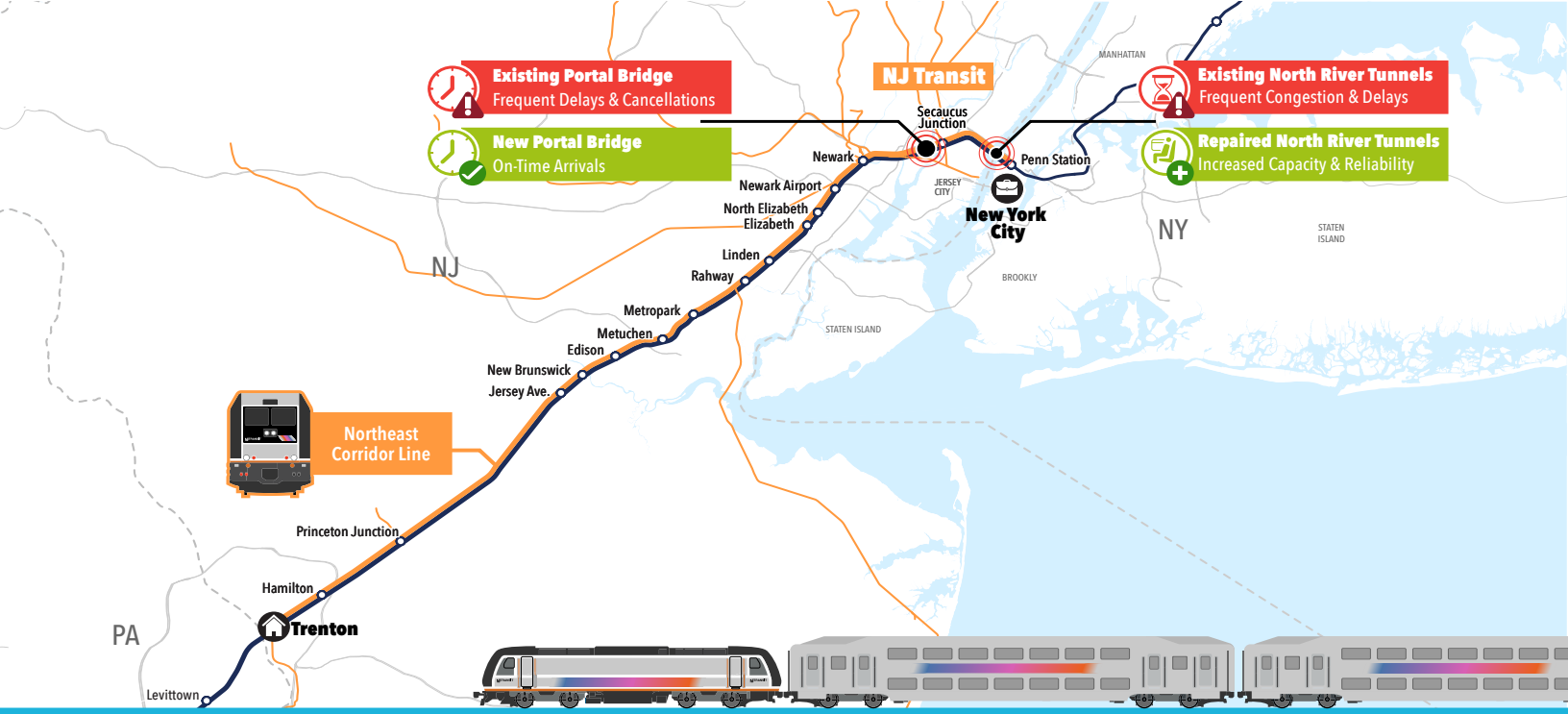
Roberto's Travel Before the Long-Term Vision

When traveling to New York, Roberto wakes up in the morning at 6am. He can get to the airport by 7:30am to catch a flight into La Guardia airport. Due to security and time to travel into the city, he is only able to work - without Wi-Fi or the ability to make calls - for about 30 minutes on the plane to prepare for his investor meetings. If he's lucky and his flight isn't delayed (which it often is), he's able to make his first meeting at 12:00pm, before meeting three prospective investors throughout the day. Roberto finishes his last meeting at 4:00pm, before traveling outside of the city to the airport with enough time to get through security, flying back to Boston, and arriving home at 9:30pm.

How Roberto Benefits from Implementation of the Long-Term Vision

With the NextGen Acela and upgrades to the NEC, Roberto is now able to meet with the investors throughout the day while having more time to spend at home. He wakes up in the morning at 6am, gets work done on the train due to the train's high-speed Internet, and is now able to make his first meeting by 11:00am. He is still able to meet the same number of investors throughout his day in New York, before catching an early train and arriving back home in time for dinner with his family by 7:30pm. Because of investments in a new train fleet and upgrades to track infrastructure, Roberto is able to get more work done on the train and save two hours of travel time per work trip.

Roberto's Journey



Anne's Journey

Who is Anne?

Anne works as a social worker in Manhattan while supporting her two children in elementary school. She lives in Trenton, New Jersey, as she is unable to afford rent in New York City. Her job requires her to travel to work every day, and she cannot afford to pay for parking in New York nor waste time in traffic. Therefore, she is reliant on the NJ TRANSIT Northeast Corridor Line to travel into work and maintain her employment.

Anne's Commute Before the Long-Term Vision

Between March and September 2024, seven train cancellations and delays left Anne repeatedly arriving late into work because of electrical system failures and bridge outages. While her manager gave her a warning after the first incident, repeated lateness resulted in deducted pay. When the Portal Bridge was stuck open for several hours, Anne ended up missing a day's work and lost a full day's pay. Normally, Anne's commute is reliable when the trains are running on schedule, but these disruptions have had a significant impact on her work life.

How Anne Benefits from Implementation of the Long-Term Vision

With the new Portal North Bridge and infrastructure renewals along this section of the corridor, Anne now can trust that she will be able to commute to work on-time every day. She is able to maintain her employment, no longer receives docked pay, and is able use the extra money to support her children's education. Projects like the Gateway: Portal North Bridge project are expected to reduce delays across the corridor by up to 50%, allowing riders to depend on timely arrivals, smoother journeys, and a rail experience that meets the expectations of today's travelers.

CHAPTER FOUR

Building a Modern Corridor

Implementing the long-term vision for the Northeast Corridor

C40 identifies the work planned over the next 15 years to advance toward the NEC vision. Importantly, this work is at various stages of development due to project sequencing, workforce availability (construction and design), and funding status.

As a result of an influx of federal funding from IIJA, an unprecedented amount of active, fully funded work is now under construction. Agencies are also planning, developing, and designing projects to address overdue SOGR and station upgrades, creating a pipeline of work to continue advancing toward a better future for the NEC. Even with this new era of investment, significant work remains to scope and plan investments needed to realize the full vision. The following pages highlight examples of investments in various stages of completion (construction, development/design, and conceptual planning) that are critical to realizing the long-term vision for the NEC.

C40 Investment Status

Shovels in the Ground

Projects fully funded for construction and/or construction underway

Designing an Upgraded NEC

Projects partially funded for construction and/or actively in design, development, or planning

Focusing on the Future

Unfunded projects essential to delivering the long-term vision

The importance of capital renewal programs

Through capital renewal programs, agencies repair or replace basic infrastructure assets—such as rail, ties, undergrade bridges, and catenary wire—that are reaching the end of their useful life or no longer functioning as intended. This ongoing, essential work supports reliable and safe train operations and helps prevent slow orders and ride quality issues that can negatively affect passengers' travel experiences. Some capital renewal work is performed as part of large-scale, highly efficient operations, such as Amtrak's track laying system, which can replace up to half a mile of track in a single shift (that is, replacing over 1,300 ties). Right-of-way owners fund a significant portion of their annual capital renewal programs through baseline capital charges paid by operators in accordance with the Commission's Cost Allocation Policy. If other consistent funding sources can be identified for capital renewal programs, agencies could more quickly make progress in eliminating the basic infrastructure state of good repair backlog (see page 28 for further discussion on long-term programmatic capital renewal needs).

C40 Investments

The projects in C40 span the entire corridor, with active construction in every region, often visible to travelers from the train. Meanwhile, agencies are moving forward to define subsequent phases of work. Amtrak, state, and federal partners are planning work of historic scale and complexity which will create over 900,000 jobs in the process. The level of investment and collaboration among NEC agencies is unprecedented, as they work collectively to modernize infrastructure and enhance services for their customers.

More than 300 projects are in various stages of implementation to advance the corridor toward a state-of-good-repair and its long-term vision.

Harrisburg Line: Villa-Bryn Mawr Project

Bush River Bridge Replacement Program

Mid-Atlantic South Signal System Upgrades

South Station Expansion

Boston

NY

MA

Springfield

RI

Providence

Hartford

CT

Cos Cob Bridge Replacement Project

Wickford Jct.

New London

Gateway: Hudson Tunnel Project

New Haven

Stamford

Connecticut River Bridge Replacement Project

New York

Pelham Bay Bridge Replacement Project

- Shovels in the Ground | **118 Projects**
- Designing an Upgraded NEC | **86 Projects**
- Focusing on the Future | **98 Projects**

C40 investments will spur economic growth and create over 900,000 jobs in hundreds of communities across the region and the country.

Shovels in the Ground: Construction Underway

Through recent federal investment, many major projects are now fully funded with construction underway. 118 of the over 300 C40 projects are currently under construction and/or fully funded, including 25 projects with construction funding through the FSP program. Once complete, half of the NEC's major backlog will eliminated. Additionally, these 118 projects will reduce minutes of delay by up to 8% and enable new service destinations. The following highlights feature major projects currently under construction.

Connecticut River Bridge Replacement

Scope: This project will replace the existing 118-year old deteriorated bridge just east of New London, CT with a resilient two-track bridge structure.

Cost: $1.5B **Completion Date:** October 2030 **Sponsor:** Amtrak

Outcomes: Increased maximum train operating speed, improved maritime navigation and safety, and increased reliability

Walk Bridge Replacement

Scope: The existing bridge, built in 1896, will be replaced by a new bridge with two movable spans carrying two tracks each which can be operated individually in the event of a track outage.

Cost: $1.7B **Completion Date:** May 2030 **Sponsor:** Connecticut DOT

Outcomes: Improved reliability and safety while maintaining maritime navigation and operations

Penn Station Access

Scope: This project will provide a new Metro-North New Haven Line service to Penn Station NY, improve Amtrak's Hell Gate Line towards a state-of-good-repair, and construct four new stations in the Bronx.

Cost: $2.9B **Completion Date:** November 2027 **Sponsor:** MTA

Outcomes: Improved reliability for Amtrak while enabling new Metro-North service

East River Tunnel Rehabilitation Project

Scope: The existing century-old tunnels have reached the end of their useful lives and must be completely rehabilitated for another 100 years of service.

Cost: $1.6B **Completion Date:** May 2027 **Sponsor:** Amtrak

Outcomes: Improved safety, reliability, and security

Gateway: Hudson Tunnel Project

Scope: This project will construct a new two-track rail tunnel beneath the Hudson River, and then rehabilitate and modernize the existing 117-year old two-track North River Tunnel.

Cost: $16B **Completion Date:** June 2038 **Sponsor:** Gateway Development Commission

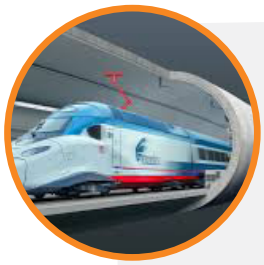
Outcomes: Increased reliability, removal of major capacity constraints, additional operational redundancy and flexibility for rail operators

Gateway: Portal North Bridge Project

Scope: The project will result in a new, two-track fixed-structure railroad bridge across the Hackensack River to replace the existing, century-old swing-span Portal Bridge.

Cost: $2.4B **Completion Date:** October 2027 **Sponsor:** NJ TRANSIT

Outcomes: Improved reliability, reduced maintenance and operating costs, increased capacity by over 14%, and increased speeds from 60 mph up to 90 mph



Baltimore & Potomac Tunnel Replacement Program

Scope: The program of projects includes a new tunnel which replaces the existing civil war era Baltimore and Potomac (B&P) Tunnel, track improvements, and improved tunnel approaches.

Cost: $6B **Completion Date:** April 2036 **Sponsor:** Amtrak

Outcomes: Increased speeds from 30 mph up to 100 mph, minimized operational conflicts, and increased throughput capacity

Designing an Upgraded Northeast Corridor: On-going Planning, Development, and Design

86 of the over 300 ongoing projects are partially funded for development or design work but need additional investment to progress all the way to completion. From modernizing century-old catenary systems to reconfiguring legacy stations, these investments would improve speeds and reliability while enhancing service quality and passengers' experience. Transformative work is underway but the full benefits of projects already in construction cannot be realized without also completing the projects currently in planning, development, or design phases.

Capital Renewal

With 37 capital renewal projects partially funded or under planning, development, or design, these projects will ensure safety and reliability for hundreds of thousands of daily passengers.

Massachusetts & Rhode Island

Improvements to pedestrian access through the State Street Crossing Improvement Project will enhance safety and connectivity between Riverfront Park and its amenities west of the Amtrak right-of-way in Springfield, MA, while projects like the Canton Junction Drainage Improvements will upgrade drainage infrastructure and track undercutting to reduce flooding impacts and improve reliability along this segment.

Projects to renew undergrade bridges like the 136-year old Pawcatuck River bridge will improve reliability, while the Westerly Station Platform Replacement project will repair the existing platform and install a 50 foot long high-level boarding assists system, creating a safer and more accessible experience for passengers. Signal systems replacements, which coincide with end-of-life for the old system, will improve capacity, speed, and reliability.

New York & New Jersey

Programs such as the New York Metro Signal System Upgrades to 562 Program (Phase 1 and 2) target the modernization of signal systems currently limiting operational efficiency and reliability across the region. Phase 1 of this comprehensive overhaul project will address the section between New Brunswick and Elizabeth, NJ and is currently in the design phase.

The aging overhead catenary system in New Jersey, much of it dating to the 1930s, is increasingly prone to failure. Several projects underway will progressively renew the overhead catenary system that has reached the end of its useful life, such as the section of catenary structures between Princeton Junction and Trenton and between New Brunswick and Newark. These projects, in construction and early development phases respectively, will replace outdated infrastructure with modern catenary structures, improving service reliability and compliance with current standards.

Maryland

The antiquated signal system on the south end of the NEC creates an operational bottleneck. The Mid-Atlantic South Signal System Upgrades to 562 Program will sequentially replace trackside and in-cab signals with a more modern and maintainable system that uses only in-cab signals to support increased capacity and higher train speeds. While construction is underway, additional design work is required to complete the project, as it is divided into sequential geographic components.

Major Backlog: Next Steps

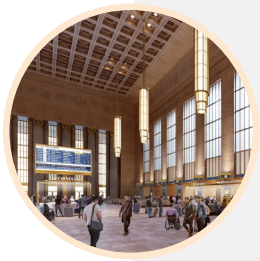
While there are a historic number of major backlog projects under construction (eight projects are fully funded), completely bringing the corridor to a state-of-good-repair will take significant effort over decades, including continuing to advance major backlog projects currently in development or design stages.

Gateway: Sawtooth Bridges Replacement Project will replace two Amtrak bridges and introduce two additional tracks at a complex interchange in Kearny, New Jersey, collectively referred to as the "Sawtooth Bridges". The project will also renew the surrounding 1.9-mile long segment of the corridor, as well as increase speeds from 60 mph up to 90 mph

Pelham Bay Bridge Replacement Project will replace the century-old movable Pelham Bay Bridge over the Hutchinson River in the Bronx NY, along with new approaches, will feature new track, signals, catenary, and power, communication, and security systems, as well as increase speeds from 45 mph up to 70 mph

Saugatuck River Bridge (TIME-4) and Devon Bridge Replacement Projects will replace the aging movable bridges in Westport and Stratford, Connecticut built in 1905 and 1911 respectively. These projects will improve safety, reliability, and maximum authorized speeds.

Bush River Bridge and Gunpowder River Bridge Replacement Program will replace two of Amtrak's century-old Maryland bridges and approaches, enable higher operating speeds, and reduce delay from the recurring need to open the Bush River Bridge to maritime traffic.



Station Improvements

NEC agencies are progressing over 30 station improvement projects essential to enhancing passenger experience, accessibility, and operational efficiency, such as streamlining train movements and accommodating increased ridership.

Improving the Passenger Experience across the Corridor

Investments across the Northeast Corridor will transform major stations to enhance the passenger experience. At **Washington Union Station**, the Station Expansion Project will improve rail facilities and expand concourse capacity to strengthen connections with Amtrak services. The **William H. Gray III 30th Street Station Redevelopment** will increase terminal and layover rail capacity to meet current and future high-speed, intercity, regional, and urban rail service needs. In New York, significant work on **Penn Station** will modernize infrastructure, accommodate passenger service growth, improve accessibility, and enhance comfort, safety, and the overall experience for travelers.

Focusing on the Future: Concept Identified

"Focusing on the Future" refers to those unfunded projects essential to delivering the Northeast Corridor's long-term vision. These projects are in the earliest stages of conceptual planning. C40 analysis accounts for these investments to support workforce planning and strategy for NEC operators. While not yet shovel-ready or funded for formal planning, development, or design, they represent the next generation of transformative investment—ensuring the corridor can grow with demand and meet future service goals while also sustaining a skilled labor pipeline for decades to come. The following page highlights key initiatives and system improvements that will enhance corridor wide capacity, complete major backlog, and prioritize programmatic capital renewal.

Long-term capital renewal needs

Long-term capital renewal needs to address the basic infrastructure backlog are significant, and if unaddressed pose a real risk to operational performance and NEC reliability. Today, owners plan in detail for near-term programmatic capital renewal, particularly in the upcoming year as this work tends to require significant track outage coordination. This near-term planning also relies heavily on annual funding levels that may fluctuate, particularly for Amtrak. To address the state-of-good-repair backlog, long-term capital renewal plans must incorporate additional work well above today's investment levels. Owners' ability to plan for and implement this additional capital renewal work hinges significantly on future funding availability and consistency (see Chapter 5 for further discussion).

For this plan, the Commission completed an analysis to identify a range of long-term capital renewal work that could be undertaken in the next fifteen years based on asset needs, including the age or condition of undergrade bridges, rail, catenary systems, ballast, and other assets not already being addressed through scoped projects. This plan assumes as much SOGR work as is reasonable (based on resource requirements) will be delivered through capital renewal programs in the out-years of the plan. In reality, the actual levels of programmatic investment will take shape based on future funding availability and whether some of these needs are scoped into future projects.

Example potential future capital renewal projects include:

- Replacing rail and ties at South Station to enhance operational reliability
- Completing the continual replacement of the New Haven Line's aging bridges and signals
- Modernizing remaining signal systems such as the area between Trenton and North Philadelphia to improve reliability, trip times, and service frequency
- Replacing century-old overhead catenary systems not currently included in project scopes underway such as in the section between Paoli and Thorndale in Pennsylvania

Refer to the C40 / FY 26-30 Capital Investment Plan Project Information Appendix for additional projects and detailed information
Project data provided by NEC agencies in August 2025

Complete major backlog

The two major backlog projects which are not currently funded for construction, development, or design are the Gateway: Highline Renewal and State of Good Repair in New Jersey and the Cos Cob Bridge Replacement in Connecticut. The Highline Renewal and state-of-good-repair project, also a final step of the Gateway program, will bring existing infrastructure between Newark, NJ and New York Penn Station to a world-class standard, in line with the rest of the completed Gateway projects. The existing Cos Cob Bridge over the Mianus River was constructed in 1904 and is nearing the end of its useful life. The Cos Cob Bridge Replacement Project will replace the busiest movable bridge on the New Haven Line, and is currently in preliminary planning.

Investing in more capacity and faster trip times

To meet growing demand and realize the vision for a world-class Northeast Corridor, NEC agencies are planning a series of capacity-enhancing projects that address critical bottlenecks and enable faster, more frequent, and reliable service.

Examples include:

- Traction power upgrades are needed between Boston and Providence to support MBTA electrification and increased NEC train volumes in the future without compromising reliability.
- An upgrade to the current power supply will likely be required to support increasing Amtrak service between New London and New Haven.
- To unlock the full capacity benefits of the four rail tunnels provided through the Hudson Tunnel Project, additional investments such as a second new bridge over the Hackensack River, known as Portal South Bridge, will be required.
- A new connection for westbound trains from the NJ TRANSIT Hoboken Terminal to the NEC will be necessary to address another longstanding chokepoint on the corridor and improve rail service options between New Jersey and Manhattan. In addition, the Hunter Flyover project will provide additional chokepoint relief benefits south of Newark Penn Station by constructing an elevated viaduct structure to allow for NJ TRANSIT's Newark-bound Raritan Valley Line trains to cross over and above the NEC.
- A reconfiguration of Paul Interlocking will be required to support increased capacity, improve maintainability, and enhance ride quality for trains operating around the Baltimore Penn Station area.
- Advancing planning concepts into design and construction for projects such as the Frankford Junction Improvement Project, are needed to enable faster speeds and reduce trip times for Amtrak trains traveling through the Philadelphia region.

Bringing it All Together

As demonstrated on the previous pages, each of the over 300 projects under construction, in active development, or planned for the future will provide inherent benefits to NEC riders and make incremental progress toward to NEC long-term vision. Importantly, it is often combinations of projects that make the most transformative improvements for the corridor, the region, and the country. Below are examples of project combinations that will improve safety and reliability, deliver world-class fleet and stations, and provide more and faster travel options for passengers.

New Fleet and Connections in New England

A suite of projects led by the MBTA will modernize regional rail service in the Boston metro area. New yards, maintenance buildings, traction power, a third track between Readville and Canton Junction, and improved interlockings will expand capacity and improve reliability, while simultaneously overhauling the onboard customer experience. Through these investments, MBTA riders will experience faster trip times and all-day service representing a 135% increase versus today's service levels.

What Projects are Needed?

Shovels in the Ground

- Tower 1 and Cove Interlocking Improvements

Designing an Upgraded NEC

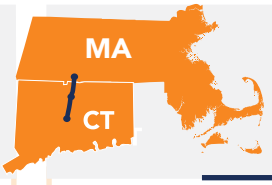
- Boston South Station Expansion

Focusing on the Future

- Readville to Canton Junction – Third Track Improvements
- Widett Layover Facility
- Cove to Canton Junction - High Capacity Signaling Improvements
- Boston to Providence - Traction Power Upgrades
- New England Signal System Upgrades to 562 Project

A Reliable and Safe Corridor

World Class Fleet and Stations



Enhanced Service between Hartford and Springfield

Adding a second track to the Springfield Line, which runs from New Haven, CT, to Springfield, MA, will enable significantly enhanced intercity service on this branch line including 80% more trains per day. Connecticut's Hartford Line service will also grow by 50% providing additional travel to more passengers through a joint ticketing program with Amtrak.

What Projects are Needed?

Shovels in the Ground

- Windsor Locks Station
- Enfield Station

Designing an Upgraded NEC

- New Haven Union Station Improvements
- Hartford Rail Line Program: Phase 3B Double Track

Focusing on the Future

- Springfield Station MA New High Level Platform
- Springfield Line: Connecticut River Crossing Improvements
- North Haven Station
- Newington Station
- West Hartford Station
- Hartford Station Relocation
- Windsor Station

More and Faster Travel Options

World Class Fleet and Stations

The projects listed in these case studies are not inclusive of all projects required to deliver the NEC Vision. Refer to the C40 / FY 26-30 Capital Investment Plan Project Information Appendix for additional projects and detailed information.

Reliability & Mobility Upgrades in New York and New Jersey

Several major projects in the New York region will improve service and advance the NEC towards a state of good repair by replacing aging infrastructure nearing the end of its design life and building new connections on the existing right-of-way. These projects will work together to create an upgraded level of mobility for customers throughout New Jersey, New York, and Connecticut including the addition of four new Metro-North stations in the Bronx.

What Projects are Needed?

Shovels in the Ground

- Gateway: Hudson Tunnel Project
- East River Tunnel Rehabilitation
- Penn Station Access
- Gateway: Portal North Bridge
- Gateway: Dock Bridge Rehabilitation Project

Designing an Upgraded NEC

- Gateway: Sawtooth Bridges Replacement Project
- Pelham Bay Bridge Replacement Project
- New York Penn Station Transformation
- Gateway: Newark to Harrison Systems Modernization Project

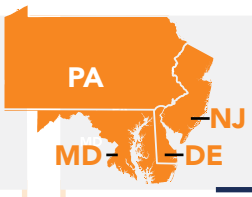
Focusing on the Future

- Gateway: Portal South Bridge

A Reliable and Safe Corridor

More and Faster Travel Options

World Class Fleet and Stations



Faster Trips & Fewer Delays on the NEC South End

Major projects between New York and Washington, such as the B&P Tunnel, include the replacement of legacy NEC corridor signal and electric traction systems to unlock capacity, reliability, and speed, ultimately allowing for more trains to reach even more people, faster. The new signal system architecture eliminates most maintenance-intensive trackside signals, promoting efficiency and increasing service reliability for Amtrak, NJ TRANSIT, SEPTA, and MARC. The new signal system will join similar service-proven installations on the New Haven Line between New Rochelle and New Haven, as well as on the NEC to Boston.

What Projects are Needed?

Shovels in the Ground

- Baltimore and Potomac Tunnel Replacement Program, West Baltimore to Baltimore, MD
- Mid-Atlantic South Signal System Upgrades to 562

Designing an Upgraded NEC

- N.Y. Metro Signal System Upgrades New Brunswick to Elizabeth, NJ

Focusing on the Future

- Gateway: Newark to Harrison Systems Modernization Project
- N.Y. Metro Signal System Upgrades Holmesburg, PA to Trenton, NJ

A Reliable and Safe Corridor

More and Faster Travel Options

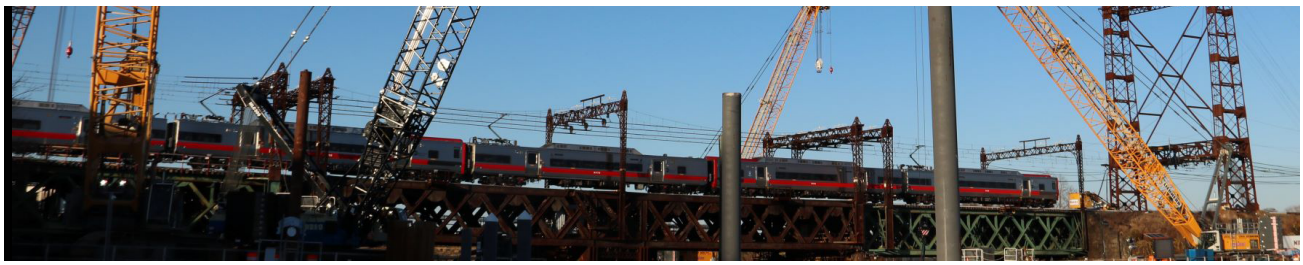
CHAPTER FIVE

Advancing the Plan

Reliable funding will help unlock the full potential of the Northeast Corridor.

Achieving the long-term vision outlined in this plan—including completing on-going projects that have additional funding needs—hinges on the corridor's ability to secure predictable and reliable federal funding. Predictable federal funding allows project sponsors to move projects through development, final design, and construction efficiently and effectively. Importantly, it provides railroads the confidence needed to hire, train, and retain the workforce necessary to advance their capital programs and ensures the private sector is positioned to support the planned scale of investment. **When funding for NEC infrastructure projects isn't available—or arrives unpredictably—costs inevitably rise, and inefficiencies inevitably increase due to project delays and the maintenance needs of aging infrastructure.** Further, NEC agencies risk under-utilizing the significant resource investments they have made in recent years to right size their workforces, upgrade legacy systems, and procure contractors and materials to support today's historic investment levels.

While shifting the NEC's funding paradigm from relying on annual appropriations to leveraging a predictable, multi-year funding stream would position the corridor for long-term stability and success, the Commission recognizes that traditional funding mechanisms alone are insufficient to meet the scale and urgency of NEC capital investment needs identified in this plan. As such, Commission stakeholders are actively pursuing a range of funding sources and financing tools—including federal grants, low-interest loans, public-private partnerships, and new or expanded revenue-generating opportunities—to close funding gaps and accelerate delivery of the C40 program.



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Effective planning and coordination for key resources—such as workforce, track outages, equipment, and materials—requires multi-year funding certainty.

Workforce

Having an appropriately-sized and skilled workforce is essential to delivering projects on-time and on-budget while ensuring critical railroad maintenance and operations work can continue uninterrupted. This includes agencies' in-house maintenance and construction workers (i.e., force account employees), management employees (i.e., engineers, project managers, procurement specialists), as well as external contractor support. Certain force account positions–such as Electric Traction (ET) linemen, signal maintainers, and track foremen–take several years to hire and train. Furthermore, private sector firms, such as design and construction contractors, materials suppliers, and equipment manufacturers, may require time to right-size their workforce and operations to meet demand.

Track Outage & Schedule Coordination

Executing an ambitious capital program such as C40 cannot occur without some impact to passengers and train service given the amount of construction taking place along the busy right-of-way and in stations. However, carefully coordinated, multi-year track outage plans that balance train service and outage needs can minimize impacts to passengers, maximize the amount of work taking place within outage locations, and provide operators sufficient time to adjust and optimize their service plans and train schedules.

Specialized Equipment & Construction Materials

Performing work along the right-of-way and in stations almost always requires specialized equipment–ranging from large-scale units, such as track laying and undercutting machines, to smaller units, such as catenary and track inspection cars. Procuring new specialized equipment can take several years, in addition to the time needed to hire and train equipment operators. With sufficient levels of equipment in circulation, agencies can accomplish more work and perform more equipment maintenance, which can help extend the useful life of these crucial machines. Likewise, some construction materials, such as track switches and signal structures, are long lead items that must be ordered years in advance from a small number of domestic manufacturers.

Costs & Near-term Funding Needs

The C40 plan, if fully implemented, will transform the Northeast Corridor and the travel experience of its 200+ million (and growing) annual passengers. Based on current schedule assumptions, the plan costs an estimated $120 billion in 2025 dollars—or $163 billion in year-of-expenditure dollars over the next fifteen years to substantially address aging infrastructure, improve service reliability, and meet future demand and service goals. While this investment is critical to advancing the corridor's long-range vision, the immediate focus is on securing approximately $34 billion from a variety of funding sources between FY26 and FY30, as shown in the table below.

Five-Year Funding Needs for the Northeast Corridor

	State	FY26-30 Funding Need	Phase Requiring Funding
Projects Total		***$27,920 M***	
Major Backlog Total		**$9,905 M**	
Devon Bridge Replacement	CT	$2,752 M	Construction
Gunpowder River Bridge Replacement Program	MD	$2,408 M	Construction
Bush River Bridge Replacement Program	MD	$1,920 M	Construction
Sawtooth Bridges Replacement Project	NJ	$1,542 M	Construction
Other Major Backlog		$1,283 M	
Capital Renewal Total		**$8,637 M**	
TIME-1 (Bridgeport area)	CT	$1,374 M	Construction
TIME-5 (Greenwich - NY State)	CT, NY	$1,271 M	Construction
Mid-Atlantic OCS Replacement Program Phase 2: Brill to Landlith	PA, DE	$1,089 M	Construction
Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli	PA	$545 M	Construction
Other Capital Renewal		$4,357 M	
Improvement Total		**$5,650 M**	
Hunter Flyover	NJ	$752 M	Construction
South-Side Maintenance and Layover Facility	MA	$730 M	Construction
Stamford Yard Catenary Improvement	CT	$515 M	Construction
BWI 4th Track Phase 1	MD	$442 M	Construction
Other Improvement		$3,212 M	
Stations Total		**$3,727 M**	
New York Penn Station Transformation	NY	TBD	Construction
Washington Union Station: Station Expansion Project	D.C.	TBD	Construction
William H. Gray III 30th Street Station Redevelopment	PA	$540 M	Construction
South Station Expansion	MA	$500 M	Pre-construction
Other Stations		$2,688 M	
Capital Renewal Programs Total		***$6,400 M***	
Grand Total		**$34,320 M**	

Table notes: Totals do not include two major stations with currently undetermined funding needs in the next five years (shown as TBD). Funding needs account for previously awarded funding sources, but this table does not make assumptions on FY26-30 funding levels from existing sources including baseline capital charges, Amtrak appropriations, unawarded FY25-26 Federal-State Partnership for Intercity Passenger Rail Program funds, or potential new FSP funding. Numbers may not sum due to rounding

NEC Funding Sources: A Collaborative Approach to Funding the Vision

Federal-State Partnership

The **Federal-State Partnership for Intercity Passenger Rail Program (FSP)** provides funding for capital projects that reduce the SOGR backlog, improve performance, and/or expand or establish new intercity passenger rail service. Through IIJA, Congress substantially increased FSP funding and since FY22 has awarded nearly $18 billion to 39 projects on the NEC. Through the use of advance appropriations and phased funding agreements, this program provides project sponsors the multi-year funding certainty needed to efficiently and effectively move major capital projects through design and construction.

Federal Grants & Loans

NEC infrastructure investment is an eligible activity under a variety of **federal competitive grants, formula funding, and loan programs** to which agencies may apply for funding, including:

- Federal Transit Administration (FTA) Sec. 5309 Capital Investment Grants
- FTA Sec. 5307 Urbanized Area Formula Funding Program
- Federal Railroad Administration (FRA) Railroad Rehabilitation & Improvement Financing (RRIF) Program
- USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) program

Amtrak's Appropriations

Funding for **Amtrak's NEC and National Network Accounts** is provided by Congress, typically as part of the annual appropriations process. All funding provided to the NEC Account is invested in NEC infrastructure and other NEC needs like rolling stock, while a portion of funding for the National Network account is invested in the NEC's connecting corridors.

Operator Payments

Baseline Capital Charges (BCCs) are annual payments from NEC passenger rail operators to NEC infrastructure owners that fund a significant share of owners' annual capital renewal programs. BCCs are calculated based on a standardized methodology reflecting operators' relative use of NEC infrastructure and the estimated annual cost to sustain the NEC in a state of good repair, as agreed to in the Cost Allocation Policy.

State & Agency Revenues

When Amtrak's NEC services generate an operating surplus, such as the $237M generated in FY24, Amtrak reinvests these funds back into corridor infrastructure and other NEC needs like rolling stock. **Each NEC state and transit agency has its own funding sources** that fund transportation investments, local matches for federal grants, and annual BCC and operating payments made through the Cost Allocation Policy. In addition, leased assets, such as rolling stock and stations, maintenance and service contracts, and other real estate holdings generate revenue for some NEC agencies.

Private Investment

As the nation's preeminent rail corridor, the NEC is ripe for private investment, including through **public private partnerships (P3s)** and the joint development of publicly owned assets. Beyond attracting upfront capital investment in stations and rail infrastructure, some P3 arrangements provide an ongoing funding source by investing a portion of the revenue generated back into rail and transit systems.

Scale of Current Contribution

To reach the overall vision, time, efficiency, and cost are all trade-offs

As noted in Chapter 3, the exact timeline for realizing the full C40 vision is not known given the significant funding needs for many of these investments. What is known, however, is that higher levels of sustained investment would allow NEC stakeholders to reach the long-term vision sooner and with greater efficiencies than lower levels of investment, especially if those lower levels are unpredictable year-to-year.

Looking at various basic infrastructure SOGR backlog reduction scenarios can help illustrate the trade-offs involved in NEC investment decisions. Based on the Commission's analysis, if annual capital renewal investment levels were gradually ramped up to approximately $4B and then sustained at those levels increasing for inflation, today's basic infrastructure backlog could be addressed by 2050 at a total cost of approximately $150B (in year-of-expenditure dollars). Alternatively, if annual SOGR investment is held constant based on today's levels ($1B) and increased only for inflation, it would take another 50 years beyond 2050 to eliminate today's backlog and the total cost could rise by over $350 billion.

The Commission recognizes that the NEC's investment needs are significant and competing with other national priorities for limited available resources. Through C40, member agencies are providing a clear vision and credible investment plan for the future of passenger rail on the NEC, ensuring they can act quickly and decisively to turn this vision into reality as funding is made available.

Tradeoffs: Addressing the basic infrastructure backlog

2050 *vs.* **2100**

the year when the basic infrastructure backlog would be addressed, depending on annual level of investment over time

$350B+

the additional cost of addressing the basic infrastructure backlog by 2050 vs 2100

As part of the Commission's capital renewal analysis (described further in Chapter 4), the Commission identified the basic infrastructure backlog that exists today–and is projected to exist through 2040. The analysis relies on asset data provided by NEC right-of-way owners, including asset location, age, useful life, and condition if available.

Importantly, the analysis does not account for assets which will fall out of a SOGR after 2040, and those needs could be significant. In addition, the analysis uses age as a proxy for condition for most asset types due to unavailable condition data. Owners are actively moving toward condition-based assessments of SOGR for those asset types that do not currently use condition. It is expected that basic infrastructure backlog estimates will change once condition data become more readily available.

Cost and Time Estimates to Address State-of-Good-Repair Backlog

Major Backlog

	State	Total Project Cost ($M, Year of Expenditure)	Total Funding Need ($M, Year of Expenditure)	Construction End Date
Funded through construction				
East River Tunnel Rehabilitation Project	NY	**$1,645**	$0	05/2027
Gateway: Portal North Bridge	NJ	**$2,363**	$0	10/2027
Gateway: Dock Bridge Rehabilitation Project	NJ	**$243**	$0	09/2028
Walk Bridge Replacement[1]	CT	**$1,670**	$239	05/2030
Connecticut River Bridge Replacement Project[1]	CT	**$1,511**	$240	10/2030
Baltimore & Potomac Tunnel Replacement Program	MD	**$6,028**	$0	04/2036
Susquehanna River Bridge Replacement Program	MD	**$2,677**	$0	12/2036
Gateway: Hudson Tunnel Project	NY, NJ	**$16,041**	$0	06/2038
Funded for planning, development, or design				
Pelham Bay Bridge Replacement Project	NY	**$720**	$635	2034
Bush River Bridge Replacement Program	MD	**$1,944**	$1,920	2034
Gunpowder River Bridge Replacement Program	MD	**$2,446**	$2,408	2036
Saugatuck River Bridge Replacement (TIME-4)	CT	**$1,071**	$1,042	2038
Gateway: Sawtooth Bridges Replacement Project	NJ	**$2,062**	$1,542	2038
Devon Bridge Replacement	CT	**$3,074**	$2,752	2038
Cos Cob Bridge Replacement Project (TIME-8)	CT	**$3,354**	$3,346	2044
Unfunded				
Gateway: Highline Renewal and SOGR	NJ	**$300**	$300	2038
Total		**$47,148**	**$14,424**	

Basic Infrastructure Backlog

	2040 SOGR Need[2] ($M, 2025 Year dollars)	Cost to Address ($M, Year of Expenditure)	Years to Address
Track	$10,200	$150,000 to $500,000+	25 to 75+
Electric Traction	$15,900		
Structures	$40,700		
Communications & Signals	$17,300		
Total	**$84,100**		

Table notes:

[1]These projects are funded through construction but have a remaining funding need due to construction cost increases.

[2]Current SOGR Need is based on assets at the end of their useful life in 2025 and is valued at $40 billion. 2040 SOGR Need is based on replacement value for assets projected to reach the end of their useful life by 2040. Cost to Address the basic infrastructure backlog is based on Commission analysis to schedule SOGR work to address assets projected to reach their useful life by 2040, taking into account projected reasonable investment levels, workforce required, track outages, and service impacts.

CHAPTER SIX

Project Information Appendix

NEC Planning processes support greater transparency, collaboration, and accountability

NEC Planning processes support greater transparency, collaboration, and accountability regarding NEC investment priorities, funding needs, operations, and project and program delivery. These processes, including the CONNECT NEC long-term planning process, the five-year Capital Investment Plan (CIP), and the Year-One component of the CIP, are required by statute and this plan fulfills the associated statutory obligations. This iteration of CONNECT NEC, C40, includes the FY26-30 CIP in this appendix to document in detail the investments planned over the next five years to advance the long-term vision.

Appendix Contents

CONNECT NEC Overview & Process

CONNECT NEC Overview

49 U.S. Code § 24904 requires the development of a coordinated and consensus-based service development plan (SDP) covering a 15-year period no less than every 5 years. CONNECT NEC 2035, the first CONNECT NEC plan published in 2021, established a new standard for collaborative planning, which reflects an analysis-based framework for integrating agencies' capital and service plans.

While the specific areas of focus and messaging may vary in each iteration of the plan, all CONNECT NEC plans provide a business case for sustained investment in the NEC, identify agencies' planned capital projects and future service objectives, and include a financial strategy that identifies funding needs and potential funding sources.

Through the CONNECT NEC analysis process, the plan ensures planned capital projects individually and collectively support agencies' intended future service levels and provides a delivery strategy including an efficient sequencing of capital investment phasing that considers workforce and track outage constraints, evaluates resource needs, and mitigates construction impacts on operations. Given the time horizon of CONNECT NEC plans, the Commission's analysis framework requires assumptions and projections for workforce, equipment, and track outage availability as well as inflation and cost escalation.

Service & Capital Analysis

Through C40, NEC agencies provided updates on each agencies' individual long-range service goals. They also identified scope, schedule, and cost updates to the existing list of infrastructure investments needed to achieve updated service objectives and to bring the NEC toward a state of good repair.

This input from each agency was used to create an integrated, all-day, hourly 2040 operating plan and C40 project list that together advances corridor-wide objectives including improved reliability, increased service frequency, and faster speeds. As much as possible, service and demand assumptions reflect anticipated service outlined in other public documents. The integrated 2040 operating plan was tested against proposed infrastructure investments to confirm that service levels could be delivered in the plan timeframe.

Infrastructure investments and their outcomes (based on a Commission analysis) are compiled into a project list starting on page A-5, with detailed project information available in the CIP for investments with activity in the next five years.

Delivery Analysis

The C40 delivery analysis assessed how the service & capital strategy could be delivered within the plan timeframe. The analysis focused on maximizing the productivity of track outages and minimizing service

impacts to customers. The availability of workforce was a key input into the sequencing of programmatic capital renewal. The Commission updated its integrated project delivery and operations analysis tool that:

- Gathered and defined, if not provided by agencies, scope, schedules, and capital cost estimates of projects and capital renewal programs.
- Considered projects together rather than individually and grouped them based on their geography, construction requirements, and operational interdependencies.
- Estimated workforce, equipment requirements, capital cost, and track outages for project groups and capital renewal efforts.
- Compared required peak period track outages with available track capacity to estimate service impacts. Significant service disruptions were mitigated with refinements to sequencing or by adding enabling projects to improve operating flexibility during and after construction.

Impact Analysis

The C40 delivery and operations analysis were supplemented with additional methods and tools for forecasting ridership demand, estimating and escalating capital costs, and examining the plan's potential economic impact.

- Ridership: Commuter and intercity ridership estimated using a customized elasticity-based ridership tool derived from behaviors embedded in existing ridership models, incorporating demand sensitivities to travel time, service frequency, and fare
- Cost: Capital needs estimated using ground-up, asset by-asset cost model in 2025 and year-of expenditure dollars
- Reliability: Future reliability improvements are modeled based on NECC FY24 delays, as documented in the Commission's FY24 Annual Report, and investment scopes, schedules, and locations.
- Economic: Economic benefits are derived from capital investment and service improvement details, captured at region, corridor-wide, and national scales. Economic benefits of the existence of the NEC, as well as general economic importance of the corridor and the region, are based on custom job creation modeling, productivity and value of time assumptions, and other economic indicators based on publicly-available or agency-provided data.

See the Reference section for a complete list of sources for the statistics cited throughout C40.

C40 Project List and Outcomes

The following projects are included in CONNECT NEC 2040 and therefore contribute to the benefits, SOGR progress, and service outcomes described in this document. Projects with activity planned for FY26-30 have additional detail included in the appendix pages following this table. Project outcomes are based on NEC Commission analysis for the purposes of this plan.

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
New England	South Station Expansion		✓	✓	
New England	Tower 1 and Cove Interlocking Improvements		✓		
New England	Regional Rail Capacity Improvements (RI-MA)		✓		
New England	Boston to Providence - Traction Power Upgrades			✓	
New England	Cove to Canton Junction - High Capacity Signaling Improvements			✓	
New England	Boston MA Station Refresh Program			✓	
New England	Boston Metropolitan Lounge Refresh		✓		
New England	South Station Tie and Rail Replacement		✓	✓	

C40 Project Status

- Shovels in the Ground
- Designing an Upgraded Northeast Corridor
- Focusing on the Future

Project Outcomes

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- Reduces trip time
- Increases capacity
- Increases service reliability
- Expands or establishes electrified service
- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Amtrak System-wide	NEC Maintenance Facility Capacity Enhancements			✓	
New England	Boston Crew Base Renovation		✓		
New England	Attleboro Line Concrete Tie and Rail Replacement		✓	✓	
Amtrak System-wide	Radio Infrastructure Upgrades Project		✓	✓	
New England	New England Signal System Upgrades to 562 Project		✓	✓	
Amtrak System-wide	Solid State Frequency Converter Hut Replacement Project		✓	✓	
New England	Back Bay Station Ventilation Improvements - Phase 3		✓		
New England	Airo Facilities: Southampton Street Yard Digital Technology Upgrades		✓		
New England	Southampton and South Bay Interlocking Upgrades		✓		
New England	Ruggles Station Accessibility Improvements - Phase 2		✓		
New England	Widett Layover Facility		✓	✓	
New England	Airo Facilities: Southampton Street Yard		✓		
New England	Substation 317 Replacement			✓	
New England	Boston Southampton Street Yard APD Facility Upgrade			✓	

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Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
New England	Readville to Canton Junction - Third Track Improvements	Focusing on the Future		✓	Contributes to SOGR; Reduces trip time; Increases capacity; Increases service reliability; Expands or establishes electrified service; Expands intercity rail service; Expands commuter rail service; Enhances safety; Improves resiliency; Planning Study
New England	South-Side Maintenance and Layover Facility	Focusing on the Future	✓		Contributes to SOGR; Increases capacity; Increases service reliability; Enhances safety; Improves resiliency
New England	Boston to Providence - Capacity and Implementation Study	Focusing on the Future		✓	Contributes to SOGR; Reduces trip time; Increases capacity; Increases service reliability; Expands or establishes electrified service; Expands intercity rail service; Expands commuter rail service; Improves resiliency; Planning Study
New England	Route 128 Station HVAC Upgrades	Shovels in the Ground	✓		Contributes to SOGR
New England	Route 128 Station Construction Upgrades	Designing an Upgraded Northeast Corridor		✓	Contributes to SOGR; Enhances safety
New England	Canton Junction Drainage Improvements	Designing an Upgraded Northeast Corridor		✓	Contributes to SOGR; Reduces trip time; Increases service reliability; Expands commuter rail service; Enhances safety; Improves resiliency
New England	Undergrade Bridge Retirements	Focusing on the Future		✓	Reduces trip time; Increases service reliability; Enhances safety; Improves resiliency
New England	Hawk Hot Box and Dragging Equipment Detector Upgrade	Shovels in the Ground	✓		Enhances safety; Improves resiliency
New England	Attleboro Station Improvements	Shovels in the Ground	✓		Contributes to SOGR; Expands ADA accessability; Enhances safety; Improves resiliency
New England	South Attleboro Station Accessibility Improvements	Focusing on the Future		✓	Contributes to SOGR; Reduces trip time; Increases service reliability; Expands ADA accessability; Expands intercity rail service; Expands commuter rail service; Enhances safety; Improves resiliency
New England	Pawtucket Layover Facility Improvements - Phase 3	Focusing on the Future		✓	Contributes to SOGR; Reduces trip time; Increases capacity; Increases service reliability; Expands or establishes electrified service; Expands intercity rail service; Expands commuter rail service; Enhances safety; Improves resiliency
New England	Old Pawtucket Train Station Demolition and Right of Way Improvements	Designing an Upgraded Northeast Corridor	✓		Enhances safety
New England	Providence Station Improvements	Shovels in the Ground	✓		Contributes to SOGR; Expands ADA accessability
New England	New Haven - Providence Capacity Planning Study	Focusing on the Future	✓		Planning Study

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- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
New England	Warwick/T.F. Green Airport Station Expansion		✓	✓	
New England	Kingston Improvement Project		✓		
New England	Kingston Station Improvements			✓	
New England	Pawcatuck River RI Bridge Replacement Project		✓		
New England	Westerly Station SOGR Platform Replacement			✓	
New England	Westerly Station Platform Improvements		✓		
New England	Westerly Station Improvements			✓	
New England	Veltri Interlocking		✓		
New England	Mystic Station SOGR Platform Replacement			✓	
New England	Shore Line East Track & Catenary Improvements (FY22)		✓		
New England	Shore Line East Power Supply Upgrade			✓	
New England	New London Station Lighting And Canopy Upgrades		✓		
New England	Connecticut River Bridge Replacement Project		✓	✓	
New England	Shaws Cove Bridge Fender System Upgrade			✓	

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Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
New England	New England OTP/ Capacity Improvements: Madison Station		✓		
New England	Guilford Interlocking Renewal		✓		
New England	West Class Yard Access Improvements		✓		
New England	New Haven Line Acela Speed Improvements		✓		
New England	State Street Platform Replacement Project		✓	✓	
New England	Hartford Line Station Program (Design)		✓		
New England	Hartford Viaduct Rehabilitation and Double Track			✓	
New England	North Haven Station			✓	
New England	Newington Station			✓	
New England	West Hartford Station			✓	
New England	Hartford Station Relocation		✓	✓	
New England	Windsor Station			✓	
New England	Windsor Locks Railroad Station and Track Improvements		✓		
New England	Springfield Line: Connecticut River Crossing Improvement Project		✓	✓	

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Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
New England	Enfield Station		✓		
New England	AS Line MP 59.5 Drainage & Soil Slope Stabilization			✓	
New England	Spring (Springfield, MA) Interlocking Renewal Project		✓		
New England	State Street Crossing Improvement Project		✓		
New England	Hartford Line Rail Program: Phase 3B Double Track		✓		
New England	Springfield Station MA New High Level Platform			✓	
New England	Springfield Station MA Demolition Freight Elevator			✓	
New England	Springfield MA Canopy Upgrades			✓	
New England	Airo Facilities: Springfield		✓	✓	
New England	Springfield Station MA Existing Interior Upgrades			✓	
Connecticut-Westchester (NHL)	New Haven Line Network Infrastructure Upgrade Phase 3		✓		
Connecticut-Westchester (NHL)	New Haven Line Yard and Facility Program - Design and Program Management		✓		
Connecticut-Westchester (NHL)	New Haven Line Signal System Replacement: Section 1 - Greenwich to Norwalk		✓		
Connecticut-Westchester (NHL)	New Haven Union Station Improvements - West Lot Multimodal Hub		✓		

C40 Project Status

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Designing an Upgraded Northeast Corridor

Focusing on the Future

Project Outcomes

Contributes to SOGR

Reduces trip time

Increases capacity

Increases service reliability

Expands or establishes electrified service

Expands ADA accessability

Expands intercity rail service

Expands commuter rail service

Enhances safety

Improves resiliency

Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Connecticut-Westchester (NHL)	PTC Upgrades and Enhancements	Shovels in the Ground	✓		Contributes to SOGR; Increases service reliability; Enhances safety
Connecticut-Westchester (NHL)	New Haven Line Yard and Facility Program: Car and Diesel Shop Rehabilitation	Shovels in the Ground	✓		Contributes to SOGR
Connecticut-Westchester (NHL)	New Haven Union Station Improvements - Station Interior Improvements	Shovels in the Ground	✓		Contributes to SOGR; Expands ADA accessability; Enhances safety
Connecticut-Westchester (NHL)	TIME-6	Focusing on the Future		✓	Increases capacity; Increases service reliability; Expands commuter rail service
Connecticut-Westchester (NHL)	Indian River Bridge	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR; Increases service reliability
Connecticut-Westchester (NHL)	DEVON Bridge Replacement	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Reduces trip time
Connecticut-Westchester (NHL)	DEVON Bridge Interim Repairs	Shovels in the Ground	✓		Contributes to SOGR
Connecticut-Westchester (NHL)	TIME-1	Shovels in the Ground	✓	✓	Contributes to SOGR; Reduces trip time; Increases service reliability
Connecticut-Westchester (NHL)	SAUGATUCK River Bridge Replacement (TIME-4)	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Reduces trip time
Connecticut-Westchester (NHL)	Saga Bridge Interim Repairs	Shovels in the Ground	✓		Contributes to SOGR
Connecticut-Westchester (NHL)	Saga High Tower Platforms Ladders and Guy Wire Replacement	Shovels in the Ground	✓		Contributes to SOGR; Enhances safety
Connecticut-Westchester (NHL)	Saga Bridge Mechanical and Electrical Repairs	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR; Increases service reliability
Connecticut-Westchester (NHL)	New Haven Line Station Platform Replacement Program (New Haven)	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Expands ADA accessability
Connecticut-Westchester (NHL)	New Haven Line Station Platform Replacement Program (Darien)	Shovels in the Ground	✓		Contributes to SOGR; Expands ADA accessability

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Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Connecticut-Westchester (NHL)	WALK Bridge Replacement				
Connecticut-Westchester (NHL)	TIME-2				
Connecticut-Westchester (NHL)	WALK Bridge: Enabling Components (CP243, Danbury Dockyard, East Catenary)				
Connecticut-Westchester (NHL)	WALK Bridge: Enabling Components (Advanced Utilities)				
Connecticut-Westchester (NHL)	New Haven Line Signal System Replacement: Sections 2 & 3 - Norwalk to New Haven				
Connecticut-Westchester (NHL)	Stamford Station Improvements: Elevators and Escalators Improvements				
Connecticut-Westchester (NHL)	Stamford Station Improvements: Phase 2				
Connecticut-Westchester (NHL)	New Haven Line Network Infrastructure Upgrade Phase 4				
Connecticut-Westchester (NHL)	Stamford Maintenance of Equipment (MOE) Facility				
Connecticut-Westchester (NHL)	Stamford Catenary Improvements				
Connecticut-Westchester (NHL)	Atlantic Street Bridge Project				
Connecticut-Westchester (NHL)	COS COB Bridge Replacement (TIME-8)				
Connecticut-Westchester (NHL)	COS COB Bridge Interim Repairs				
Connecticut-Westchester (NHL)	NHL Power Improvement Program - Phase 1				

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Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Connecticut-Westchester (NHL)	COS COB Bridge Mechanical and Electrical Repairs	Shovels in the Ground	✓		Contributes to SOGR; Increases service reliability
Connecticut-Westchester (NHL)	NHL Power Improvement Program - Phase 2	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR; Increases service reliability; Expands or establishes electrified service
Connecticut-Westchester (NHL)	NHL Power Improvement Program - Phase 3	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR; Increases service reliability; Expands or establishes electrified service
Connecticut-Westchester (NHL)	TIME-5	Focusing on the Future	✓	✓	Contributes to SOGR; Reduces trip time; Increases service reliability
Connecticut-Westchester (NHL)	Substation 128 and 178 replacement	Shovels in the Ground	✓		Contributes to SOGR; Increases service reliability; Improves resiliency
Connecticut-Westchester (NHL)	Overhead Bridge Rehabilitation Program	Designing an Upgraded Northeast Corridor		✓	Contributes to SOGR
New York City Metro	Penn Station Access	Shovels in the Ground	✓		Contributes to SOGR; Increases capacity; Increases service reliability; Expands or establishes electrified service; Expands commuter rail service
Connecticut-Westchester (NHL)	Pelham Substation Replacement	Shovels in the Ground	✓		Contributes to SOGR; Increases service reliability; Improves resiliency
New York City Metro	Pelham Bay Bridge Replacement Project	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Reduces trip time
New York City Metro	Next Generation Acela Infrastructure Upgrades: Sunnyside Yard	Shovels in the Ground	✓		Expands intercity rail service
New York City Metro	Harold Interlocking	Shovels in the Ground	✓		Reduces trip time; Increases capacity; Increases service reliability
New York City Metro	Airo Facilities: Sunnyside Yard	Shovels in the Ground	✓	✓	Increases capacity; Expands intercity rail service
New York City Metro	Q Interlocking C&S Equipment Replacement Project	Shovels in the Ground	✓		Contributes to SOGR
New York City Metro	Sunnyside Yard Watermain Upgrades	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR; Enhances safety

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Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
New York City Metro	Sunnyside Yard Frequency Converter Upgrade Project				
New York City Metro	Airo Facilities: Sunnyside Yard Digital Technology Upgrades				
New York City Metro	Sunnyside Yard Crew Base Facility Complex				
New York City Metro	East River Tunnel Rehabilitation Project				
New York City Metro	River-to-River Rail (R4) Resiliency: West Side Yard				
New York City Metro	River-to-River Rail (R4) Resiliency: ERT Tunnel Power Upgrades & Flood Mitigation				
New York City Metro	River-to-River Rail (R4) Resiliency: Queens Portal				
New York City Metro	Gateway: New York Penn Station Expansion				
New York City Metro	New York Penn Station: NJ TRANSIT Near-Term Improvements				
New York City Metro	New York Penn Station: Central Concourse				
New York City Metro	PSCC NY 400 Building Backup Generator Replacement				
New York City Metro	PSNY Fire Protection Improvements				
New York City Metro	NYP Crew Base Renovation				
New York City Metro	NYP 7th And 32nd Entrance Renovation				

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Improves resiliency

Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
New York City Metro	New York PSCC - Building Renovations	Shovels in the Ground	✓	✓	Contributes to SOGR
New York City Metro	New York Penn Station Escalator Replacement	Shovels in the Ground		✓	Contributes to SOGR
New York City Metro	CETC NY SCADA Phase II	Shovels in the Ground	✓		Contributes to SOGR; Expands or establishes electrified service
New York City Metro	Penn Station NY Customer NOW Refresh Program	Designing an Upgraded Northeast Corridor		✓	Contributes to SOGR
New York City Metro	NYP East Block Security Bollards	Focusing on the Future	✓	✓	Expands or establishes electrified service
New York City Metro	Moynihan Station Infrastructure Improvement	Shovels in the Ground	✓		Contributes to SOGR
New York City Metro	Penn Station Control Center Security Enhancement	Shovels in the Ground	✓		Contributes to SOGR; Expands or establishes electrified service
New York City Metro	New York Penn Station Phase III Security Enhancement	Shovels in the Ground	✓		Expands or establishes electrified service
New York City Metro	New York Penn Station Transformation	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Reduces trip time; Increases capacity; Increases service reliability; Expands ADA accessability; Enhances safety
New York City Metro	Gateway: Hudson Yard Concrete Casing 3	Shovels in the Ground	✓		Increases capacity; Improves resiliency
New York City Metro	Hudson Yards 33rd Street Egress Ventilation System	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR; Increases service reliability; Expands or establishes electrified service
New York City Metro	Gateway: Hudson Tunnel Project	Shovels in the Ground	✓	✓	Contributes to SOGR; Increases capacity; Increases service reliability; Expands intercity rail service; Expands commuter rail service; Improves resiliency
New York City Metro	Gateway: Highline Renewal and State of Good Repair	Focusing on the Future	✓	✓	Contributes to SOGR; Increases service reliability; Expands or establishes electrified service; Improves resiliency
New York City Metro	Mainline Scanners	Shovels in the Ground	✓		Increases service reliability

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New York City Metro	Gateway: Secaucus Station and Loop Tracks			✓	
New York City Metro	New Hackensack Substation 42 Control House Project		✓		
New York City Metro	Kearny Transmission Upgrades Project		✓		
New York City Metro	Gateway: Portal North Bridge		✓		
New York City Metro	Gateway: Portal South Bridge		✓	✓	
New York City Metro	Gateway: Sawtooth Bridges Replacement Project		✓	✓	
New York City Metro	Kearny Sub 41 Relocation Design and Construction		✓	✓	
New York City Metro	Gateway: Dock Bridge Rehabilitation Project		✓		
New York City Metro	Choke Point Relief: Westbound Waterfront Connection		✓	✓	
New York City Metro	Gateway: NJ TRANSIT Gateway Storage Yard		✓	✓	
New York City Metro	Gateway: Newark to Harrison Systems Modernization Project			✓	
New York City Metro	Newark Penn Station: Platform Rehabilitation (A, B, C)		✓		
New York City Metro	Newark Penn Station: Platform Rehabilitation		✓		
New York City Metro	Newark Penn Station 2.0: Master Plan and Reimagined Icon		✓		

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New York City Metro	Newark Penn Station: State of Good Repair Rehabilitation	Shovels in the Ground	✓		
New York City Metro	County-Newark Catenary Upgrades	Designing an Upgraded Northeast Corridor	✓	✓	
New York City Metro	Newark Penn Station Platform A Extension	Focusing on the Future		✓	
New York City Metro	Bridge Replacement South St. Station, Newark NJ AN MP 9.65	Designing an Upgraded Northeast Corridor	✓		
New York City Metro	Hunter Yard Maintenance of Way Facilities Upgrades	Focusing on the Future		✓	
New York City Metro	Hunter Flyover	Designing an Upgraded Northeast Corridor	✓	✓	
New York City Metro	North Elizabeth Station Improvements	Focusing on the Future		✓	
New York City Metro	New York Metro Signal System Upgrades to 562 Program Phase 1: County to Elmora	Designing an Upgraded Northeast Corridor	✓	✓	
New York City Metro	New Jersey Bridge Replacement - Main Street, Inman Ave, Lehigh Valley RR	Focusing on the Future		✓	
New York City Metro	Metropark Station Improvements	Shovels in the Ground	✓		
New York City Metro	Metuchen Station Improvements	Focusing on the Future		✓	
New York City Metro	Edison Station Improvements	Focusing on the Future		✓	
New York City Metro	New Brunswick Station Improvements	Shovels in the Ground	✓		
New York City Metro	Jersey Avenue Station Improvements	Focusing on the Future		✓	

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New York City Metro	Delco Lead		✓		
New York City Metro	Midline Loop		✓	✓	
New York City Metro	North Brunswick Station		✓	✓	
New York City Metro	Adams Substation			✓	
New York City Metro	Clark to Ham Constant Tension Upgrade Project		✓	✓	
New York City Metro	Ham Interlocking Renewal Project		✓		
New York City Metro	Trenton Transit Center: State of Good Repair Program		✓		
Mid-Atlantic North	New York Metro Signal System Upgrades to 562 Program Phase 2: West Fair to Holmes		✓		
Mid-Atlantic North	Regional Rail Master Plan Implementation Program		✓	✓	
Mid-Atlantic North	Regional Rail Master Plan Implementation (Trenton and Wilmington/Newark lines)		✓		
New York City Metro	Washington St Bridge Replacement		✓		
Mid-Atlantic North	Grundy Interlocking		✓		
Mid-Atlantic North	Bristol Station on the Trenton Line		✓		
Mid-Atlantic North	Cornwells Heights Station Reconfiguration on the Trenton Line		✓		

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- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Amtrak System-wide	Mid-Atlantic Division Static & Transmission Wire Replacement	Focusing on the Future	✓	✓	Contributes to SOGR; Increases service reliability
Mid-Atlantic North	Richmond Static Frequency Converter #4 Renewal	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR; Increases service reliability
Mid-Atlantic North	Frankford Junction Improvement Project (IRSIP)	Focusing on the Future		✓	Reduces trip time
Mid-Atlantic North	North Philadelphia Infrastructure	Focusing on the Future		✓	Contributes to SOGR; Increases capacity; Increases service reliability; Expands ADA accessability; Enhances safety
Mid-Atlantic North	30th Street West Catenary Replacement	Shovels in the Ground	✓	✓	Contributes to SOGR
Mid-Atlantic North	Harrisburg Line Interlocking Improvements: Zoo - Phase 1 (Early Action)	Shovels in the Ground	✓		Contributes to SOGR
Mid-Atlantic North	Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli	Shovels in the Ground	✓	✓	Contributes to SOGR; Increases service reliability
Mid-Atlantic North	52nd Street PA Undergrade Bridge Upgrades	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR
Mid-Atlantic North	Harrisburg Line Capacity Improvements: Bidirectional Signaling - Paoli to Overbrook	Focusing on the Future		✓	Contributes to SOGR; Increases service reliability
Mid-Atlantic North	Keystone Line Interlocking SOGR Program – Phase 2: Wynnefield	Focusing on the Future		✓	Contributes to SOGR
Mid-Atlantic North	High-level platforms at Overbrook Station	Focusing on the Future		✓	Reduces trip time; Expands ADA accessability
Mid-Atlantic North	High-level platforms at Merion Station	Focusing on the Future		✓	Reduces trip time; Expands ADA accessability
Mid-Atlantic North	Wynnewood Station Improvements	Focusing on the Future		✓	Contributes to SOGR; Expands ADA accessability
Mid-Atlantic North	High-level platforms at Narbeth Station	Focusing on the Future		✓	Reduces trip time; Expands ADA accessability

C40 Project Status

- Shovels in the Ground
- Designing an Upgraded Northeast Corridor
- Focusing on the Future

Project Outcomes

- Contributes to SOGR
- Reduces trip time
- Increases capacity
- Increases service reliability
- Expands or establishes electrified service
- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Mid-Atlantic North	Ardmore Transportation Center on the Paoli/ Thorndale Line (Phase 1 ADA Improvements)	Shovels in the Ground	✓		Contributes to SOGR; Enhances safety
Mid-Atlantic North	Harrisburg Line: Villa - Bryn Mawr Project	Focusing on the Future		✓	Contributes to SOGR; Increases capacity; Increases service reliability
Mid-Atlantic North	Villanova Station on the Paoli/Thorndale Regional Rail Line (Phase 2 ADA Improvements)	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR; Enhances safety
Mid-Atlantic North	Devon Station Improvements	Focusing on the Future		✓	Contributes to SOGR; Enhances safety
Mid-Atlantic North	Mid-Atlantic OCS Replacement Program Phase 3: Paoli to Thorn	Focusing on the Future		✓	Contributes to SOGR
Mid-Atlantic North	Paoli Transportation Center on the Paoli/ Thorndale Line (Phase 2)	Focusing on the Future		✓	Contributes to SOGR; Increases capacity; Expands ADA accessability
Mid-Atlantic North	Harrisburg Line Interlocking Improvements: Paoli	Focusing on the Future		✓	Increases capacity; Increases service reliability; Expands commuter rail service
Mid-Atlantic North	Harrisburg Line Signal Upgrade: Park to Zoo	Shovels in the Ground	✓		Contributes to SOGR; Increases service reliability
Mid-Atlantic North	Paoli Transportation Center on the Paoli/ Thorndale Line (Phase 3 - Garage)	Focusing on the Future		✓	Increases capacity; Enhances safety
Mid-Atlantic North	Malvern Station on the Paoli/Thorndale Line	Focusing on the Future		✓	Contributes to SOGR; Enhances safety
Mid-Atlantic North	Frazer Rail Shop and Yard Expansion (Phase 3)	Shovels in the Ground	✓		Contributes to SOGR; Increases capacity; Expands commuter rail service
Mid-Atlantic North	Harrisburg Line: West of Exton Commuter Service and Infrastructure Alignment (Park Interlocking)	Focusing on the Future		✓	Contributes to SOGR; Increases capacity; Increases service reliability; Expands or establishes electrified service; Enhances safety; Expands commuter rail service
Mid-Atlantic North	Keystone Line Interlocking SOGR Program – Phase 1: Potts	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Increases service reliability; Expands commuter rail service
Mid-Atlantic North	Downingtown Station Improvements	Shovels in the Ground	✓		Contributes to SOGR; Enhances safety

C40 Project Status

- Shovels in the Ground
- Designing an Upgraded Northeast Corridor
- Focusing on the Future

Project Outcomes

- Contributes to SOGR
- Reduces trip time
- Increases capacity
- Increases service reliability
- Expands or establishes electrified service
- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Mid-Atlantic North	Coatesville Station Improvements	Shovels in the Ground	✓		Contributes to SOGR; Expands ADA accessability
Mid-Atlantic North	Parkesburg Station Improvements	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Expands ADA accessability
Mid-Atlantic North	Harrisburg Line: Atglen Turnback and Associated Infrastructure	Focusing on the Future	✓	✓	Contributes to SOGR; Increases capacity; Increases service reliability; Expands or establishes electrified service; Expands commuter rail service
Mid-Atlantic North	Harrisburg Line: Conestoga to Royalton ET Supply Transmission Line Replacement	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR
Mid-Atlantic North	Conestoga Substation Improvements Project	Shovels in the Ground	✓		Contributes to SOGR
Mid-Atlantic North	Lancaster Station Improvements	Shovels in the Ground	✓		Contributes to SOGR; Expands ADA accessability
Mid-Atlantic North	Lancaster PA Platform & Roof Replacement	Shovels in the Ground	✓		Contributes to SOGR; Expands ADA accessability; Enhances safety
Mid-Atlantic North	Lancaster APD Relocation	Shovels in the Ground	✓		Contributes to SOGR; Enhances safety
Mid-Atlantic North	Harrisburg PA Train Shed Improvements	Shovels in the Ground	✓	✓	Contributes to SOGR; Enhances safety
Mid-Atlantic North	Airo Facilities: Harrisburg	Designing an Upgraded Northeast Corridor	✓		Increases capacity
Mid-Atlantic North	William H. Gray III 30th Street Station Redevelopment	Shovels in the Ground	✓		Contributes to SOGR; Expands ADA accessability; Enhances safety
Mid-Atlantic North	Southwest Connection Improvement Project	Shovels in the Ground	✓		Contributes to SOGR; Increases capacity; Increases service reliability
Mid-Atlantic North	Airport Corridor Improvements	Focusing on the Future	✓	✓	Contributes to SOGR; Increases service reliability; Expands commuter rail service
Mid-Atlantic North	Airo Facilities: Penn Coach Yard	Shovels in the Ground	✓		Increases capacity; Expands intercity rail service

C40 Project Status

- Shovels in the Ground
- Designing an Upgraded Northeast Corridor
- Focusing on the Future

Project Outcomes

- Contributes to SOGR
- Reduces trip time
- Increases capacity
- Increases service reliability
- Expands or establishes electrified service
- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Mid-Atlantic North	Penn Coach Yard Paving Improvements Project		✓		
Mid-Atlantic North	Penn Coach Yard Water Main Replacement Project		✓		
Mid-Atlantic North	Airo Facilities: Penn Coach Yard Digital Technology Upgrades		✓		
Mid-Atlantic North	30th Street Access Curves and Track Reconfiguration (IRSIP)			✓	
Mid-Atlantic North	Marcus Hook Station on the Wilmington Line			✓	
Mid-Atlantic North	Chester Bridges Modernization Project (IRSIP)			✓	
Mid-Atlantic North	Chester City Transportation Center Multi-Modal & ADA Improvements			✓	
Mid-Atlantic North	Mid-Atlantic OCS Replacement Program Phase 2: Brill to Landlith		✓	✓	
Mid-Atlantic North	Wilmington Maintenance of Equipment Facility: Complex Replacement			✓	
Mid-Atlantic North	Wilmington DE Energy Efficiency & Asset Improvement project			✓	
Mid-Atlantic North	Wilmington Training Center Parking Access Improvements Project		✓		
Mid-Atlantic North	Wilmington Platform Upgrades			✓	
Mid-Atlantic North	Churchman's Crossing Improvements			✓	
Mid-Atlantic North	Thomas R. Carper Newark Station			✓	

C40 Project Status

- Shovels in the Ground
- Designing an Upgraded Northeast Corridor
- Focusing on the Future

Project Outcomes

- Contributes to SOGR
- Reduces trip time
- Increases capacity
- Increases service reliability
- Expands or establishes electrified service
- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Mid-Atlantic North	Chrysler Yard Site Improvements	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR; Increases capacity; Increases service reliability; Enhances safety
Amtrak System-wide	Infrastructure Renewal and Speed Improvement Program	Focusing on the Future	✓		Planning Study
Mid-Atlantic South	Mid-Atlantic South Signal System Upgrades to 562 Project	Shovels in the Ground	✓	✓	Contributes to SOGR; Reduces trip time; Increases capacity
Mid-Atlantic South	New C&S Facility - Perryville, MD	Shovels in the Ground		✓	Contributes to SOGR
Mid-Atlantic South	Susquehanna River Bridge Replacement Program	Shovels in the Ground	✓	✓	Contributes to SOGR; Reduces trip time; Increases capacity; Increases service reliability
Mid-Atlantic South	Aberdeen, MD High Level Platforms Project	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Increases capacity; Increases service reliability; Expands ADA accessability; Expands intercity rail service; Expands commuter rail service; Enhances safety
Mid-Atlantic South	Aberdeen Station SOGR	Focusing on the Future		✓	Contributes to SOGR
Mid-Atlantic South	Bush River Bridge Replacement Program	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Reduces trip time
Mid-Atlantic South	Bush and Chelsea Interlockings and Curve Modifications Project	Focusing on the Future	✓	✓	Contributes to SOGR; Reduces trip time
Mid-Atlantic South	Gunpowder River Bridge Replacement Program	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Reduces trip time
Mid-Atlantic South	Gunpow Substation 18 New Prefabricated Control House	Designing an Upgraded Northeast Corridor	✓		Contributes to SOGR
Mid-Atlantic South	MARC NEC Train Storage Preservation Project	Shovels in the Ground	✓		Increases capacity; Expands commuter rail service
Mid-Atlantic South	Martin Airport Station Accessibility Improvements, NEPA & 100% Design	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Expands ADA accessability
Mid-Atlantic South	Martin's Yard NEC Switch Modernization Project	Shovels in the Ground	✓		Contributes to SOGR

C40 Project Status

- Shovels in the Ground
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Project Outcomes

- Contributes to SOGR
- Reduces trip time
- Increases capacity
- Increases service reliability
- Expands or establishes electrified service
- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Mid-Atlantic South	New C&S Facility - Middle River, MD		✓		
Mid-Atlantic South	Baltimore Station Canopy Restoration		✓		
Mid-Atlantic South	Paul Interlocking Improvement Project (IRSIP)			✓	
Mid-Atlantic South	Baltimore & Potomac Tunnel Replacement Program		✓	✓	
Mid-Atlantic South	Next Generation Acela Infrastructure Upgrades: Baltimore Penn Station		✓		
Mid-Atlantic South	Baltimore Penn Station: Master Plan		✓		
Mid-Atlantic South	Baltimore Penn Station Platform Addition Track 1		✓	✓	
Mid-Atlantic South	Bridge To Burgos Catenary Renewal		✓	✓	
Mid-Atlantic South	Baltimore Red Line, Planning & 100% Design		✓	✓	
Mid-Atlantic South	Penn-Camden Connector, Planning, NEPA, & 30% Design		✓	✓	
Mid-Atlantic South	BWI 4th Track Phase 1		✓	✓	
Mid-Atlantic South	BWI Station, UpGrade Automatic Door Operators and Air Curtain		✓		
Mid-Atlantic South	BWI Station Md - Station Improvements		✓		
Mid-Atlantic South	Grove Interlocking Improvement Project (IRSIP)			✓	

C40 Project Status

- Shovels in the Ground
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Project Outcomes

- Contributes to SOGR
- Reduces trip time
- Increases capacity
- Increases service reliability
- Expands or establishes electrified service
- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
New York City Metro	Haynes Interlocking Improvement Project (IRSIP)	Focusing on the Future		✓	Contributes to SOGR; Reduces trip time; Increases capacity
Mid-Atlantic South	Installation of New Communication Hut and Antenna	Designing an Upgraded Northeast Corridor	✓		Increases service reliability
Mid-Atlantic South	Jericho Park Frequency Converter Replacement	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Increases service reliability
Mid-Atlantic South	Burgos Interlocking	Shovels in the Ground	✓		Contributes to SOGR; Reduces trip time; Increases capacity; Increases service reliability
Mid-Atlantic South	Next Generation Acela Infrastructure Upgrades: New Carrollton Station	Shovels in the Ground	✓		Contributes to SOGR; Increases capacity; Increases service reliability; Expands or establishes electrified service; Expands ADA accessability; Expands intercity rail service; Expands commuter rail service
Mid-Atlantic South	New Carrollton Station: State of Good Repair Improvements	Shovels in the Ground	✓		Contributes to SOGR
Mid-Atlantic South	Airo Facilities: Ivy City Yard	Shovels in the Ground	✓		Increases capacity; Expands intercity rail service
Mid-Atlantic South	Ivy City Potable Water System Replacement Project	Shovels in the Ground	✓		Contributes to SOGR; Increases service reliability; Enhances safety; Improves resiliency
Mid-Atlantic South	Washington Terminal Complex Train Control System Renewal	Focusing on the Future		✓	Contributes to SOGR; Enhances safety
Mid-Atlantic South	Airo Facilities: Ivy City Yard Digital Technology Upgrades	Shovels in the Ground	✓	✓	Contributes to SOGR; Increases capacity
Amtrak System-wide	Next Generation Acela Infrastructure Upgrades: Safety Mitigation	Shovels in the Ground	✓		Contributes to SOGR; Reduces trip time
Mid-Atlantic South	Washington Union Station: Claytor Concourse Modernization Program	Designing an Upgraded Northeast Corridor	✓		Expands ADA accessability
Mid-Atlantic South	Washington Union Station: Subbasement Program	Shovels in the Ground	✓	✓	Contributes to SOGR
Mid-Atlantic South	Washington Union Station: Station Expansion Project	Designing an Upgraded Northeast Corridor	✓	✓	Contributes to SOGR; Reduces trip time; Increases capacity; Increases service reliability; Expands ADA accessability; Expands intercity rail service; Expands commuter rail service

C40 Project Status

- Shovels in the Ground
- Designing an Upgraded Northeast Corridor
- Focusing on the Future

Project Outcomes

- Contributes to SOGR
- Reduces trip time
- Increases capacity
- Increases service reliability
- Expands or establishes electrified service
- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Status	Active Before 2030	Active After 2030	Project Outcomes - NECC Analysis
Mid-Atlantic South	Washington Union Station: Near Term Rail Program				
Mid-Atlantic South	WAS DC Platform 17/18 Structural Improvements				
Mid-Atlantic South	WAS DC Platform 16/17 Refresh				
Mid-Atlantic South	WAS DC Handrail And Station Improvements				
Mid-Atlantic South	WAS DC Escalator Enclosures North Hangar				
Mid-Atlantic South	Washington East Loading Dock Security Enhancement				
Mid-Atlantic South	Washington Union Station Enabling Project 1 - Catenary Sectionalization				
Mid-Atlantic South	Washington Union Station Enabling Project 2 - Overhead Catenary Support Structures				
Mid-Atlantic South	Washington Union Station Enabling Project 3 - Signal Design for Track Reconfiguration				
Mid-Atlantic South	Washington Union Station Enabling Project 4 - Terminal Switch Modernization				
Mid-Atlantic South	Washington Union Station Enabling Project 5 - K-Tower Relocation				
Mid-Atlantic South	Washington Union Station Enabling Project 6 - CP Avenue Modifications				
Mid-Atlantic South	Washington Union Station Enabling Project 7 - Brunswick Lead Modifications				
Mid-Atlantic South	Washington First Street Tunnel Project				

C40 Project Status

- Shovels in the Ground
- Designing an Upgraded Northeast Corridor
- Focusing on the Future

Project Outcomes

- Contributes to SOGR
- Reduces trip time
- Increases capacity
- Increases service reliability
- Expands or establishes electrified service
- Expands ADA accessability
- Expands intercity rail service
- Expands commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

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FY26-30 Capital Investment Plan (CIP)

The Capital Investment Plan is required by 49 U.S.C. §24904(b). Per statute, this annual plan must integrate individual capital plans developed by Amtrak, States, and commuter authorities that cover a period of five fiscal years. The CIP is required to demonstrate the costs associated with capital investments, Federal and non-Federal funding allocations, and status of cost-sharing agreements pursuant to the Policy.

The CIP must be reviewed by Amtrak, States, and commuter authorities before ultimately being submitted to the Secretary of Transportation, U.S. Senate Committee on Commerce, Science and Transportation, and U.S. House of Representatives Committee on Transportation and Infrastructure by November 1. Per 49 U.S.C. §24911(e)(3), the CIP, along with the CONNECT NEC plan, is a precursor to the Federal Railroad Administration's Northeast Corridor Project Inventory, which serves as a pipeline for projects seeking Federal-State Partnership for Intercity Passenger Rail grants.

For this plan, Commission member agencies contribute detailed investment data for all capital projects and programs on the NEC with activity planned to begin or be underway within the next five federal fiscal years. Complete FY26-30 investment detail can be found through an interactive web appendix on the NEC Commission website.

The following Appendix pages include a subset of investment information provided by member agencies and are aligned with the direction set by the FRA's Notice of Approach for its NEC Project Inventory (released April 2024). Investments may include improvement and capital renewal components regardless of investment type.

Investment Type

Major Backlog: Projects necessary for achieving a state of good repair, but not undertaken on a routine basis.

Capital Renewal: Routine repair and replacement of basic infrastructure.

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.

Investment Classification

Programs: Infrastructure maintenance and/or renewal work included in an infrastructure owner's capital plan. Programs are generally ongoing (i.e., do not have discrete start and end dates); however, annual activities within the broader programs are typically bound geographically and have discrete start and end dates. By definition, programs are considered active (i.e., have committed funding in hand to advance work over the next year).

Projects: Discrete investments at a single location with a clear start and end.

Status in Capital Investment Plan

Active: 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 beyond FY26.

Future: 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.

FY26 (Year One) Information

Year One of the five-year plan serves as an implementation plan reflecting NEC stakeholders' collective fiscal- and resource-constraints. Commission member agencies submit additional details on specific plans for the upcoming fiscal year for active projects and programs. These investments serve as the baseline for the Commission's quarterly infrastructure reporting process as summarized in the NEC Annual Report. For FY26, there is a total planned expenditure of nearly $7.8 billion across all NEC agencies.

FY26 plan details can be found in the active project and program investment detail pages and on the FY26-30 CIP Web Appendix on the NECC website. Additionally, FY26 summary information, including planned BCC-eligible spending, can be found at the end of this Appendix.

Figure 1. FY26 Planned Expenditures (Millions)

	Planned Expenditure ($M)
New England	**$777**
Amtrak	$582
MBTA	$106
Rhode Island DOT	$19
Connecticut DOT	$70
Connecticut-Westchester (NHL)	**$634**
Connecticut DOT	$595
MTA	$40
New York City Metro	**$4,228**
Amtrak	$1,466
MTA	$683
Gateway Development Commission	$1,600
NJ TRANSIT	$478
Mid-Atlantic North	**$731**
Amtrak	$630
SEPTA	$41
Pennsylvania DOT	$60
Delaware DOT	No Planned Expenditure
Mid-Atlantic South	**$1,276**
Amtrak	$1,201
MDOT MTA / MARC	$75
VRE	No Planned Expenditure
Amtrak System-wide	**$144**
Amtrak	$144
Total	**$7,796**

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 devliery 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

Full Project Scope	*Complete scope for the entire project, including previously completed work and work to be completed beyond fiscal year 2030*
Project Justification	*Justification for the complete project scope stated above. One sentence description of the transportation problem the project will address*

Financial Plan

Project Cost	**Total Project Cost:**	*Total project cost estimate to complete the full scope as described*	**Escalated Total Project Cost:**	*Total project cost escalated to Year of Expenditure if necessary*
Funding Sources	**Total Funding to Date:**	*Sum of all funding sources (past, present, and future) committed to the entire history of the project from both federal and non-federal agencies*	**Additional Potential Funding Sources:**	*Known potential funding sources to complete the full scope of the project, if applicable*
Cost Sharing	**Potential Cost Sharing Partners:** *NEC stakeholder agencies or other non-NEC organizations responsible for sharing the cost of a project (does not include federal partners)* **FY26 Status of Cost Sharing Agreement:** *FY26 status of PBCA process or other inter-agency negotiations on cost*			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	*Start and end dates of project planning*	*Complete, In Progress, or Not Started per the submitted project schedule*
Development[1]	*Start and end dates of project development*	
Final Design	*Start and end dates of project final design*	
Construction	*Start and end dates of project construction*	

Estimated or Actual NEPA Completion Date: *Estimate of the expected NEPA completion date, or actual date if NEPA clearance has already been received*

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	*Planned fiscal year 2026 expenditure*
FY26 BCC Eligible Spend	*Indicates if the planned FY26 project activity is BCC-eligible*
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	*Planned fiscal year 2027 - 2030 expenditure*

New England

Tower 1 and Cove Interlocking Improvements

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$177,800,000**	**Escalated Total Project Cost:**	**$177,800,000**
Funding Sources	**Total Funding to Date:**	**$169,400,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for SOGR Grant	*$82,400,000*		
	Transit agency funding - Bond	*$82,000,000*		
	MBTA - State Funding	*$5,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MBTA **FY26 Status of Cost Sharing Agreement:** PBCA			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Mar 2018 - Mar 2022	Complete
Development[1]	Not Available - Dec 2019	Complete
Final Design	Jan 2021 - Jan 2022	Complete
Construction	Oct 2023 - Feb 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Exempt

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$31,700,000
FY26 BCC Eligible Spend	$31,700,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$91,000,000

Back Bay Station Ventilation Improvements - Phase 3

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

General Project Information

Full Project Scope	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.
Project Justification	Back Bay Station currently experiences poor air-quality due to diesel locomotives.

Financial Plan

Project Cost	**Total Project Cost:**	**$59,300,000**	**Escalated Total Project Cost:**	**$71,100,000**
Funding Sources	**Total Funding to Date:**	**$59,300,000**	**Additional Potential Funding Sources:**	
	Transit agency funding - Bond	*$59,300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** MBTA **FY26 Status of Cost Sharing Agreement:** Sole Commuter			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Nov 2021 - Nov 2022	Complete
Development[1]	Oct 2021 - Jan 2023	Complete
Final Design	Jan 2023 - Dec 2025	Complete
Construction	Nov 2024 - Feb 2026	Complete

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Exempt

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$16,100,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$39,300,000

Airo Facilities: Southampton Street Yard

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

General Project Information

Full Project Scope	The objective and purpose of the Project is to implement 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 facility, renovation of the existing High Speed Rail facility into a Maintenance & Inspection facility, renovation of the existing Service and Inspection facility into a two-bay Service and Cleaning 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 improvements at Southampton Yard ...[Full scope available on CIP data viewer]
Project Justification	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 i...[Full justification available on CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$583,000,000**	**Escalated Total Project Cost:**	**$746,600,000**
Funding Sources	**Total Funding to Date:**	**$436,700,000**	**Additional Potential Funding Sources:**	**$146,300,000**
	FRA - NEC IIJA Supplemental	*$436,600,000*	*FRA - NEC IIJA Supplemental*	*$146,300,000*
	Amtrak - Annual Grant	*$100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable - Sole Benefit			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2021 - Aug 2023	Complete
Development[1]	Sep 2023 - Jul 2024	Complete
Final Design	Oct 2024 - Feb 2029	Complete
Construction	Apr 2025 - Feb 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: May 2024 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$146,300,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$341,100,000

Ruggles Station Accessibility Improvements - Phase 2

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	Required upgrades to comply with ADA and NFPA 130 fire and life safety codes.

Financial Plan

Project Cost	**Total Project Cost:**	**$135,000,000**	**Escalated Total Project Cost:**	**$135,000,000**
Funding Sources	**Total Funding to Date:**	**$99,400,000**	**Additional Potential Funding Sources:**	
	Massachusetts - MBTA Capital Funding	*$99,400,000*		
Cost Sharing	**Potential Cost Sharing Partners:** MBTA **FY26 Status of Cost Sharing Agreement:** Sole Commuter			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Nov 2020 - Jun 2021	Complete
Development[1]	Jun 2021 - Jan 2022	Complete
Final Design	Jan 2022 - Dec 2023	Complete
Construction	Jun 2025 - Dec 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Sep 2022 - NEPA Action Type: Exempt

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$32,300,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$83,800,000

Widett Layover Facility

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

General Project Information

Full Project Scope	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.
Project Justification	Required to provide additional layover capacity for MBTA operations outside of South Station to accommodate near and long-term service, and

Financial Plan

Project Cost	**Total Project Cost:**	**$286,500,000**	**Escalated Total Project Cost:**	**$392,500,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** MBTA **FY26 Status of Cost Sharing Agreement:** PBCA			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Unknown
Development[1]	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Not Available	Unknown

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$3,600,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$3,800,000

South-Side Maintenance and Layover Facility

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

General Project Information

Full Project Scope	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.
Project Justification	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 CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$729,700,000**	**Escalated Total Project Cost:**	**$729,700,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** MBTA **FY26 Status of Cost Sharing Agreement:** Sole Commuter			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Apr 2020 - Apr 2021	Complete
Development[1]	Aug 2021 - Feb 2024	Complete
Final Design	Mar 2024 - Nov 2024	Complete
Construction	May 2025 - Sep 2027	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$600,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	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

Full Project Scope	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 electrification of MBTA service.
Project Justification	The existing Warwick/T.F. Green Airport station does not have capacity to accommodate additional intercity rail.

Financial Plan

Project Cost	**Total Project Cost:**	**$359,100,000**	**Escalated Total Project Cost:**	**$359,100,000**
Funding Sources	**Total Funding to Date:**	**$3,500,000**	**Additional Potential Funding Sources:**	
	FRA - CRISI Grant	*$2,800,000*		
	RIDOT Match - CRISI Grant	*$700,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Mar 2021 - Oct 2024	Complete
Final Design	Oct 2028 - Oct 2030	Not Started
Construction	Jan 2031 - Jan 2033	Not Started

[1]Estimated or Actual NEPA Completion Date: Oct 2024 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$600,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$44,600,000

Kingston Improvement Project

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

General Project Information

Full Project Scope	The objective of the North Kingston Improvement Project is to improve speeds near Kingston Curve, curve #58 on Amtrak's AB line on the NEC North End. The existing track geometry limits speed to 130 mph between two existing high-speed rail segments. The current phase of work is project planning, and any future steps in project development, final design, property acquisition, environmental clearances and mitigation, and construction would be dependent on the findings of the project's planning phase and would take place in coordination with the broader New Haven-Providence Capacity Planning Study.
Project Justification	Increased speed for Acela service between Boston and New York City.

Financial Plan

Project Cost	**Total Project Cost:**	**$50,000,000**	**Escalated Total Project Cost:**	**$50,000,000**
Funding Sources	**Total Funding to Date:**	**$1,200,000**	**Additional Potential Funding Sources:**	**$400,000**
	Amtrak - Annual Grant	*$1,200,000*	*Amtrak - Annual Grant*	*$400,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Apr 2024 - Oct 2025	Complete
Development[1]	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Not Available	Unknown

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: TBD

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$400,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$23,700,000

Veltri Interlocking

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

General Project Information

Full Project Scope	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.
Project Justification	This existing 18-mile stretch of the right-of-way lacks operational flexibility for maintenance outages and track possessions.

Financial Plan

Project Cost	**Total Project Cost:**	**$66,600,000**	**Escalated Total Project Cost:**	**$66,600,000**
Funding Sources	**Total Funding to Date:**	**$15,800,000**	**Additional Potential Funding Sources:**	**$15,800,000**
	Amtrak - Annual Grant	*$15,500,000*	*Amtrak - Annual Grant*	*$15,800,000*
	Amtrak - Other Amtrak	*$300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable - Sole Benefit			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Aug 2018 - Apr 2024	Complete
Development[1]	Aug 2018 - Sep 2028	Complete
Final Design	Jan 2020 - Mar 2022	Complete
Construction	Aug 2024 - Jun 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Dec 2022 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$15,800,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$35,000,000

Connecticut River Bridge Replacement Project

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

General Project Information

Full Project Scope	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, signal, catenary...[Full scope available on CIP data viewer]
Project Justification	The existing Connecticut River Bridge is a chokepoint on NEC operations and is near the end of its design life.

Financial Plan

Project Cost	**Total Project Cost:**	**$1,511,000,000**	**Escalated Total Project Cost:**	**$1,511,000,000**
Funding Sources	**Total Funding to Date:**	**$1,270,600,000**	**Additional Potential Funding Sources:**	**$300,000**
	FRA - Federal-State Partnership for ICPR Grant	*$826,600,000*	*Amtrak - Annual Grant*	*$300,000*
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$148,400,000*		
	FRA - Federal-State Partnership for SOGR Grant	*$130,400,000*		
	Amtrak - Other Amtrak	*$62,500,000*		
	Connecticut Match - Federal-State Partnership for ICPR Grant	*$58,300,000*		
	Amtrak - Annual Grant	*$23,400,000*		
	Connecticut DOT - State Funding	*$21,100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	May 2014 - Jan 2017	Complete
Final Design	Jul 2019 - Mar 2024	Complete
Construction	Aug 2024 - Oct 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Jan 2017 - NEPA Action Type: EA

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$301,900,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$766,900,000

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

Project Cost	**Total Project Cost:**	**$121,500,000**	**Escalated Total Project Cost:**	**$121,500,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2022 - Dec 2023	Complete
Development[1]	Jun 2024 - Jul 2025	Complete
Final Design	Jul 2025 - Feb 2027	In Progress
Construction	Aug 2027 - Aug 2033	Not Started

[1]Estimated or Actual NEPA Completion Date: Dec 2025 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	Not Available
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$75,000,000

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

Project Cost	**Total Project Cost:**	**$628,000,000**	**Escalated Total Project Cost:**	**$628,000,000**
Funding Sources	**Total Funding to Date:**	**$3,200,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$2,600,000*		
	Local Match - Federal-State Partnership for ICPR Grant	*$600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2020 - Jan 2028	In Progress
Development[1]	Feb 2028 - Feb 2030	Not Started
Final Design	Mar 2030 - Jan 2033	Not Started
Construction	Mar 2033 - Dec 2043	Not Started

[1]Estimated or Actual NEPA Completion Date: Mar 2030 - NEPA Action Type: EIS

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$200,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$1,400,000

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

Full Project Scope	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.
Project Justification	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

Project Cost	**Total Project Cost:**	**$103,900,000**	**Escalated Total Project Cost:**	**$103,900,000**
Funding Sources	**Total Funding to Date:**	**$77,500,000**	**Additional Potential Funding Sources:**	
	Connecticut - State Funding	*$60,000,000*		
	FRA - CRISI Grant	*$17,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Nov 2009 - Aug 2019	Complete
Development[1]	Aug 2019 - Dec 2021	Complete
Final Design	Aug 2021 - Nov 2021	Complete
Construction	Aug 2022 - Jun 2025	Complete

[1]Estimated or Actual NEPA Completion Date: Dec 2021 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$22,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$10,000,000

Enfield Station

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

General Project Information

Full Project Scope	This project will add an additional station stop in Enfield between New Haven, CT to Springfield, MA. The project includes a single high-level platform, transit connections, parking, and adjacent bridge improvements.
Project Justification	The existing infrastructure does not support demand for service in Enfield created by the CTrail Hartford Line service that launched in 2018.

Financial Plan

Project Cost	**Total Project Cost:**	**$56,500,000**	**Escalated Total Project Cost:**	**$56,500,000**
Funding Sources	**Total Funding to Date:**	**$34,200,000**	**Additional Potential Funding Sources:**	
	Connecticut - State Funding	*$15,000,000*		
	FRA - CRISI Grant	*$13,900,000*		
	FTA - Formula Grants	*$2,800,000*		
	HUD - HUD	*$2,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Nov 2009 - Mar 2023	Complete
Development[1]	Jun 2022 - Aug 2024	Complete
Final Design	Oct 2023 - Apr 2025	Complete
Construction	Oct 2025 - Aug 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Aug 2024 - NEPA Action Type: EA/FONSI

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$10,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$20,000,000

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

Full Project Scope	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 CAPITAL interlocking. The 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. -The Windsor/Windsor Locks s...[Full scope available on CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$323,000,000**	**Escalated Total Project Cost:**	**$323,000,000**
Funding Sources	**Total Funding to Date:**	**$290,300,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$206,900,000*		
	Connecticut Match - Federal-State Partnership for ICPR Grant	*$41,900,000*		
	Local Match - Federal-State Partnership for ICPR Grant	*$41,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Nov 2009 - Aug 2012	Complete
Development[1]	Apr 2022 - Oct 2025	Complete
Final Design	Mar 2023 - Oct 2025	Complete
Construction	Aug 2026 - Jun 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Oct 2025 - NEPA Action Type: Re-evaluation

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$30,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$275,000,000

New England: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 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 - Mar 2026	$3,000,000	$1,900,000	$600,000
South Station Tie and Rail Replacement	MBTA	Replace ties, rail, guardrails, clips, paid, insulators, and ballast on Tracks 1 thru 13 at South Station	Not Available	$25,000,000	Not Available	$3,100,000
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
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 - Apr 2026	$9,200,000	Not Available	Not Available
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	Sep 2021 - Feb 2029	$10,000,000	$10,000,000	$1,700,000
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	May 2020 - May 2026	$7,500,000	$4,100,000	$3,400,000
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	Not Available
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	$2,500,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
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 - Sep 2029	$22,400,000	Not Available	$100,000
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 - Jan 2027	$5,000,000	$5,000,000	$3,200,000
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	Jan 2017 - Dec 2026	$29,700,000	$28,800,000	$18,700,000
Pawcatuck River RI Bridge Replacement Project	Amtrak	The Pawcatuck River Bridge at MP146	Oct 2019 - Feb 2030	$38,300,000	$1,400,000	$600,000
Westerly Station Platform Improvements	Rhode Island DOT	Platform improvements including repairs to platform edge and installation of 50 foot long mini-high boarding assists	Jun 2023 - Aug 2029	$6,500,000	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	Nov 2023 - Oct 2027	$4,100,000	$300,000	$1,200,000
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 Shore Line East electric service	Jan 2014 - Jul 2026	$36,000,000	$10,000,000	$1,500,000
New England OTP/Capacity Improvements: Madison Station	Connecticut DOT	This project at Madison Shoreline East Station in Connecticut will construct a new Track 1 platform, enclosed up-and-over pedestrian bridge to track 2 platform	Dec 2022 - Dec 2029	$33,000,000	$33,000,000	$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	Apr 2022 - Sep 2028	$20,900,000	$800,000	$3,200,000
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

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
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	Sep 2023 - Dec 2028	$20,000,000	$500,000	$500,000
Springfield Line: Connecticut River Crossing Improvement Project	Amtrak	The objective of the CR Bridge Replacement Study SPG Line is to complete project planning and conceptual design for an improvement or replacement of an existing river crossing at Milepost 49	Jan 2025 - Apr 2038	Not Available	$10,000,000	$3,000,000
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	Jun 2022 - Sep 2027	$3,500,000	$500,000	$1,700,000
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 2027	$21,100,000	$7,500,000	$5,900,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

New England: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Attleboro Line Concrete Tie and Rail Replacement	MBTA	Replace aging concrete ties, rail, and ballast between the MA/RI State Line (MP190	Apr 2027 - Oct 2031	$350,000,000
New England Signal System Upgrades to 562 Project	Amtrak	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	Oct 2026 - Apr 2041	$122,000,000
Regional Rail Capacity Improvements (RI-MA)	Rhode Island DOT	This project will study the capital investments required to increase capacity and reduce travel times along the NEC in Rhode Island in close coordination with MBTA's Phase 1 Rail Vision efforts and Amtrak's projects	Jan 2027 - Nov 2028	$6,000,000
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	Sep 2012 - Sep 2030	$2,250,900,000
Hartford Line Station Program (Design)	Connecticut DOT	This project is a multi-year initiative that funds the design of the Hartford Line Stations	Nov 2009 - TBD	$55,500,000
Airo Facilities: Springfield	Amtrak	Scope includes 2 station storage tracks	Not Available	$27,600,000

Connecticut-Westchester (NHL)

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

Full Project Scope	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.
Project Justification	The existing signal system on the New Haven Line between Greenwich and Norwalk restricts service reliability and does not support minimum headways.

Financial Plan

Project Cost	**Total Project Cost:**	**$128,700,000**	**Escalated Total Project Cost:**	**$128,700,000**
Funding Sources	**Total Funding to Date:**	**$128,700,000**	**Additional Potential Funding Sources:**	
	Connecticut - State Bonds	*$128,700,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Mar 2013 - Feb 2014	Complete
Development[1]	Mar 2014 - Nov 2014	Complete
Final Design	Dec 2014 - Jun 2016	Complete
Construction	Apr 2017 - Dec 2027	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$4,000,000
FY26 BCC Eligible Spend	$4,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$1,000,000

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

Full Project Scope	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.
Project Justification	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

Project Cost	**Total Project Cost:**	**$300,000,000**	**Escalated Total Project Cost:**	**$300,000,000**
Funding Sources	**Total Funding to Date:**	**$502,500,000**	**Additional Potential Funding Sources:**	
	Connecticut - State Funding	*$359,300,000*		
	FTA - Formula Grants	*$134,200,000*		
	FTA - Emergency Relief Program (Hurricane Sandy)	*$9,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jun 2006 - Not Available	In Progress
Development[1]	Not Available - Not Available	Unknown
Final Design	Not Available - Not Available	Unknown
Construction	Not Available - Not Available	Unknown

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$10,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$30,000,000

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

Full Project Scope	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.
Project Justification	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

Project Cost	**Total Project Cost:**	**$210,000,000**	**Escalated Total Project Cost:**	**$210,000,000**
Funding Sources	**Total Funding to Date:**	**$210,000,000**	**Additional Potential Funding Sources:**	
	FTA - Formula Grants	*$168,000,000*		
	Connecticut - State Funding	*$42,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2007 - May 2013	Complete
Development[1]	May 2013 - Oct 2023	Complete
Final Design	Dec 2023 - Jan 2025	Complete
Construction	Oct 2025 - Sep 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Dec 2024 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$48,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$158,000,000

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

Financial Plan

Project Cost	**Total Project Cost:**	**$65,000,000**	**Escalated Total Project Cost:**	**$65,000,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	**$65,000,000**
			Connecticut - State Funding	*$65,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** Connecticut DOT, Amtrak **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Nov 2021 - Oct 2022	Complete
Development[1]	Jan 2023 - Sep 2025	Complete
Final Design	Sep 2025 - Dec 2027	In Progress
Construction	May 2028 - Jul 2030	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Possible CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$5,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$65,000,000

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

Project Cost	**Total Project Cost:**	**$157,000,000**	**Escalated Total Project Cost:**	**$157,000,000**
Funding Sources	**Total Funding to Date:**	**$157,200,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$119,300,000*		
	Connecticut Match - Federal-State Partnership for ICPR Grant	*$22,100,000*		
	Connecticut - State Funding	*$8,000,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$7,800,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2015 - May 2021	Complete
Development[1]	Jun 2021 - Apr 2025	Complete
Final Design	Apr 2025 - May 2025	Complete
Construction	Mar 2026 - Jun 2027	In Progress

[1]Estimated or Actual NEPA Completion Date: Apr 2025 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$30,000,000
FY26 BCC Eligible Spend	$30,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$100,000,000

DEVON Bridge Replacement

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

General Project Information

Full Project Scope	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.
Project Justification	Aging movable bridges pose a big risk of long-term major disruption of service along the NEC. The structure requires constant maintenance, is functionally obsolete, and well beyond its useful life.

Financial Plan

Project Cost	**Total Project Cost:**	**$3,074,000,000**	**Escalated Total Project Cost:**	**$3,074,000,000**
Funding Sources	**Total Funding to Date:**	**$322,400,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$245,900,000*		
	Connecticut Match - Federal-State Partnership for ICPR Grant	*$45,500,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$16,000,000*		
	FTA - Formula Grants	*$12,000,000*		
	Connecticut Match - Formula Grants	*$3,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jun 2016 - Mar 2025	Complete
Development[1]	Apr 2025 - Apr 2027	In Progress
Final Design	May 2027 - Dec 2029	Not Started
Construction	Jul 2030 - Aug 2038	Not Started

[1]Estimated or Actual NEPA Completion Date: Apr 2027 - NEPA Action Type: EA/FONSI

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$15,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$165,000,000

TIME-1

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

General Project Information

Full Project Scope	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...[Full scope available on CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$1,725,000,000**	**Escalated Total Project Cost:**	**$1,725,000,000**
Funding Sources[1]	**Total Funding to Date:**	**$350,600,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$243,600,000*		
	Connecticut DOT Match - CRISI Grant	*$31,800,000*		
	Connecticut - State Bonds	*$26,000,000*		
	Connecticut Match - Federal-State Partnership for ICPR Grant	*$17,000,000*		
	FRA - CRISI Grant	*$12,000,000*		
	Local Match - Federal-State Partnership for ICPR Grant	*$11,200,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$6,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

[1]See CIP Data Viewer for all funding sources

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2020 - Mar 2023	Complete
Development[2]	Mar 2023 - Jul 2024	Complete
Final Design	Aug 2024 - Dec 2026	Complete
Construction	Feb 2026 - Dec 2031	In Progress

[2]Estimated or Actual NEPA Completion Date: Jul 2024 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$15,000,000
FY26 BCC Eligible Spend	$15,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$260,000,000

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

Full Project Scope	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.
Project Justification	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

Project Cost	**Total Project Cost:**	**$1,071,000,000**	**Escalated Total Project Cost:**	**$1,071,000,000**
Funding Sources	**Total Funding to Date:**	**$29,300,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$23,200,000*		
	Connecticut Match - Federal-State Partnership for ICPR Grant	*$4,200,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$1,600,000*		
	Connecticut - State Funding	*$300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Sep 2005 - Dec 2027	In Progress
Development[1]	Dec 2027 - Sep 2028	Not Started
Final Design	Sep 2028 - Jan 2031	Not Started
Construction	Jul 2031 - Jul 2038	Not Started

[1]Estimated or Actual NEPA Completion Date: Sep 2028 - NEPA Action Type: EA/FONSI

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$3,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$30,000,000

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

Full Project Scope	Replace station platforms and elevators at the New Haven Union Station and State Street. 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

Project Cost	**Total Project Cost:**	**$373,300,000**	**Escalated Total Project Cost:**	**$373,300,000**
Funding Sources	**Total Funding to Date:**	**$15,000,000**	**Additional Potential Funding Sources:**	
	Connecticut DOT - State Bonds	*$15,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Connecticut DOT,Amtrak **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2022 - Dec 2023	Complete
Development[1]	Jul 2024 - Jun 2025	Complete
Final Design	Jul 2025 - Feb 2027	In Progress
Construction	Aug 2027 - Aug 2033	Not Started

[1]Estimated or Actual NEPA Completion Date: Dec 2025 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$6,000,000
FY26 BCC Eligible Spend	$6,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$80,000,000

TIME-2

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

General Project Information

Full Project Scope	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 with South Smith Street. 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.
Project Justification	The current condition of the aging Fort Point Street, Osborne Avenue, East Avenue, and Strawberry Hill Avenue bridges, along with the deteriorating retaining wall, diminishes reliability for Amtrak and Metro-North (MNR) service.

Financial Plan

Project Cost	**Total Project Cost:**	**$473,000,000**	**Escalated Total Project Cost:**	**$473,000,000**
Funding Sources	**Total Funding to Date:**	**$228,200,000**	**Additional Potential Funding Sources:**	
	FTA - Formula Grants	*$150,400,000*		
	Connecticut Match - Formula Grants	*$37,600,000*		
	Connecticut DOT - State Funding	*$21,500,000*		
	FTA - CPF/CDS	*$15,000,000*		
	Connecticut Match - CPF/CDS	*$3,800,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jul 2014 - Aug 2023	Complete
Development[1]	Jul 2014 - Jul 2017	Complete
Final Design	Nov 2019 - Oct 2022	Complete
Construction	Aug 2023 - Aug 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Oct 2022 - NEPA Action Type: Multiple

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$80,000,000
FY26 BCC Eligible Spend	Not Available
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$200,000,000

WALK Bridge Replacement

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

General Project Information

Full Project Scope	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...[Full scope available on CIP data viewer]
Project Justification	The aging movable bridge poses a significant risk of long-term major disruption of service along the Northeast Corridor (NEC). It requires constant maintenance, is functionally...[Full justification available on CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$1,670,000,000**	**Escalated Total Project Cost:**	**$1,670,000,000**
Funding Sources[1]	**Total Funding to Date:**	**$1,430,800,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$465,000,000*		
	Connecticut - State Bonds	*$200,000,000*		
	FTA - Emergency Relief Program (Hurricane Sandy)	*$161,000,000*		
	Connecticut DOT - State Funding	*$158,700,000*		
	FRA - Federal-State Partnership for SOGR Grant	*$109,600,000*		
	Connecticut Match - Federal-State Partnership for ICPR Grant	*$87,200,000*		
	FTA - Formula Grants	*$77,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** Completed			

[1]See CIP Data Viewer for all funding sources

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jul 2014 - Feb 2025	Complete
Development[2]	Jul 2014 - Jul 2017	Complete
Final Design	Nov 2019 - Oct 2022	Complete
Construction	Apr 2023 - May 2030	In Progress

[2]Estimated or Actual NEPA Completion Date: Jul 2017 - NEPA Action Type: EA/FONSI

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$200,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$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

Full Project Scope	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 (also referred to as East Catenary...[Full scope available on CIP data viewer]
Project Justification	The infrastructure systems are being upgraded in advance of the WALK Bridge replacement and TIME-2 scope to ensure uninterrupted rail service during construction and optimize operational efficiency. These upgrades will also fully leverage the benefits of the new WALK Bridge for future railroad opera...[Full justification available on CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$406,800,000**	**Escalated Total Project Cost:**	**$406,800,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Dec 2015 - Sep 2017	Complete
Development[1]	Dec 2015 - Jun 2017	Complete
Final Design	Sep 2016 - May 2017	Complete
Construction	Sep 2017 - Sep 2024	Complete

[1]Estimated or Actual NEPA Completion Date: Jun 2017 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$3,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

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

Project Cost	**Total Project Cost:**	**$185,900,000**	**Escalated Total Project Cost:**	**$185,900,000**
Funding Sources	**Total Funding to Date:**	**$152,000,000**	**Additional Potential Funding Sources:**	
	Connecticut - State Funding	*$152,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jun 2008 - Apr 2010	Complete
Development[1]	Apr 2010 - Oct 2014	Complete
Final Design	Oct 2014 - Dec 2016	Complete
Construction	Aug 2017 - Dec 2027	In Progress

[1]Estimated or Actual NEPA Completion Date: Sep 2014 - NEPA Action Type: Cat Ex

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$2,000,000
FY26 BCC Eligible Spend	$2,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$2,000,000

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

Project Cost	**Total Project Cost:**	**$170,200,000**	**Escalated Total Project Cost:**	**$170,200,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Mar 2013 - Feb 2014	Complete
Development[1]	Mar 2014 - Dec 2024	Complete
Final Design	Dec 2024 - Sep 2025	Complete
Construction	Sep 2025 - Jan 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Dec 2026 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$5,000,000
FY26 BCC Eligible Spend	$5,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$120,000,000

Stamford Catenary Improvements

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

General Project Information

Full Project Scope	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. The additional items included to the project are transfer items from the Atlantic St and MOE Improvements project.
Project Justification	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

Project Cost	**Total Project Cost:**	**$520,500,000**	**Escalated Total Project Cost:**	**$520,500,000**
Funding Sources	**Total Funding to Date:**	**$5,400,000**	**Additional Potential Funding Sources:**	
	Connecticut - State Funding	*$5,400,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Dec 2016 - May 2017	Complete
Development[1]	May 2017 - Dec 2025	Complete
Final Design	Dec 2025 - Jun 2026	Complete
Construction	Nov 2026 - Dec 2029	Not Started

[1]Estimated or Actual NEPA Completion Date: Jul 2025 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	Not Available
FY26 BCC Eligible Spend	Not Available
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$150,000,000

Stamford Maintenance of Equipment (MOE) Facility

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

General Project Information

Full Project Scope	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.
Project Justification	This project is needed to maintain and improve the facility responsible for keeping our trains in a state of good repair.

Financial Plan

Project Cost	**Total Project Cost:**	**$122,500,000**	**Escalated Total Project Cost:**	**$122,500,000**
Funding Sources	**Total Funding to Date:**	**$122,500,000**	**Additional Potential Funding Sources:**	
	FTA - Formula Grants	*$98,000,000*		
	Connecticut - State Funding	*$24,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Not Available **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jul 2018 - May 2022	Complete
Development[1]	Jul 2022 - Jul 2024	Complete
Final Design	Feb 2023 - Nov 2024	Complete
Construction	Aug 2025 - May 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: May 2025 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$25,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$42,000,000

Stamford Station Improvements: Phase 2

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 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.
Project Justification	To modernize and improve to SOGR the main concourse building, Station Place roadway, and bus terminal

Financial Plan

Project Cost	**Total Project Cost:**	**$328,100,000**	**Escalated Total Project Cost:**	**$328,100,000**
Funding Sources	**Total Funding to Date:**	**$16,200,000**	**Additional Potential Funding Sources:**	**$311,900,000**
	Connecticut - State Funding	*$16,200,000*	*FRA - State Funding*	*$311,900,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Aug 2020 - Dec 2023	Complete
Development[1]	Jan 2024 - Jan 2026	Complete
Final Design	Feb 2026 - Feb 2028	In Progress
Construction	Aug 2028 - Aug 2031	Not Started

[1]Estimated or Actual NEPA Completion Date: Aug 2026 - NEPA Action Type: Possible EA

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	Not Available
FY26 BCC Eligible Spend	Not Available
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$14,000,000

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

Full Project Scope	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. This project covers ...[Full scope available on CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$3,354,000,000**	**Escalated Total Project Cost:**	**$3,354,000,000**
Funding Sources	**Total Funding to Date:**	**$8,000,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$6,400,000*		
	Connecticut DOT Match - Federal-State Partnership for ICPR Grant	*$1,300,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Sep 2014 - Dec 2028	In Progress
Development[1]	Dec 2028 - Dec 2036	Not Started
Final Design	Dec 2036 - Jan 2038	Not Started
Construction	Mar 2038 - Jul 2044	Not Started

[1]Estimated or Actual NEPA Completion Date: Dec 2034 - NEPA Action Type: EA/FONSI

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$2,700,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$13,300,000

NHL Power Improvement Program - Phase 1

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

Project Cost	**Total Project Cost:**	**$75,000,000**	**Escalated Total Project Cost:**	**$75,000,000**
Funding Sources	**Total Funding to Date:**	**$193,500,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$122,800,000*		
	Connecticut Match - Federal-State Partnership for ICPR Grant	*$20,900,000*		
	FRA - Federal-State Partnership for SOGR Grant	*$20,000,000*		
	Other - Amtrak & Connecticut DOT	*$20,000,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$9,800,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Funding for Phases 2 and 3 captured in NHL Power Improvement Program - Phase 1

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Sep 2021 - Jul 2022	Complete
Development[1]	Jul 2022 - Feb 2025	Complete
Final Design	Feb 2025 - Aug 2025	Complete
Construction	Jan 2026 - Jun 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Apr 2025 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$15,000,000
FY26 BCC Eligible Spend	$15,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$130,000,000

NHL Power Improvement Program - Phase 2

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. Phase 2 is fully replacing balancing substations in Westport and Greenwich
Project Justification	The traction and signal power substation along the New Haven Line has outlived its useful life.

Financial Plan

Project Cost	**Total Project Cost:**	**$92,400,000**	**Escalated Total Project Cost:**	**$92,400,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Funding for Phases 2 and 3 captured in NHL Power Improvement Program - Phase 1

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Sep 2021 - Jul 2022	Complete
Development[1]	Jul 2022 - Feb 2026	Complete
Final Design	Mar 2026 - Aug 2026	Complete
Construction	Jan 2027 - Jun 2030	Not Started

[1]Estimated or Actual NEPA Completion Date: Feb 2026 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$4,000,000
FY26 BCC Eligible Spend	$4,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$10,000,000

NHL Power Improvement Program - Phase 3

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. Phase 3 will replace outdated equipment at supply stations.
Project Justification	The traction and signal power substation along the New Haven Line has outlived its useful life.

Financial Plan

Project Cost	**Total Project Cost:**	**$65,800,000**	**Escalated Total Project Cost:**	**$65,800,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Funding for Phases 2 and 3 captured in NHL Power Improvement Program - Phase 1

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Sep 2021 - Jul 2022	Complete
Development[1]	Jul 2022 - Jun 2027	In Progress
Final Design	Jul 2027 - Dec 2027	Not Started
Construction	Jul 2028 - Jun 2030	Not Started

[1]Estimated or Actual NEPA Completion Date: Dec 2026 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$2,000,000
FY26 BCC Eligible Spend	$2,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$10,000,000

TIME-5

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

General Project Information

Full Project Scope	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.
Project Justification	The existing track between limits maximum speeds.

Financial Plan

Project Cost	**Total Project Cost:**	**$1,271,000,000**	**Escalated Total Project Cost:**	**$1,271,000,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2017 - Dec 2026	In Progress
Development[1]	Dec 2026 - Sep 2027	Not Started
Final Design	Sep 2027 - Jan 2030	Not Started
Construction	Jul 2030 - Jul 2034	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: TBD

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	Not Available
FY26 BCC Eligible Spend	Not Available
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$20,000,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Substation 128 and 178 replacement

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

General Project Information

Full Project Scope	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.
Project Justification	Project justification Not Available.

Financial Plan

Project Cost	**Total Project Cost:**	**$64,000,000**	**Escalated Total Project Cost:**	**$64,000,000**
Funding Sources	**Total Funding to Date:**	**$64,000,000**	**Additional Potential Funding Sources:**	
	FTA/MTA - Capital Program and Section 5307 Funds	*$64,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA **FY26 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2021 - Dec 2022	Complete
Development[1]	Not Available - Not Available	Complete
Final Design	Jan 2023 - Dec 2027	Complete
Construction	Jan 2023 - Dec 2027	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$15,000,000
FY26 BCC Eligible Spend	$15,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$16,000,000

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

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 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 - May 2025	$23,800,000	$23,800,000	$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 multimdoal connectivity and circulation, wayfinding, and station amentities, and real estate tenancy	Jul 2021 - Dec 2028	$22,000,000	$22,500,000	$5,000,000
PTC Upgrades and Enhancements	MTA	Install equipment to support upgrades to PTC systems and support improved rail operations under PTC	Jul 2025 - Dec 2026	$24,500,000	$24,500,000	$6,000,000
Indian River Bridge	Connecticut DOT	The scope of work includes the improvement or replacement of Bridge No	Apr 2022 - Dec 2029	$17,300,000	$1,700,000	$500,000
Saga Bridge Mechanical and Electrical Repairs	Connecticut DOT	Saga Bridge Mechanical and Electrical Rehabilitation	Nov 2022 - Sep 2028	$8,000,000	$6,000,000	$6,000,000
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 - Feb 2027	$6,500,000	$3,500,000	$3,500,000
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	$26,500,000	$26,500,000	$4,000,000
New Haven Line Station Platform Replacement Program (Darien)	Connecticut DOT	Replace station platforms and elevators at the Darien Station	Aug 2017 - Jun 2026	$49,000,000	$49,000,000	$12,000,000
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	Dec 2018 - Jul 2029	$40,700,000	Not Available	$5,000,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
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	$34,300,000	$24,600,000	$5,000,000
Stamford Station Improvements: Elevators and Escalators Improvements	Connecticut DOT	Replacement and upgrade of failing elevator and escalators at the Stamford Transportation Center	Dec 2017 - Jul 2026	$43,500,000	Not Available	Not Available
COS COB Bridge Mechanical and Electrical Repairs	Connecticut DOT	COS COB Bridge Mechanical and Electrical Rehabilitation	Nov 2022 - Sep 2027	$11,000,000	$10,000,000	$5,000,000
COS COB Bridge Interim Repairs	Connecticut DOT	Perform interim repairs to keep the bridge in a SOGR	Sep 2015 - Dec 2029	$36,600,000	$36,600,000	$6,000,000
Pelham Substation Replacement	MTA	Demolish existing mobile substation C16, west of Pelham station, and replace with a permanent substation	Sep 2023 - Dec 2026	$43,200,000	$43,200,000	$16,000,000

New York City Metro

Penn Station Access

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

General Project Information

Full Project Scope	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...[Full scope available on CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$2,867,200,000**	**Escalated Total Project Cost:**	**$2,867,200,000**
Funding Sources	**Total Funding to Date:**	**$2,867,200,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$1,643,600,000*		
	MTA Match - Federal-State Partnership for ICPR Grant	*$410,900,000*		
	Transit agency funding - MTA / Amtrak	*$392,800,000*		
	New York - State Funding	*$250,000,000*		
	MTA Match - Federal-State Partnership for SOGR Grant	*$140,000,000*		
	FRA - Federal-State Partnership for SOGR Grant	*$30,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Sep 2015 - Feb 2019	Complete
Development[1]	Feb 2018 - Nov 2021	Complete
Final Design	Dec 2021 - Dec 2025	Complete
Construction	Jan 2022 - Nov 2027	In Progress

[1]Estimated or Actual NEPA Completion Date: Sep 2021 - NEPA Action Type: EA

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$493,300,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$126,800,000

Pelham Bay Bridge Replacement Project

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

General Project Information

Full Project Scope	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...[Full scope available on CIP data viewer]
Project Justification	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 wor...[Full justification available on CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$720,000,000**	**Escalated Total Project Cost:**	**$720,000,000**
Funding Sources[1]	**Total Funding to Date:**	**$84,900,000**	**Additional Potential Funding Sources:**	**$2,600,000**
	FRA - Federal-State Partnership for ICPR Grant	*$58,300,000*	*Amtrak - Other Amtrak*	*$2,600,000*
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$14,600,000*		
	FRA - Federal-State Partnership for SOGR Grant	*$4,500,000*		
	FRA - NEC IIJA Supplemental	*$4,500,000*		
	Amtrak - Annual Grant	*$3,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA **FY26 Status of Cost Sharing Agreement:** In progress			

[1]See CIP Data Viewer for all funding sources

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Nov 2014 - Oct 2024	Complete
Development[2]	Aug 2023 - Mar 2027	In Progress
Final Design	Apr 2027 - Mar 2029	Not Started
Construction	Apr 2029 - Dec 2034	Not Started

[2]Estimated or Actual NEPA Completion Date: Sep 2025 - NEPA Action Type: EA

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$5,100,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$179,200,000

Airo Facilities: Sunnyside Yard

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	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 CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$940,700,000**	**Escalated Total Project Cost:**	**$940,700,000**
Funding Sources	**Total Funding to Date:**	**$765,600,000**	**Additional Potential Funding Sources:**	**$175,100,000**
	FRA - NEC IIJA Supplemental	*$765,500,000*	*FRA - NEC IIJA Supplemental*	*$175,100,000*
	Amtrak - Annual Grant	*$200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable - Sole Benefit			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2021 - Jun 2023	Complete
Development[1]	Jul 2023 - Mar 2025	Complete
Final Design	Jul 2025 - Apr 2026	Complete
Construction	Sep 2025 - Dec 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Sep 2024 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$175,100,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$730,300,000

Harold Interlocking

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

General Project Information

Full Project Scope	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 throug...[Full scope available on CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$1,367,200,000**	**Escalated Total Project Cost:**	**$1,367,200,000**
Funding Sources	**Total Funding to Date:**	**$1,367,200,000**	**Additional Potential Funding Sources:**	
	MTA Match - MTA Local Match to ARRA Grant	*$1,072,500,000*		
	FRA - ARRA Grant	*$294,800,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Mar 2001 - Jun 2011	Complete
Development[1]	Nov 2005 - Jun 2011	Complete
Final Design	Not Available - Not Available	Complete
Construction	Aug 2011 - Mar 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: Aug 2011 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$150,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$213,100,000

Next Generation Acela Infrastructure Upgrades: Sunnyside Yard

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	The existing Sunnyside Yard facility and infrastructure would not accommodate new Next Generation High-Speed Rail equipment.

Financial Plan

Project Cost	**Total Project Cost:**	**$152,900,000**	**Escalated Total Project Cost:**	**$152,900,000**
Funding Sources	**Total Funding to Date:**	**$152,900,000**	**Additional Potential Funding Sources:**	
	Other - RRIF Loan	*$151,800,000*		
	Amtrak - Other Amtrak	*$1,100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable - Sole Benefit			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jul 2018 - Dec 2023	Complete
Development[1]	Not Available - Not Available	Complete
Final Design	Sep 2021 - May 2022	Complete
Construction	Jan 2022 - Nov 2025	Complete

[1]Estimated or Actual NEPA Completion Date: Feb 2019 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$4,500,000

Sunnyside Yard Crew Base Facility Complex

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

General Project Information

Full Project Scope	Design, construction, and commission of a new joint-use employee crew base complex within Sunnyside Yard Queens, NY including one-story office building, enclosed material control space, new commissary building, exterior storage compound, new surface parking lot, and other site improvements. This work will consolidate numerous existing buildings into one location to improve operating efficiency. This is a multi-year project currently planned to run through FY28.
Project Justification	Provide new facility, parking space and material laydown space for over 1200 Amtrak employees within Sunnyside Yard, Queens NY.

Financial Plan

Project Cost	**Total Project Cost:**	**$305,100,000**	**Escalated Total Project Cost:**	**$305,100,000**
Funding Sources	**Total Funding to Date:**	**$10,100,000**	**Additional Potential Funding Sources:**	**$79,400,000**
	FRA - NEC IIJA Supplemental	*$10,100,000*	*FRA - NEC IIJA Supplemental*	*$79,400,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Sep 2023 - Sep 2023	Complete
Development[1]	Oct 2023 - Mar 2025	Complete
Final Design	Aug 2025 - Jul 2026	Complete
Construction	Aug 2025 - Sep 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Nov 2024 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$79,400,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$215,700,000

Sunnyside Yard Frequency Converter Upgrade Project

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 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 wi...[Full scope available on CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$100,100,000**	**Escalated Total Project Cost:**	**$100,100,000**
Funding Sources	**Total Funding to Date:**	**$31,500,000**	**Additional Potential Funding Sources:**	**$18,700,000**
	Amtrak - Annual Grant	*$27,900,000*	*Amtrak - Annual Grant*	*$18,700,000*
	Amtrak - Other Amtrak	*$3,600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2018 - Jan 2020	Complete
Development[1]	Jan 2020 - Mar 2021	Complete
Final Design	Mar 2021 - Jul 2025	Complete
Construction	Jul 2025 - Sep 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Jun 2019 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$18,700,000
FY26 BCC Eligible Spend	$20,100,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$49,900,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

East River Tunnel Rehabilitation Project

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

General Project Information

Full Project Scope	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...[Full scope available on CIP data viewer]
Project Justification	The East River Tunnel tubes are near the end of its useful life and were damaged by Superstorm Sandy.

Financial Plan

Project Cost	**Total Project Cost:**	**$1,644,800,000**	**Escalated Total Project Cost:**	**$1,644,800,000**
Funding Sources[1]	**Total Funding to Date:**	**$1,644,800,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$1,261,900,000*		
	New York Match - Federal-State Partnership for ICPR Grant	*$208,200,000*		
	New Jersey Match - Federal-State Partnership for ICPR Grant	*$85,000,000*		
	Amtrak - Annual Grant	*$43,000,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$22,300,000*		
	FRA - Federal-State Partnership for SOGR Grant	*$10,700,000*		
	Amtrak - Other Amtrak	*$8,600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, MTA **FY26 Status of Cost Sharing Agreement:** Completed			

[1]See CIP Data Viewer for all funding sources

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[2]	Dec 2014 - Mar 2017	Complete
Final Design	Apr 2017 - Feb 2024	Complete
Construction	May 2024 - May 2027	In Progress

[2]Estimated or Actual NEPA Completion Date: Apr 2023 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$475,900,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$647,100,000

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

Project Cost	**Total Project Cost:**	**$137,000,000**	**Escalated Total Project Cost:**	**$137,000,000**
Funding Sources	**Total Funding to Date:**	**$137,000,000**	**Additional Potential Funding Sources:**	
	Amtrak - Amtrak	*$52,500,000*		
	Transit agency funding - MTA	*$52,500,000*		
	FTA - Emergency Relief Program (Hurricane Sandy)	*$32,100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2013 - Aug 2016	Complete
Development[1]	Sep 2016 - Dec 2023	Complete
Final Design	Sep 2025 - Sep 2029	In Progress
Construction	Sep 2025 - Sep 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: Jun 2019 - NEPA Action Type: CatEx

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$36,100,000
FY26 BCC Eligible Spend	$36,100,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$86,200,000

New York Penn Station Transformation

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

General Project Information

Full Project Scope	The New York Penn Station Transformation project aims to completely transform Penn Station to provide New Yorkers and all users with a facility of which they will be truly proud. Specific project goals include: renovate and modernize the station; increase concourse capacity and access; enable safer and more efficient station operations; accommodate passenger service growth; and deliver a world-class experience for users.
Project Justification	Existing station is outdated and in need of revitalization.

Financial Plan

Project Cost	**Total Project Cost:**	**TBD**	**Escalated Total Project Cost:**	**TBD**
Funding Sources	**Total Funding to Date:**	**$86,800,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$43,000,000*		
	Amtrak - Annual Grant	*$33,100,000*		
	Local Match - Federal-State Partnership for ICPR Grant	*$10,700,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, MTA **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Aug 2025 - May 2026	Complete
Development[1]	Aug 2025 - May 2026	Complete
Final Design	Jun 2026 - Dec 2027	In Progress
Construction	Dec 2027 - TBD	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$13,500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$39,700,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

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

Full Project Scope	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 converstion 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.
Project Justification	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

Project Cost	**Total Project Cost:**	**$80,300,000**	**Escalated Total Project Cost:**	**$91,500,000**
Funding Sources	**Total Funding to Date:**	**$9,500,000**	**Additional Potential Funding Sources:**	
	FTA - Formula Grants	*$9,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Not Available - Not Available	Complete
Final Design	Not Available - Not Available	Complete
Construction	Mar 2024 - Jun 2027	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

Gateway: Hudson Yard Concrete Casing 3

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$692,700,000**	**Escalated Total Project Cost:**	**$692,700,000**
Funding Sources	**Total Funding to Date:**	**$503,600,000**	**Additional Potential Funding Sources:**	**$198,100,000**
	USDOT - MEGA Grant	*$292,200,000*	*Amtrak - Annual Grant*	*$198,100,000*
	Amtrak - Annual Grant	*$72,800,000*		
	NJ DOT - State Funding	*$69,300,000*		
	NY DOT - State Funding	*$69,300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, State of New Jersey, State of New York **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2013 - Sep 2013	Complete
Development[1]	Oct 2013 - Nov 2014	Complete
Final Design	Nov 2014 - Feb 2023	Complete
Construction	Nov 2023 - Nov 2026	In Progress

[1]Estimated or Actual NEPA Completion Date: Nov 2014 - NEPA Action Type: Supplemental EA FONSI

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$229,100,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$63,500,000

Gateway: Hudson Tunnel Project

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

General Project Information

Full Project Scope	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.
Project Justification	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...[Full justification available on CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$16,041,300,000**	**Escalated Total Project Cost:**	**$16,041,300,000**
Funding Sources	**Total Funding to Date:**	**$16,041,000,000**	**Additional Potential Funding Sources:**	
	FTA - Capital Investment Grant	*$6,880,000,000*		
	FRA - Federal-State Partnership for ICPR Grant	*$3,800,000,000*		
	Port Authority of New York and New Jersey - State Funding	*$2,678,000,000*		
	State of New York - State Funding	*$1,334,000,000*		
	Amtrak - Amtrak Contribution/FRA Grant	*$1,016,000,000*		
	State of New Jersey - State Funding	*$308,000,000*		
	USDOT - RAISE Grant	*$25,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, State of New York, State of New Jersey **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2016 - May 2021	Complete
Development[1]	Apr 2016 - May 2021	Complete
Final Design	Mar 2024 - Jul 2034	Complete
Construction	Oct 2023 - Jun 2038	In Progress

[1]Estimated or Actual NEPA Completion Date: May 2021 - NEPA Action Type: EIS

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,600,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

Mainline Scanners

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

General Project Information

Full Project Scope	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 Amtra... [Full scope available on CIP data viewer]
Project Justification	Project justification Not Available.

Financial Plan

Project Cost	**Total Project Cost:**	**$63,900,000**	**Escalated Total Project Cost:**	**$63,900,000**
Funding Sources	**Total Funding to Date:**	**$63,900,000**	**Additional Potential Funding Sources:**	
	Amtrak - Annual Grant	*$63,300,000*		
	Amtrak - Other Amtrak	*$600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	May 2021 - Dec 2021	Complete
Development[1]	Jan 2022 - Jul 2022	Complete
Final Design	Jul 2022 - Oct 2022	Complete
Construction	Oct 2022 - Jul 2026	Complete

[1]Estimated or Actual NEPA Completion Date: Oct 2022 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$12,800,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	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

Project Cost	**Total Project Cost:**	**$92,500,000**	**Escalated Total Project Cost:**	**$92,500,000**
Funding Sources	**Total Funding to Date:**	**$800,000**	**Additional Potential Funding Sources:**	**$1,300,000**
	Amtrak - Annual Grant	*$800,000*	*Amtrak - Annual Grant*	*$1,300,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2024 - Jan 2025	Complete
Development[1]	Mar 2025 - Feb 2026	Complete
Final Design	Dec 2026 - Nov 2029	Not Started
Construction	Feb 2027 - Nov 2029	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,300,000
FY26 BCC Eligible Spend	$1,400,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$90,400,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Gateway: Portal North Bridge

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

General Project Information

Full Project Scope	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...[Full scope available on CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$2,363,000,000**	**Escalated Total Project Cost:**	**$2,363,000,000**
Funding Sources[1]	**Total Funding to Date:**	**$2,362,700,000**	**Additional Potential Funding Sources:**	
	FTA - Capital Investment Grant	*$766,500,000*		
	New Jersey - Economic Development Authority Bonds	*$590,700,000*		
	New Jersey - Transportation Trust Fund	*$223,100,000*		
	Amtrak - Other Amtrak Sources/ Other FRA Grant	*$210,000,000*		
	Amtrak - Escrow Account Contribution	*$174,400,000*		
	New Jersey - Turnpike Authority Commitment	*$113,600,000*		
	US Economic Development Administration - American Rescue Plan Act Grant	*$77,800,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Completed			

[1]See CIP Data Viewer for all funding sources

Funding sources and costs may not add up to total costs due to rounding

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[2]	Not Available - Not Available	Complete
Final Design	Not Available - Not Available	Complete
Construction	Apr 2022 - Oct 2027	In Progress

[2]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$206,600,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

Gateway: Sawtooth Bridges Replacement Project

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

General Project Information

Full Project Scope	The Sawtooth Bridges, originally built in 1907, have far exceeded their useful life and are currently operating under speed restrictions of 60 miles per hour due to their poor infrastructure...[Full scope available on CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$2,061,700,000**	**Escalated Total Project Cost:**	**$2,061,700,000**
Funding Sources	**Total Funding to Date:**	**$519,200,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$320,800,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$56,800,000*		
	FRA - Federal-State Partnership for SOGR Grant	*$45,000,000*		
	Amtrak - Other Amtrak	*$36,900,000*		
	Amtrak - Annual Grant	*$36,100,000*		
	NJT Match - Federal-State Partnership for ICPR Grant	*$23,400,000*		
	Transit agency funding - Baseline Capital Charge (BCCs)	*$100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Mar 2012 - Dec 2013	Complete
Development[1]	Jun 2022 - Jun 2024	Complete
Final Design	Aug 2024 - Aug 2028	Complete
Construction	Jan 2026 - Jun 2038	In Progress

[1]Estimated or Actual NEPA Completion Date: Jan 2025 - NEPA Action Type: EA

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$158,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$745,900,000

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

Project Cost	**Total Project Cost:**	**$121,300,000**	**Escalated Total Project Cost:**	**$121,300,000**
Funding Sources	**Total Funding to Date:**	**$121,400,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$80,300,000*		
	FRA - FRA Superstorm Sandy Relief Funds	*$21,000,000*		
	NJT Match - Federal-State Partnership for ICPR Grant	*$15,100,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$5,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Sep 2021 - Mar 2023	Complete
Final Design	Mar 2023 - Feb 2025	Complete
Construction	May 2026 - Dec 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Mar 2023 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$13,600,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$94,500,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Gateway: Dock Bridge Rehabilitation Project

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

General Project Information

Full Project Scope	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 modifications: steel repairs, modifications to convert the bridge to a fixed bridge, installation...[Full scope available on CIP data viewer]
Project Justification	The existing Dock Bridge is near the end of its useful life with movable components past its state of good repair. The project will convert the bridge to a fixed structure, thus mitigating movable part failures and repair critical structural components to prolong its lifespan.

Financial Plan

Project Cost	**Total Project Cost:**	**$242,500,000**	**Escalated Total Project Cost:**	**$242,500,000**
Funding Sources	**Total Funding to Date:**	**$242,500,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$188,000,000*		
	Local Match - Federal-State Partnership for ICPR Grant	*$38,800,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$8,200,000*		
	Amtrak - Annual Grant	*$6,200,000*		
	Amtrak - Other Amtrak	*$1,400,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, Port Authority of NY & NJ **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jun 2022 - Aug 2022	Complete
Development[1]	Aug 2022 - Apr 2023	Complete
Final Design	May 2023 - Aug 2024	Complete
Construction	Feb 2026 - Sep 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Aug 2024 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$27,700,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$204,200,000

Gateway: NJ TRANSIT Gateway Storage Yard

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

General Project Information

Full Project Scope	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.
Project Justification	The Gateway Program depends on a adequate new rail storage yard or yards to support capacity and service goals.

Financial Plan

Project Cost	**Total Project Cost:**	**$1,884,100,000**	**Escalated Total Project Cost:**	**$2,469,300,000**
Funding Sources	**Total Funding to Date:**	**$900,000**	**Additional Potential Funding Sources:**	
	New Jersey - Transportation Trust Fund	*$900,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2019 - Sep 2026	Complete
Development[1]	Jan 2027 - Dec 2028	Not Started
Final Design	Jul 2029 - Jun 2031	Not Started
Construction	Jan 2032 - Sep 2034	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$200,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

County-Newark Catenary Upgrades

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 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, replacement of all signal power, 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.
Project Justification	State Of Good Repair

Financial Plan

Project Cost	**Total Project Cost:**	**$500,600,000**	**Escalated Total Project Cost:**	**$500,600,000**
Funding Sources	**Total Funding to Date:**	**$16,800,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$13,400,000*		
	NJT Match - Federal-State Partnership for ICPR Grant	*$2,500,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$800,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2024 - Feb 2025	Complete
Development[1]	Aug 2025 - Mar 2027	In Progress
Final Design	Apr 2027 - Apr 2030	Not Started
Construction	May 2030 - Sep 2043	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$10,600,000
FY26 BCC Eligible Spend	$11,400,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$142,900,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

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

Full Project Scope	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.
Project Justification	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 CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$526,000,000**	**Escalated Total Project Cost:**	**$739,100,000**
Funding Sources	**Total Funding to Date:**	**$83,500,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$59,200,000*		
	New Jersey Match - Federal-State Partnership for ICPR Grant	*$14,800,000*		
	New Jersey - State Funding	*$9,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	May 2024 - Sep 2025	Complete
Final Design	Jan 2026 - Jun 2027	In Progress
Construction	Nov 2027 - Not Available	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$21,600,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Hunter Flyover

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

General Project Information

Full Project Scope	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.
Project Justification	The current arrangement for Newark-bound Raritan Valley Line trains does not allow for expanded capacity.

Financial Plan

Project Cost	**Total Project Cost:**	**$600,000,000**	**Escalated Total Project Cost:**	**$752,100,000**
Funding Sources	**Total Funding to Date:**	**$500,000**	**Additional Potential Funding Sources:**	
	New Jersey - Transportation Trust Fund	*$500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2022 - Feb 2023	Complete
Development[1]	Oct 2027 - Apr 2029	Not Started
Final Design	Oct 2027 - Dec 2029	Not Started
Construction	Jul 2030 - Jan 2034	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$300,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	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

Full Project Scope	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...[Full scope available on CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$88,800,000**	**Escalated Total Project Cost:**	**$120,200,000**
Funding Sources	**Total Funding to Date:**	**$29,300,000**	**Additional Potential Funding Sources:**	**$5,500,000**
	FRA - Federal-State Partnership for ICPR Grant	*$18,600,000*	*Amtrak - Annual Grant*	*$5,500,000*
	Transit agency funding - Baseline Capital Charge (BCCs)	*$4,700,000*		
	NJT Match - Federal-State Partnership for ICPR Grant	*$2,900,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$1,700,000*		
	Amtrak - Annual Grant	*$900,000*		
	Amtrak - Other Amtrak	*$300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Feb 2024 - Jan 2027	In Progress
Final Design	Oct 2027 - Dec 2028	Not Started
Construction	Apr 2027 - Sep 2035	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$6,000,000
FY26 BCC Eligible Spend	$6,400,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$54,000,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Delco Lead

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	The existing storage south of New Brunswick station leaves rolling stock susceptible to environmental damage.

Financial Plan

Project Cost	**Total Project Cost:**	**$646,000,000**	**Escalated Total Project Cost:**	**$823,300,000**
Funding Sources	**Total Funding to Date:**	**$518,200,000**	**Additional Potential Funding Sources:**	
	FTA - Section 5324 Funds	*$184,500,000*		
	FRA - Federal-State Partnership for ICPR Grant	*$180,900,000*		
	New Jersey Match - Federal-State Partnership for ICPR Grant	*$91,300,000*		
	New Jersey - Transportation Trust Fund	*$61,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2014 - Sep 2020	Complete
Development[1]	Not Available - Not Available	Complete
Final Design	Not Available - Not Available	Complete
Construction	Aug 2022 - Jul 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$220,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

Midline Loop

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

General Project Information

Full Project Scope	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. An updated project approach, with potentially less infrastructure and land required, is now under consideration.
Project Justification	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

Project Cost	**Total Project Cost:**	**$600,000,000**	**Escalated Total Project Cost:**	**$988,200,000**
Funding Sources	**Total Funding to Date:**	**$5,600,000**	**Additional Potential Funding Sources:**	
	New Jersey - Transportation Trust Fund	*$5,600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Jul 2026 - Jun 2028	In Progress
Final Design	Jan 2029 - Jun 2031	Not Started
Construction	Mar 2032 - Dec 2035	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	Not Available
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

North Brunswick Station

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

General Project Information

Full Project Scope	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
Project Justification	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 CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$150,000,000**	**Escalated Total Project Cost:**	**$222,000,000**
Funding Sources	**Total Funding to Date:**	**$3,300,000**	**Additional Potential Funding Sources:**	
	New Jersey - State Funding	*$3,300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Nov 2021 - Jun 2024	Complete
Final Design	Dec 2024 - Sep 2026	Complete
Construction	Sep 2029 - Aug 2031	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$2,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	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

Full Project Scope	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.
Project Justification	The existing catenary structures between Clark NJ to Ham Interlocking are near the end of their design life.

Financial Plan

Project Cost	**Total Project Cost:**	**$151,000,000**	**Escalated Total Project Cost:**	**$151,000,000**
Funding Sources	**Total Funding to Date:**	**$51,900,000**	**Additional Potential Funding Sources:**	**$14,700,000**
	Transit agency funding - Baseline Capital Charge (BCCs)	*$46,300,000*	*Amtrak - Annual Grant*	*$14,700,000*
	Amtrak - Annual Grant	*$3,900,000*		
	Amtrak - Other Amtrak	*$1,700,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Not Available - Not Available	Complete
Final Design	Oct 2019 - Oct 2020	Complete
Construction	Mar 2021 - Apr 2032	In Progress

[1]Estimated or Actual NEPA Completion Date: Apr 2013 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$14,700,000
FY26 BCC Eligible Spend	$15,700,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$68,100,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Ham Interlocking Renewal Project

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 is the renewal of the track infrastructure at Ham Interlocking. 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 work being done includes; replacement-in-kind of six #20 crossovers, removal of two #10 crossovers and replacement with two #15 crossovers on east end, removal of one #15 crossover and replacement with one #20 crossover on west end, removal of one #15 crossover (61) and replacement with one #20 turnout, removal of unused portion of 0 Track and reconfiguration of access to 1 MU and 2 MU tracks, installation of #15 spur off of 5 Track between 54 switch and 45 switch, overhead catenary modification including new crossover wiring throughout the signal house, design, furnish and installation of new signal system including cabling, h...[Full scope available on CIP data viewer]
Project Justification	The existing track infrastructure at Ham Interlocking is near the end of its design life and presents safety concerns.

Financial Plan

Project Cost	**Total Project Cost:**	**$69,400,000**	**Escalated Total Project Cost:**	**$69,400,000**
Funding Sources	**Total Funding to Date:**	**$47,600,000**	**Additional Potential Funding Sources:**	**$21,800,000**
	Transit agency funding - Baseline Capital Charge (BCCs)	*$44,200,000*	*Amtrak - Annual Grant*	*$21,800,000*
	Amtrak - Annual Grant	*$2,600,000*		
	Amtrak - Other Amtrak	*$700,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Feb 2019 - Jan 2021	Complete
Development[1]	Jan 2021 - Mar 2021	Complete
Final Design	Mar 2021 - May 2022	Complete
Construction	May 2022 - May 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Dec 2021 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$21,800,000
FY26 BCC Eligible Spend	$23,400,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

Amtrak applies General and Administrative costs to BCC Eligible Spend

Trenton Transit Center: State of Good Repair Program

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

General Project Information

Full Project Scope	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). This is an FRA grant funded project with matching amounts from other sources (including state TTF and Amtrak). To improve the state of good repair, ADA accessibility and customer facing amenities at Trenton Station. Scope of Work includes replacement and repairs to Island Platforms' canopies and platforms, overhaul of station elevators and escalators, construction of new high-level platform for Track 3 and construction of a new elevator connecting the Track 3 platform to the station pedestrian bridge. The aforementioned station elements are approaching, or in some instances, surpassing the end of their useful life. Since acquiring the station in 1983, NJT has undert...[Full scope available on CIP data viewer]
Project Justification	The existing Trenton Transit Center has components that are beyond their useful life or that require ADA accessibility upgrades.

Financial Plan

Project Cost	**Total Project Cost:**	**$75,000,000**	**Escalated Total Project Cost:**	**$75,000,000**
Funding Sources	**Total Funding to Date:**	**$29,100,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for SOGR Grant	*$18,300,000*		
	NJ Transit Match - Federal-State Partnership for SOGR Grant	*$7,100,000*		
	New Jersey - State Funding	*$2,100,000*		
	Amtrak Match - Federal-State Partnership for SOGR Grant	*$1,600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, SEPTA **FY26 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2020 - Jan 2023	Complete
Development[1]	Feb 2022 - Dec 2024	Complete
Final Design	Feb 2025 - Aug 2026	Complete
Construction	Aug 2027 - Aug 2030	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$3,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

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

Project Cost	**Total Project Cost:**	**$124,700,000**	**Escalated Total Project Cost:**	**$156,300,000**
Funding Sources	**Total Funding to Date:**	**$2,600,000**	**Additional Potential Funding Sources:**	**$2,000,000**
	Amtrak - Annual Grant	*$1,600,000*	*Amtrak - Annual Grant*	*$2,000,000*
	Transit agency funding - Baseline Capital Charge (BCCs)	*$700,000*		
	Amtrak - Other Amtrak	*$400,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2019 - Jun 2022	Complete
Development[1]	Jun 2022 - Jun 2024	Complete
Final Design	Jun 2024 - Jun 2026	Complete
Construction	Jun 2026 - Jun 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$2,000,000
FY26 BCC Eligible Spend	$2,100,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$120,100,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

New York City Metro: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
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	Sep 2021 - Feb 2030	$15,900,000	$11,400,000	$4,500,000
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	$1,500,000	$3,200,000
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 - Jul 2027	$40,000,000	$33,400,000	$3,000,000
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 2029	$47,200,000	$47,200,000	$4,000,000
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	Oct 2020 - Dec 2027	$38,500,000	$39,300,000	$3,100,000
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	$5,400,000	$800,000	$2,700,000
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	$6,100,000	$1,000,000	$4,900,000
Moynihan Station Infrastructure Improvement	Amtrak	This is a multi-phased project to improve Moynihan Station's Infrastructure to a SOGR	Oct 2023 - Oct 2025	$3,000,000	$500,000	$500,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
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	$15,200,000	$10,800,000	$1,800,000
New York PSCC - Building Renovations	Amtrak	Maximizing corporate office space efficiency to accommodate growing needs in New York and bring the space up to current Amtrak standards	Mar 2019 - Sep 2033	$19,000,000	$2,500,000	$1,700,000
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 - Sep 2025	$39,000,000	$37,100,000	$100,000
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 - Aug 2025	$12,500,000	$12,100,000	Not Available
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	$600,000	$700,000
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	Apr 2022 - Mar 2027	$9,600,000	$2,400,000	$3,500,000
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	Not Available

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
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 - Dec 2025	$16,700,000	$17,400,000	$100,000
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 2026	$30,000,000	Not Available	$15,300,000
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	$38,400,000	$26,400,000	$7,200,000
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 - Mar 2026	$14,100,000	$4,500,000	$2,400,000
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 - Dec 2029	$32,100,000	$900,000	$2,600,000
Metropark Station Improvements	NJ TRANSIT	Multi-faceted improvements include platform resurfacing & sealcoating, rooftop A/C replacement, trench drain & underpass tunnel work, additional landscaping, and waiting room & overpass ramp improvements	Apr 2024 - Jun 2026	$2,000,000	Not Available	$1,000,000
New Brunswick Station Improvements	NJ TRANSIT	This project includes several elements to upgrade the station facilities and expand capacity	Apr 2024 - Jun 2027	$21,800,000	$21,800,000	$500,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

New York City Metro: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
New York Penn Station: Central Concourse	NJ TRANSIT	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	Not Available	$380,000,000
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 2030 - Feb 2033	$17,100,000
Gateway: Highline Renewal and State of Good Repair	Amtrak	This project would include the replacement of assets between Newark, NJ and Penn Station, NY including short span bridges; electric catenary, aerial structures, and transmission lines; and Newark Penn Station pedestrian facilities	Oct 2029 - Sep 2038	$300,000,000
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	Jan 2029 - Jan 2038	$2,509,400,000
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	Dec 2027 - Dec 2033	$497,000,000

Mid-Atlantic North

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

Project Cost	**Total Project Cost:**	**$61,000,000**	**Escalated Total Project Cost:**	**$61,000,000**
Funding Sources	**Total Funding to Date:**	**$61,000,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$44,300,000*		
	Pennsylvania Match - Federal-State Partnership for ICPR Grant	*$15,900,000*		
	FHWA - Local funding	*$500,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Oct 2024 - Apr 2025	Complete
Final Design	Aug 2025 - Oct 2026	In Progress
Construction	Jan 2027 - Jun 2030	Not Started

[1]Estimated or Actual NEPA Completion Date: Apr 2025 - NEPA Action Type: CE obtained, 106, SHPO (SHPO and Section 106 completed)

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$3,800,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$59,900,000

Richmond Static Frequency Converter #4 Renewal

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 is to replace static frequency converter (SFC) #4 at Richmond station. The SFC #4 is beyond its service life, and has its key components obsolete. The SFC #4 needs to be replaced for continued reliable operational service at Richmond. Full scope includes design, supply, procurement, installation, testing, commissioning of the new converter as well as the replacement of its modular technology switches and controls, RTU, SCADA, transformers and associated equipment, and demolition of the existing #4 frequency converter. This is a multi-year project.
Project Justification	Project justification Not Available.

Financial Plan

Project Cost	**Total Project Cost:**	**$61,800,000**	**Escalated Total Project Cost:**	**$61,800,000**
Funding Sources	**Total Funding to Date:**	**$300,000**	**Additional Potential Funding Sources:**	**$1,500,000**
	Amtrak - Annual Grant	*$300,000*	*Amtrak - Annual Grant*	*$1,500,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Apr 2025 - Oct 2025	Complete
Development[1]	Oct 2025 - Jul 2026	Complete
Final Design	Feb 2027 - Dec 2029	Not Started
Construction	Aug 2027 - Dec 2029	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,500,000
FY26 BCC Eligible Spend	$1,600,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$60,000,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

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

Project Cost	**Total Project Cost:**	**$172,500,000**	**Escalated Total Project Cost:**	**$172,500,000**
Funding Sources	**Total Funding to Date:**	**$172,500,000**	**Additional Potential Funding Sources:**	
	FTA - Section 5307 and 5337 Funds	*$138,000,000*		
	Pennsylvania - State Funding	*$33,400,000*		
	Local funding - Local funding	*$1,100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** SEPTA **FY26 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Mar 2014 - Feb 2025	Complete
Development[1]	Feb 2015 - Aug 2025	Complete
Final Design	Jun 2020 - Jun 2025	Complete
Construction	Oct 2025 - Nov 2035	In Progress

[1]Estimated or Actual NEPA Completion Date: Dec 2025 - NEPA Action Type: Federal

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$3,600,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$51,800,000

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

Full Project Scope	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.
Project Justification	The existing Zoo Interlocking has exceeded its useful life and restricts capacity and travel times on the corridor.

Financial Plan

Project Cost	**Total Project Cost:**	**$58,400,000**	**Escalated Total Project Cost:**	**$65,800,000**
Funding Sources	**Total Funding to Date:**	**$55,200,000**	**Additional Potential Funding Sources:**	
	FTA - Section 5337 Funds	*$27,800,000*		
	FRA - Federal-State Partnership for SOGR Grant	*$15,100,000*		
	Pennsylvania DOT Match - Federal-State Partnership for SOGR Grant	*$11,000,000*		
	FRA - ARRA Grant	*$1,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** Complete			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Mar 2012 - Sep 2013	Complete
Development[1]	Mar 2012 - Sep 2013	Complete
Final Design	Dec 2019 - Aug 2021	Complete
Construction	Apr 2024 - Nov 2026	In Progress

[1]Estimated or Actual NEPA Completion Date: Sep 2020 - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$29,500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$13,700,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

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

Full Project Scope	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...[Full scope available on CIP data viewer]
Project Justification	The existing catenary structure between Zoo and Paoli is near the end of its design life and presents safety concerns.

Financial Plan

Project Cost	**Total Project Cost:**	**$881,400,000**	**Escalated Total Project Cost:**	**$1,058,200,000**
Funding Sources[1]	**Total Funding to Date:**	**$513,400,000**	**Additional Potential Funding Sources:**	**$7,000,000**
	FRA - Federal-State Partnership for ICPR Grant	*$397,300,000*	*Transit agency funding - Baseline Capital Charge (BCCs)*	*$5,000,000*
	SEPTA - Federal-State Partnership for ICPR Grant	*$66,500,000*	*Amtrak - Annual Grant*	*$2,000,000*
	PennDOT - Federal-State Partnership for ICPR Grant	*$32,800,000*		
	Amtrak - Annual Grant	*$14,700,000*		
	Transit agency funding - Baseline Capital Charge (BCCs)	*$2,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** In progress			

[1]See CIP Data Viewer for all funding sources

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[2]	Aug 2011 - Aug 2017	Complete
Final Design	Dec 2023 - Sep 2025	Complete
Construction	Apr 2024 - Apr 2040	In Progress

[2]Estimated or Actual NEPA Completion Date: Sep 2017 - NEPA Action Type: EA

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$63,000,000
FY26 BCC Eligible Spend	$67,600,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$258,600,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

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

Full Project Scope	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.
Project Justification	The existing Ardmore Transportation Center is not fully ADA-accessible and the station is in need of upgrades.

Financial Plan

Project Cost	**Total Project Cost:**	**$60,500,000**	**Escalated Total Project Cost:**	**$60,500,000**
Funding Sources	**Total Funding to Date:**	**$60,500,000**	**Additional Potential Funding Sources:**	
	FTA - Section 5307 Funds	*$26,100,000*		
	FTA - FTA Funding	*$13,300,000*		
	Amtrak - Amtrak	*$8,300,000*		
	Pennsylvania - State Funding	*$7,700,000*		
	Local funding - Local funding	*$5,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Apr 2009 - Feb 2016	Complete
Development[1]	Mar 2016 - Jun 2020	Complete
Final Design	Jul 2016 - Apr 2019	Complete
Construction	Aug 2019 - Jan 2026	Complete

[1]Estimated or Actual NEPA Completion Date: Jun 2020 - NEPA Action Type: 106, SHPO, FONSI

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$10,400,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$7,400,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Harrisburg Line Signal Upgrade: Park to Zoo

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 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 be performed by division forces. This work will occur over multiple years.
Project Justification	The existing signal system has safety concerns and is functionally obsolete.

Financial Plan

Project Cost	**Total Project Cost:**	**$63,800,000**	**Escalated Total Project Cost:**	**$84,000,000**
Funding Sources	**Total Funding to Date:**	**$31,900,000**	**Additional Potential Funding Sources:**	**$3,500,000**
	Amtrak - Annual Grant	*$25,100,000*	*Amtrak - Annual Grant*	*$3,500,000*
	Transit agency funding - Baseline Capital Charge (BCCs)	*$5,300,000*		
	Amtrak - Other Amtrak	*$1,400,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Feb 2022 - May 2022	Complete
Final Design	Jan 2019 - Mar 2026	Complete
Construction	Jul 2022 - Oct 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: Aug 2019 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$3,500,000
FY26 BCC Eligible Spend	$3,800,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$28,000,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Frazer Rail Shop and Yard Expansion (Phase 3)

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

General Project Information

Full Project Scope	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.
Project Justification	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

Project Cost	**Total Project Cost:**	**$139,000,000**	**Escalated Total Project Cost:**	**$139,000,000**
Funding Sources	**Total Funding to Date:**	**$139,000,000**	**Additional Potential Funding Sources:**	
	Pennsylvania - State Funding	*$75,200,000*		
	Transit agency funding - SEPTA	*$59,300,000*		
	Local funding - Local funding	*$4,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** SEPTA, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jun 2024 - May 2015	Complete
Development[1]	Jun 2015 - Dec 2016	Complete
Final Design	Oct 2018 - Apr 2022	Complete
Construction	Nov 2022 - Dec 2027	In Progress

[1]Estimated or Actual NEPA Completion Date: Dec 2016 - NEPA Action Type: State funded

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$10,500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

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

Financial Plan

Project Cost	**Total Project Cost:**	**$210,500,000**	**Escalated Total Project Cost:**	**$247,800,000**
Funding Sources	**Total Funding to Date:**	**$49,400,000**	**Additional Potential Funding Sources:**	**$99,800,000**
	FTA - Formula Grants	*$39,500,000*	*FTA - Formula Grants*	*$79,800,000*
	Pennsylvania Match - FTA Grant	*$9,900,000*	*Pennsylvania - State Funding*	*$20,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Mar 2020 - Feb 2022	Complete
Development[1]	Mar 2020 - Feb 2022	Complete
Final Design	Mar 2022 - Dec 2024	Complete
Construction	Jan 2025 - Aug 2030	In Progress

[1]Estimated or Actual NEPA Completion Date: Sep 2024 - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$13,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$163,200,000

Keystone Line Interlocking SOGR Program – Phase 1: Potts

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

General Project Information

Full Project Scope	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.
Project Justification	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

Project Cost	**Total Project Cost:**	**$106,800,000**	**Escalated Total Project Cost:**	**$127,900,000**
Funding Sources	**Total Funding to Date:**	**$9,300,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$7,400,000*		
	SEPTA Match - Federal-State Partnership for ICPR Grant	*$1,000,000*		
	PennDOT Match - Federal-State Partnership for ICPR Grant	*$900,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Apr 2024 - Oct 2026	In Progress
Final Design	Oct 2026 - Dec 2029	Not Started
Construction	Jun 2029 - Jun 2031	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$800,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$70,100,000

Coatesville 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 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).
Project Justification	The existing Coatesville Station requires ADA accessibility upgrades and has limited parking availability.

Financial Plan

Project Cost	**Total Project Cost:**	**$80,500,000**	**Escalated Total Project Cost:**	**$80,500,000**
Funding Sources	**Total Funding to Date:**	**$86,000,000**	**Additional Potential Funding Sources:**	
	FTA - Section 5307 and 5337 Funds	*$68,800,000*		
	Pennsylvania - State Funding	*$17,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** Complete			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Dec 2010 - Mar 2012	Complete
Development[1]	Dec 2010 - Mar 2012	Complete
Final Design	Oct 2014 - Jun 2021	Complete
Construction	Feb 2022 - Sep 2026	Complete

[1]Estimated or Actual NEPA Completion Date: Mar 2012 - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$5,900,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

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

Project Cost	**Total Project Cost:**	**$66,000,000**	**Escalated Total Project Cost:**	**$85,400,000**
Funding Sources	**Total Funding to Date:**	**$5,000,000**	**Additional Potential Funding Sources:**	**$45,500,000**
	FTA - Formula Grants	*$2,800,000*	*FTA - Formula Grants*	*$36,400,000*
	Pennsylvania - State Funding	*$2,200,000*	*Pennsylvania - State Funding*	*$9,100,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Nov 2019 - Sep 2022	Complete
Development[1]	Nov 2019 - Sep 2022	Complete
Final Design	Oct 2022 - Jan 2029	Complete
Construction	Jul 2026 - Jul 2031	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,100,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$26,900,000

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

Project Cost	**Total Project Cost:**	**$69,000,000**	**Escalated Total Project Cost:**	**$98,600,000**
Funding Sources	**Total Funding to Date:**	**$20,200,000**	**Additional Potential Funding Sources:**	**$14,900,000**
	Amtrak - Annual Grant	*$18,500,000*	*Amtrak - Annual Grant*	*$14,900,000*
	Amtrak - Other Amtrak	*$1,700,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** Not Applicable - BCC-eligible			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Jan 2020 - Dec 2021	Complete
Final Design	Dec 2021 - Apr 2023	Complete
Construction	Apr 2023 - Sep 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Mar 2025 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$14,900,000
FY26 BCC Eligible Spend	$16,000,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$33,800,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Harrisburg PA Train Shed Improvements

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

General Project Information

Full Project Scope	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. 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. This project will be completed in multiple phases.
Project Justification	Addressing the safety concerns stemming from the structural deficiencies of the trainshed.

Financial Plan

Project Cost	**Total Project Cost:**	**$67,400,000**	**Escalated Total Project Cost:**	**$67,400,000**
Funding Sources	**Total Funding to Date:**	**$11,100,000**	**Additional Potential Funding Sources:**	**$2,000,000**
	Amtrak - Annual Grant	*$9,400,000*	*Amtrak - Annual Grant*	*$2,000,000*
	Amtrak - Other Amtrak	*$1,700,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Pennsylvania DOT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2021 - Jan 2023	Complete
Development[1]	Aug 2020 - Dec 2021	Complete
Final Design	Dec 2020 - Dec 2021	Complete
Construction	Apr 2024 - Sep 2035	In Progress

[1]Estimated or Actual NEPA Completion Date: Jan 2022 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$2,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$30,000,000

Airo Facilities: Penn Coach Yard

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	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 CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$462,900,000**	**Escalated Total Project Cost:**	**$555,400,000**
Funding Sources	**Total Funding to Date:**	**$462,900,000**	**Additional Potential Funding Sources:**	
	FRA - NEC IIJA Supplemental	*$462,300,000*		
	Amtrak - Annual Grant	*$600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable - Sole Benefit			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jul 2021 - Sep 2022	Complete
Development[1]	Oct 2022 - Mar 2024	Complete
Final Design	Feb 2024 - Dec 2025	Complete
Construction	Oct 2024 - May 2027	In Progress

[1]Estimated or Actual NEPA Completion Date: Jan 2024 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$134,300,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$158,100,000

Southwest Connection Improvement Project

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

General Project Information

Full Project Scope	This project includes the reconfiguration and rebuilding of Regional Rail signals, track, catenary, and interlockings from 30th Street Station to Phil Interlocking (in University City). Work includes new track special work, Overhead Contact Systems (OCS), and switch and lock mechanisms, as well as the addition of new Positive Train Control (PTC) systems. The existing signal block layout will be modified. Design and construction will progress in phases with construction outages scheduled for the summer of 2018-2022. As part of the project, SEPTA will assume maintenance responsibility for Amtrak's tracks on a segment where SEPTA is the sole operator. This project includes Civic Interlocking.
Project Justification	The Southwest Connection Improvement Program will result in modernized infrastructure bringing track, catenary, signals, and interlockings into a state of good repair. This project will further efforts to minimize conflicts between commuter and intercity rail service, allowing SEPTA trains clearer p...[Full justification available on CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$61,500,000**	**Escalated Total Project Cost:**	**$61,500,000**
Funding Sources	**Total Funding to Date:**	**$61,500,000**	**Additional Potential Funding Sources:**	
	Pennsylvania - State Funding	*$59,500,000*		
	Local funding - Local funding	*$2,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** SEPTA **FY26 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Oct 2014 - Jun 2021	Complete
Final Design	Oct 2014 - Jun 2021	Complete
Construction	Mar 2017 - Mar 2026	Complete

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	Not Available

William H. Gray III 30th Street Station Redevelopment

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

General Project Information

Full Project Scope	The William H. Gray III 30th Street Station Redevelopment is a strategic project where Amtrak has partnered with the private sector to advance station improvements and generate economic development in the areas surrounding the station to support passenger rail growth. In addition to financing support, the master developer will bring project delivery, asset management, and commercial development expertise to help Amtrak cultivate a first-class customer experience, while maximizing the performance and value of Philadelphia Gray 30th Street Station. The Partnership established a ground lease structure with the Developer who assumes the risk and responsibility for the design, build, operation and maintenance, and life cycle capital improvements of the Station over the 50-year term of the Agreement.
Project Justification	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

Project Cost	**Total Project Cost:**	**$1,009,600,000**	**Escalated Total Project Cost:**	**$1,009,600,000**
Funding Sources	**Total Funding to Date:**	**$470,000,000**	**Additional Potential Funding Sources:**	**$217,600,000**
	Amtrak - Annual Grant	*$401,100,000*	*Amtrak - Annual Grant*	*$129,100,000*
	Amtrak - Other Amtrak	*$68,800,000*	*Amtrak - Other Amtrak*	*$88,600,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, SEPTA **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2017 - Aug 2021	Complete
Development[1]	Jul 2021 - Jan 2023	Complete
Final Design	Jun 2023 - Oct 2023	Complete
Construction	Jan 2022 - Dec 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Jan 2023 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$228,400,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$322,000,000

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

Full Project Scope	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.
Project Justification	The existing catenary structures from Brill Substation to Landlith Interlocking are near the end of their design life.

Financial Plan

Project Cost	**Total Project Cost:**	**$1,098,600,000**	**Escalated Total Project Cost:**	**$1,098,600,000**
Funding Sources	**Total Funding to Date:**	**$9,500,000**	**Additional Potential Funding Sources:**	**$2,900,000**
	Amtrak - Annual Grant	*$9,200,000*	*Amtrak - Annual Grant*	*$2,900,000*
	Amtrak - Other Amtrak	*$300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Delaware DOT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Feb 2021 - Not Available	Complete
Final Design	Jan 2022 - Apr 2026	Complete
Construction	Jun 2027 - Oct 2038	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$2,900,000
FY26 BCC Eligible Spend	$3,100,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$326,800,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Mid-Atlantic North: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
Regional Rail Master Plan Implementation (Trenton and Wilmington/ Newark lines)	SEPTA	The Project is a planning study that will focus on increased capacity and reduction of interference among operators along the segment of the Northeast Corridor (NEC) mainline that carries SEPTA and Amtrak services from Trenton, NJ to Newark, DE	Nov 2025 - Aug 2027	$4,000,000	$4,000,000	$2,000,000
Regional Rail Master Plan Implementation Program	SEPTA	This process will progress concepts and alternatives evaluated through the Regional Rail Master Plan effort, including more detailed alternative analysis and concept design	Sep 2024 - Dec 2032	$3,400,000	Not Available	$1,100,000
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 - Feb 2029	$48,300,000	$48,300,000	$4,600,000
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	Oct 2025 - Mar 2030	$37,700,000	$900,000	$500,000
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	Jan 2006 - Dec 2029	$42,600,000	$42,600,000	$2,400,000
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	$2,600,000
Harrisburg Line: Conestoga to Royalton ET Supply Transmission Line Replacement	Amtrak	Design, permit (NEPA and 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 2030	$41,300,000	$6,800,000	$600,000

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
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	$3,000,000	$100,000
Lancaster PA Platform & Roof Replacement	Amtrak	The scope of this project is to deploy the design and construction 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 2026	$49,100,000	$41,600,000	$7,500,000
Lancaster Station Improvements	Pennsylvania DOT	Lancaster is the second busiest station on the Keystone Corridor	Jan 2020 - Oct 2026	$36,000,000	$36,700,000	$11,000,000
Airo Facilities: Harrisburg	Amtrak	The overall scope of the facility work is for the design and construction to create one service and cleaning (S and C) track	Nov 2025 - Oct 2029	$36,200,000	$33,600,000	$2,600,000
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	Jan 2021 - Aug 2027	$12,300,000	$9,900,000	$2,400,000
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 - Sep 2025	$12,100,000	$6,500,000	$4,200,000
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	$13,400,000	$800,000	$1,700,000
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 - Jun 2025	$500,000	$500,000	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	$14,700,000	Not Available	$1,900,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Mid-Atlantic North: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
New York Metro Signal System Upgrades to 562 Program Phase 2: West Fair to Holmes	Amtrak	This project includes the design, procurement, installation, testing, commissioning, and closeout of all the necessary systems to achieve a NORAC rule 562 between Holmes Interlocking and West Fair Interlocking	Jan 2030 - Jan 2030	Not Available
Grundy Interlocking	SEPTA	Grundy interlocking is an existing crossover of the Northeast Corridor; this area includes an unused, unpowered track siding just north of this interlocking	Nov 2025 - Aug 2027	$50,000,000
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	Sep 2027 - Sep 2035	$24,600,000

Mid-Atlantic South

Susquehanna River Bridge Replacement Program

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

General Project Information

Full Project Scope	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...[Full scope available on CIP data viewer]
Project Justification	The existing Susquehanna River Bridge is a chokepoint on NEC operations and is near the end of its design life.

Financial Plan

Project Cost	**Total Project Cost:**	**$2,677,500,000**	**Escalated Total Project Cost:**	**$2,677,500,000**
Funding Sources[1]	**Total Funding to Date:**	**$2,701,200,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$2,081,200,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$519,600,000*		
	Amtrak - Annual Grant	*$44,400,000*		
	FRA - Federal-State Partnership for SOGR Grant	*$20,000,000*		
	Amtrak Match - Federal-State Partnership for SOGR Grant	*$17,000,000*		
	Maryland DOT / Maryland Transit Administration - State Funding	*$10,700,000*		
	Amtrak - Other Amtrak	*$4,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** Completed			

[1]See CIP Data Viewer for all funding sources

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	May 2012 - May 2012	Complete
Development[2]	May 2012 - Apr 2017	Complete
Final Design	Oct 2017 - Aug 2025	Complete
Construction	Oct 2025 - Dec 2036	In Progress

[2]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: EA

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$71,500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$1,115,300,000

Aberdeen, MD High Level Platforms Project

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

General Project Information

Full Project Scope	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.
Project Justification	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 CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$66,900,000**	**Escalated Total Project Cost:**	**$76,300,000**
Funding Sources	**Total Funding to Date:**	**$10,000,000**	**Additional Potential Funding Sources:**	**$16,600,000**
	Amtrak - Annual Grant	*$10,000,000*	*Amtrak - Annual Grant*	*$16,600,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Nov 2016 - Aug 2021	Complete
Development[1]	Sep 2022 - Mar 2023	Complete
Final Design	Mar 2023 - Feb 2027	In Progress
Construction	Oct 2027 - Sep 2030	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,300,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$59,900,000

Bush River Bridge Replacement Program

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

General Project Information

Full Project Scope	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.
Project Justification	The existing Bush River Bridge is near the end of its useful life.

Financial Plan

Project Cost	**Total Project Cost:**	**$1,943,900,000**	**Escalated Total Project Cost:**	**$1,943,900,000**
Funding Sources	**Total Funding to Date:**	**$23,500,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$18,800,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$3,700,000*		
	Maryland Match - Federal-State Partnership for ICPR Grant	*$1,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2023 - Sep 2025	Complete
Development[1]	Sep 2025 - Jun 2028	In Progress
Final Design	Jun 2028 - Dec 2029	Not Started
Construction	Jan 2030 - Sep 2034	Not Started

[1]Estimated or Actual NEPA Completion Date: Jun 2028 - NEPA Action Type: TBD

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$6,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$110,100,000

Gunpowder River Bridge Replacement Program

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

General Project Information

Full Project Scope	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.
Project Justification	The existing Gunpowder River Bridge does not link well to other transportation modes.

Financial Plan

Project Cost	**Total Project Cost:**	**$2,445,500,000**	**Escalated Total Project Cost:**	**$2,445,500,000**
Funding Sources	**Total Funding to Date:**	**$37,500,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$30,000,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$5,900,000*		
	Maryland Match - Federal-State Partnership for ICPR Grant	*$1,600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2023 - Sep 2025	Complete
Development[1]	Sep 2025 - Jun 2028	In Progress
Final Design	Jun 2028 - Dec 2029	Not Started
Construction	Jan 2030 - Sep 2036	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: TBD

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$8,700,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$845,800,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Martin Airport Station Accessibility Improvements, NEPA & 100% Design

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

General Project Information

Full Project Scope	The project includes completion of 100 percent design plans and appropriate NEPA documentation for construction a fully accessible Martin Airport Maryland Area Regional Commuter (MARC) station to replace the existing inaccessible legacy rail station that requires passengers to walk across multiple bi-directional Amtrak-owned tracks to board and alight from commuter trains. 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. The design of the new infrastructure built to support the station will not preclude the future operation of Plate H equipment, howe...[Full scope available on CIP data viewer]
Project Justification	1. The benefits offered by Accessible Martin Airport Station (AMAS) align with the six ASAP evaluation criteria outlined in the application NOFO and listed in the previous section. AMAS is also a local and regional planning priority and offers key equity and jobs access-related benefits. 2. Regard...[Full justification available on CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$80,000,000**	**Escalated Total Project Cost:**	**$80,000,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Freight RR, Amtrak , MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Aug 2025 - Jul 2026	Complete
Development[1]	Aug 2025 - Jul 2026	Complete
Final Design	Jul 2026 - Jul 2027	In Progress
Construction	Jun 2029 - Jun 2031	Not Started

[1]Estimated or Actual NEPA Completion Date: Jul 2027 - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$500,000
FY26 BCC Eligible Spend	Not Available
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$8,300,000

Baltimore & Potomac Tunnel Replacement Program

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

General Project Information

Full Project Scope	The Baltimore & Potomac Tunnel Replacement Program (the Program) includes three main features, the new Frederick Douglass Tunnel, two single-track tubes, to replace the existing tunnel for passenger trains, the new fully accessible West Baltimore MARC Station, and the modernization of approximately 10 mile of the Amtrak Northeast Corridor within the Baltimore Region. The scope of the program includes 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...[Full scope available on CIP data viewer]
Project Justification	The existing B&P Tunnel is near the end of its useful life and is a chokepoint on NEC operations.

Financial Plan

Project Cost	**Total Project Cost:**	**$6,027,800,000**	**Escalated Total Project Cost:**	**$6,027,800,000**
Funding Sources	**Total Funding to Date:**	**$6,027,800,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$4,707,600,000*		
	Amtrak and Maryland Match - Federal-State Partnership for ICPR Grant	*$1,176,900,000*		
	Amtrak - Other Amtrak	*$75,600,000*		
	Amtrak - Annual Grant	*$67,800,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2015 - Mar 2017	Complete
Development[1]	Oct 2015 - Aug 2021	Complete
Final Design	Apr 2021 - Mar 2026	Complete
Construction	Sep 2024 - Apr 2036	In Progress

[1]Estimated or Actual NEPA Completion Date: Mar 2017 - NEPA Action Type: EIS & CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$674,600,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$3,186,600,000

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 underutilized 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

Project Cost	**Total Project Cost:**	**$255,000,000**	**Escalated Total Project Cost:**	**$325,700,000**
Funding Sources	**Total Funding to Date:**	**$350,300,000**	**Additional Potential Funding Sources:**	**$4,500,000**
	FRA - Federal-State Partnership for ICPR Grant	*$231,000,000*	*Amtrak - Annual Grant*	*$4,500,000*
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$81,000,000*		
	Amtrak - Annual Grant	*$31,000,000*		
	Maryland Match - Federal-State Partnership for ICPR Grant	*$4,000,000*		
	Other - Other	*$2,800,000*		
	Amtrak - Other Amtrak	*$500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2015 - Sep 2019	Complete
Development[1]	Sep 2019 - Mar 2024	Complete
Final Design	Jan 2022 - Mar 2026	Complete
Construction	Jan 2022 - Sep 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: Mar 2024 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$28,300,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$191,600,000

Next Generation Acela Infrastructure Upgrades: Baltimore Penn Station

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

General Project Information

Full Project Scope	Design and Construction of infrastructure improvements of the Baltimore Station Platforms to increase throughput (train capacity). The Project Elements include New Track 8 (F) Platform, including new vertical access, 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 FY26.
Project Justification	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

Project Cost	**Total Project Cost:**	**$112,400,000**	**Escalated Total Project Cost:**	**$113,100,000**
Funding Sources	**Total Funding to Date:**	**$96,100,000**	**Additional Potential Funding Sources:**	**$15,400,000**
	Amtrak - Annual Grant	*$90,100,000*	*Amtrak - Annual Grant*	*$15,000,000*
	Other - RRIF Loan	*$3,800,000*	*Amtrak - Other Amtrak*	*$400,000*
	Amtrak - Other Amtrak	*$2,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable - Sole Benefit			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Aug 2017 - Not Available	Complete
Development[1]	Not Available - Not Available	Complete
Final Design	Not Available - Sep 2020	Complete
Construction	Jul 2021 - Sep 2026	In Progress

[1]Estimated or Actual NEPA Completion Date: Jul 2016 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$15,400,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$900,000

Baltimore Red Line, Planning & 100% Design

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

General Project Information

Full Project Scope	This Project covers planning and final design phase activities related to the proposed Baltimore Red Line in the city of Baltimore, MD and within the Amtrak Northeast Corridor right-of-way, including Track, Communications & Signals, Electric Traction Overhead Catenary System, Structures, and other Right-of-Way improvements (Grading, drainage, fencing, etc). MTA's activities under this PI will include completing a NEPA documentation, surveying, and preparing engineering plans and specifications
Project Justification	Project justification Not Available.

Financial Plan

Project Cost	**Total Project Cost:**	**$224,400,000**	**Escalated Total Project Cost:**	**$224,400,000**
Funding Sources	**Total Funding to Date:**	**Not Available**	**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Aug 2024 - Nov 2026	Complete
Development[1]	Jun 2025 - Nov 2026	In Progress
Final Design	Jun 2027 - Jan 2029	Not Started
Construction	Oct 2030 - Jun 2030	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$66,200,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$60,100,000

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

Project Cost	**Total Project Cost:**	**$120,900,000**	**Escalated Total Project Cost:**	**$120,900,000**
Funding Sources	**Total Funding to Date:**	**$120,900,000**	**Additional Potential Funding Sources:**	
	FRA - Federal-State Partnership for ICPR Grant	*$96,700,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$14,500,000*		
	MDOT / MTA MARC Match - Federal-State Partnership for ICPR Grant	*$9,700,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Apr 2023 - May 2023	Complete
Development[1]	Feb 2024 - Mar 2024	Complete
Final Design	May 2023 - Feb 2025	Complete
Construction	May 2026 - Dec 2031	In Progress

[1]Estimated or Actual NEPA Completion Date: Mar 2024 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$16,000,000
FY26 BCC Eligible Spend	$17,200,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$86,700,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

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

Full Project Scope	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 CIP data viewer]
Project Justification	1. MARC's operational flexibility is limited by an inability to circulate equipment between the MARC Penn and Camden lines in Downtown Baltimore. 2. The connection will allow MARC to more efficiently bring its locomotives from both Penn and Camden lines to MARC's Riverside Maintenance Facility, whic...[Full justification available on CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$345,000,000**	**Escalated Total Project Cost:**	**$345,000,000**
Funding Sources	**Total Funding to Date:**	**$15,500,000**	**Additional Potential Funding Sources:**	
	FRA - CRISI Grant	*$8,800,000*		
	Maryland DOT / Maryland Transit Administration - State Funding	*$4,500,000*		
	MDOT MTA / MARC Match - CRISI Grant	*$2,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Freight RR's, Amtrak , MDOT MTA / MARC, **FY26 Status of Cost Sharing Agreement:** Not Available			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Aug 2021 - Jan 2026	Complete
Development[1]	Oct 2023 - Jun 2026	Complete
Final Design	Jun 2028 - Jul 2029	Not Started
Construction	Jul 2029 - Jun 2032	Not Started

[1]Estimated or Actual NEPA Completion Date: Jun 2026 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$5,000,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$6,200,000

BWI 4th Track Phase 1

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	The existing right-of-way is a chokepoint on NEC operations.

Financial Plan

Project Cost	**Total Project Cost:**	**$443,000,000**	**Escalated Total Project Cost:**	**$443,000,000**
Funding Sources	**Total Funding to Date:**	**$900,000**	**Additional Potential Funding Sources:**	**$900,000**
	Amtrak - Annual Grant	*$900,000*	*Maryland DOT / Maryland Transit Administration - State Funding*	*$900,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Feb 2023 - Sep 2026	In Progress
Development[1]	Oct 2026 - Sep 2027	Not Started
Final Design	Oct 2027 - Sep 2030	Not Started
Construction	Sep 2029 - Sep 2033	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$900,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$39,000,000

Jericho Park Frequency Converter Replacement

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

General Project Information

Full Project Scope	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.
Project Justification	The existing converter station at Jericho Park is near the end of its design life.

Financial Plan

Project Cost	**Total Project Cost:**	**$177,700,000**	**Escalated Total Project Cost:**	**$273,000,000**
Funding Sources	**Total Funding to Date:**	**$2,200,000**	**Additional Potential Funding Sources:**	**$1,000,000**
	Amtrak - Annual Grant	*$2,100,000*	*Amtrak - Annual Grant*	*$1,000,000*
	Amtrak - Other Amtrak	*$100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2022 - Jul 2023	Complete
Development[1]	Jul 2023 - May 2026	Complete
Final Design	May 2026 - Jan 2028	In Progress
Construction	May 2029 - Aug 2033	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,000,000
FY26 BCC Eligible Spend	$1,100,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$46,600,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Burgos Interlocking

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 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 modifications...[Full scope available on CIP data viewer]
Project Justification	The existing right-of-way is a chokepoint on NEC operations.

Financial Plan

Project Cost	**Total Project Cost:**	**$97,800,000**	**Escalated Total Project Cost:**	**$97,800,000**
Funding Sources	**Total Funding to Date:**	**$93,200,000**	**Additional Potential Funding Sources:**	**$1,500,000**
	Amtrak - Annual Grant	*$79,800,000*	*Amtrak - Annual Grant*	*$1,500,000*
	Amtrak - Other Amtrak	*$7,800,000*		
	Transit agency funding - MARC	*$2,500,000*		
	Transit agency funding - Baseline Capital Charge (BCCs)	*$1,600,000*		
	Maryland DOT / Maryland Transit Administration - State Funding	*$1,500,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY26 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2014 - Not Available	Complete
Development[1]	Dec 2017 - Dec 2018	Complete
Final Design	May 2015 - Jul 2024	Complete
Construction	Dec 2017 - Jun 2028	In Progress

[1]Estimated or Actual NEPA Completion Date: Aug 2021 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$3,100,000

Next Generation Acela Infrastructure Upgrades: New Carrollton Station

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$74,300,000**	**Escalated Total Project Cost:**	**$74,600,000**
Funding Sources	**Total Funding to Date:**	**$40,800,000**	**Additional Potential Funding Sources:**	**$29,300,000**
	Amtrak - Annual Grant	*$37,800,000*	*Amtrak - Annual Grant*	*$29,300,000*
	Other - RRIF Loan	*$3,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable - Sole Benefit			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Dec 2016 - Not Available	Complete
Development[1]	Not Available - Not Available	Complete
Final Design	Not Available - May 2022	Complete
Construction	Dec 2022 - Nov 2026	In Progress

[1]Estimated or Actual NEPA Completion Date: Oct 2021 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$29,300,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$4,100,000

Airo Facilities: Ivy City Yard

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	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 CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$705,000,000**	**Escalated Total Project Cost:**	**$705,000,000**
Funding Sources	**Total Funding to Date:**	**$705,000,000**	**Additional Potential Funding Sources:**	
	FRA - NEC IIJA Supplemental	*$704,800,000*		
	Amtrak - Annual Grant	*$200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable - Sole Benefit			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2021 - Jun 2023	Complete
Development[1]	Jul 2023 - May 2024	Complete
Final Design	Jun 2024 - Sep 2029	Complete
Construction	Jun 2024 - Sep 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: Aug 2024 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$152,200,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$441,400,000

Washington Union Station: Claytor Concourse Modernization Program

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	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

Project Cost	**Total Project Cost:**	**$162,000,000**	**Escalated Total Project Cost:**	**$162,000,000**
Funding Sources	**Total Funding to Date:**	**$5,100,000**	**Additional Potential Funding Sources:**	**$5,500,000**
	Amtrak - Annual Grant	*$5,100,000*	*Amtrak - Annual Grant*	*$2,000,000*
			Other - Other	*$1,700,000*
			Amtrak - Other Amtrak	*$1,700,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2015 - Aug 2022	Complete
Development[1]	Mar 2020 - Jul 2022	Complete
Final Design	Mar 2021 - Dec 2026	Complete
Construction	May 2022 - Apr 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: Jul 2016 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$5,500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$126,400,000

Washington Union Station: Near Term Rail Program

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

General Project Information

Full Project Scope	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: Design and Construction of a new Crew base, DT Communication, and Patrol Facility. In addition, the construction completion of the Satellite Commissary, Substation 25A and Fire Pump. This is a multiyear project.
Project Justification	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

Project Cost	**Total Project Cost:**	**$193,100,000**	**Escalated Total Project Cost:**	**$193,100,000**
Funding Sources	**Total Funding to Date:**	**$94,300,000**	**Additional Potential Funding Sources:**	**$2,700,000**
	FRA - Federal-State Partnership for ICPR Grant	*$58,800,000*	*Amtrak - Annual Grant*	*$2,700,000*
	Amtrak - Annual Grant	*$18,900,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$14,700,000*		
	Amtrak - Other Amtrak	*$1,900,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Dec 2015 - Oct 2019	Complete
Development[1]	Feb 2021 - Aug 2023	Complete
Final Design	Jul 2018 - Apr 2027	Complete
Construction	Jun 2024 - Sep 2029	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$18,400,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$153,800,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Washington Union Station: Station Expansion Project

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

General Project Information

Full Project Scope	The Washington Union Station Expansion Project will improve state of good repair, increase passenger and rail capacity, improve the passenger experience, and create a safe and secure facility for all users at Amtrak's second busiest station. The Project is working through development and consideration for providing new tracks and platforms integrated into an expanded station, while also addressing state of good repair, accessibility and life safety issues. This is a multi-year project.
Project Justification	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...[Full justification available on CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**TBD**	**Escalated Total Project Cost:**	**TBD**
Funding Sources	**Total Funding to Date:**	**$89,800,000**	**Additional Potential Funding Sources:**	
	Amtrak - Annual Grant	*$54,200,000*		
	FRA - Federal-State Partnership for ICPR Grant	*$24,000,000*		
	Amtrak Match - Federal-State Partnership for ICPR Grant	*$4,000,000*		
	Amtrak - Other Amtrak	*$3,500,000*		
	Other - 3rd Party	*$2,200,000*		
	USRC Match - Federal-State Partnership for ICPR Grant	*$2,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge **FY26 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Oct 2012 - Sep 2022	Complete
Development[1]	Jan 2016 - TBD	In Progress
Final Design	TBD - TBD	Not Started
Construction	TBD - TBD	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: EIS

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$13,200,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	TBD

Washington Union Station: Subbasement Program

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

General Project Information

Full Project Scope	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, Back of House Relocation, Utility Relocation and the Subbasement Structural Shoring and 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. As of fall 2025, Track 22 is complete. The remaining focus is on the subbasement structural replacement.
Project Justification	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

Project Cost	**Total Project Cost:**	**$180,500,000**	**Escalated Total Project Cost:**	**$180,500,000**
Funding Sources	**Total Funding to Date:**	**$67,900,000**	**Additional Potential Funding Sources:**	**$4,100,000**
	Amtrak - Other Amtrak	*$26,200,000*	*Amtrak - Annual Grant*	*$3,900,000*
	Discretionary Grant - Other Federal	*$25,200,000*	*Amtrak - Other Amtrak*	*$100,000*
	Amtrak - Annual Grant	*$9,000,000*		
	Transit agency funding - VRE	*$7,600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Dec 2015 - Apr 2026	Complete
Development[1]	Sep 2019 - Apr 2026	Complete
Final Design	Dec 2016 - Dec 2027	Complete
Construction	Apr 2020 - Jun 2032	In Progress

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$4,100,000
FY26 BCC Eligible Spend	$4,400,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$83,500,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Washington First Street Tunnel Project

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

General Project Information

Full Project Scope	The objective of the First Street Tunnel Project is to develop and implement improvement concepts for Amtrak's First Street Tunnel that address SOGR, improve reliability and redundancy, and enable capacity and speed increases for both intercity and commuter passenger rail through the tunnel. Infrastructure improvements could include 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 Station on Amtrak's AP 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...[Full scope available on CIP data viewer]
Project Justification	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 CIP data viewer]

Financial Plan

Project Cost	**Total Project Cost:**	**$229,200,000**	**Escalated Total Project Cost:**	**$229,200,000**
Funding Sources	**Total Funding to Date:**	**$2,700,000**	**Additional Potential Funding Sources:**	**$1,500,000**
	Amtrak - Annual Grant	*$2,700,000*	*Amtrak - Annual Grant*	*$1,500,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, VRE **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jan 2024 - Not Available	In Progress
Development[1]	Not Available - Not Available	Not Started
Final Design	Not Available - Not Available	Not Started
Construction	Not Available - Sep 2037	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,500,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$129,400,000

Mid-Atlantic South: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
MARC NEC Train Storage Preservation Project	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	Jan 2021 - Jan 2027	$35,500,000	$34,200,000	$1,100,000
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	Nov 2019 - Mar 2027	$29,800,000	$14,600,000	$12,300,000
Martin's Yard NEC Switch Modernization Project	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	$10,200,000	$9,600,000	$300,000
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	Feb 2022 - Feb 2029	$7,100,000	$1,000,000	$200,000
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 - Oct 2030	$49,100,000	$34,600,000	$4,500,000
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	Not Available
BWI Station Md - Station Improvements	Amtrak	This is an "ADA Companion" project, design for SOGR	Jun 2021 - Sep 2027	$14,000,000	$1,600,000	$5,500,000
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	Feb 2021 - Oct 2030	$10,100,000	$8,500,000	$1,700,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
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	$300,000	$500,000
Baltimore Station Canopy Restoration	Amtrak	The scope of this project is to restore the canopies of platform 1, 3, and 4 to a state of good repair which includes lead and paint abatement, removing all existing paint & rust from cast iron locations to bare metal, preparing for painting, fully removing mineral deposits and vegetative matter at columns, painting, securing the concrete canopies with steel wire mesh, roof repairs, demo deteriorated column encasements, chip out infills, weld repair plates to column flanges and webs and re-encase columns of platforms 1, 3 and 4	Oct 2023 - Sep 2029	$21,800,000	$10,500,000	$6,900,000
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	$3,400,000	$900,000	$2,200,000
BWI Station, UpGrade Automatic Door Operators and Air Curtain	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	May 2023 - Oct 2025	$300,000	Not Available	$100,000
Installation of New Communication Hut and Antenna	MDOT MTA / MARC	"This Project covers Construction phase activities related to the installation of a new Amtrak communication hut and antenna in Odenton, MD, including the boring for a fiber optic duct bank across Amtrak Right of Way and into Amtrak's Odenton MofW Base"	Jan 2025 - Jul 2026	$2,600,000	Not Available	$1,500,000
Washington Union Station Enabling Project 1 - Catenary Sectionalization	Amtrak	This project will reconfigure the existing catenary system within the terminal, between K and C Interlockings, and the connection to the Northeast Corridor (NEC), in a series of phases to create independent electrical sections, ensuring continued operation during maintenance and SEP construction activities	Oct 2025 - Sep 2045	$30,000,000	Not Available	Not Available

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 Expenditure
Washington Union Station Enabling Project 2 - Overhead Catenary Support Structures	Amtrak	This project will design and construct new Overhead Catenary Support Systems with wider, long span portal frames to facilitate the proposed reconfigured track layout for the SEP by accommodating all existing and proposed track layout schemes within each of the phases of the expansion project while ensuring the integrity of the overhead catenary system (OCS)	Oct 2025 - Sep 2030	$21,800,000	Not Available	Not Available
Washington Union Station Enabling Project 6 - CP Avenue Modifications	Amtrak	"The CP Avenue Modifications Washington Union Station Enabling Project is composed of two phases: The first introduces a new universal #24 crossover between NEC Main Tracks 2 and 3 just east of the 9th Street Overpass"	Oct 2025 - Dec 2029	$34,300,000	Not Available	Not Available
Washington Union Station Enabling Project 7 - Brunswick Lead Modifications	Amtrak	"The Brunwsick Lead Modifications Washington Union Station Enabling Project is composed of two phases: Phase I: Construction of a 1,500 LF 2nd Brunswick Lead Track between C and QN Interlockings, situated on the ballasted right of way between the existing Brunswick Lead Track and Storage Track 1 within the limits of Coach Yard, served by new #10 turnouts on each end"	Oct 2025 - Apr 2029	$24,200,000	Not Available	Not Available

Mid-Atlantic South: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Bush and Chelsea Interlockings and Curve Modifications Project	Amtrak	The Bush and Chelsea Interlockings and Curve Modifications Project will improve operational flexibility and reduce delays by modifying interlocking configuration and reducing speed restrictions at curves	Jan 2027 - Dec 2031	$165,500,000
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
Washington Union Station Enabling Project 3 - Signal Design for Track Reconfiguration	Amtrak	This Project involves designing a new, microprocessor-based, solid state signal system within the vicinity of Washington Union Station, compatible with proposed terminal infrastucture and providing vastly improved reliability and functionality	Oct 2026 - Sep 2030	$12,200,000
Washington Union Station Enabling Project 4 - Terminal Switch Modernization	Amtrak	The complete design and reconstruction of the replacement of 84 existing electropneumatic switches machines within A, K, and C interlockings in the WUS area with electromechanical switches controlled by solid state equipment	Oct 2026 - Sep 2030	$28,100,000
Washington Union Station Enabling Project 5 - K-Tower Relocation	Amtrak	Relocate K-Tower operations, equipment, and connections to the REA Building and CETC, followed by the decommissioning and removal of existing K Tower equipment	Oct 2026 - Sep 2030	$26,000,000

Amtrak System-Wide

Radio Infrastructure Upgrades Project

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 is to upgrade all wayside and office radio equipment to modernize Amtrak's voice radio systems and bring all systems to a state of good repair for the entire NEC from Boston to Washington, Harrisburg Line, Empire Line, Springfield Line, Chicago and Michigan. This will include, but may not be limited to, replacement of or addition to base station radio equipment, radio equipment shelters, radio antenna systems, radio antenna towers/poles, network equipment utilized directly in support of radio systems, radio console hardware and/or software, power systems and any other ancillary support equipment deemed necessary by a fully developed and approved design. This work will occur over multiple years.
Project Justification	Project justification Not Available.

Financial Plan

Project Cost	**Total Project Cost:**	**$434,400,000**	**Escalated Total Project Cost:**	**$434,400,000**
Funding Sources	**Total Funding to Date:**	**$24,800,000**	**Additional Potential Funding Sources:**	**$1,100,000**
	Amtrak - Annual Grant	*$24,100,000*	*Amtrak - Annual Grant*	*$1,100,000*
	FRA - Other Federal	*$500,000*		
	Amtrak - Other Amtrak	*$100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Mar 2022 - Aug 2022	Complete
Development[1]	Aug 2022 - Nov 2023	Complete
Final Design	Nov 2023 - Jul 2026	Complete
Construction	Oct 2026 - Oct 2030	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$1,100,000
FY26 BCC Eligible Spend	$1,200,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$408,200,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Solid State Frequency Converter Hut Replacement Project

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

General Project Information

Full Project Scope	This program is for the replacement of ET Substation signal frequency converter huts and associated signal power infrastructure in substations as identified and prioritized by System Engineering across Mid-Atlantic North (MAD-N), Mid-Atlantic South (MAD-S), and New York Metropolitan (NYD) divisions of the Northeast Corridor 25Hz territory. The signal power infrastructure are operationally critical ET assets, with the majority being built during the original PRR electrification in the 1930s, are beyond useful life and in need of replacement. This signal power infrastructure provides power to all track switches, heaters, and signals. The replacement scope includes upgrading the existing signal frequency converter huts to Static Signal Frequency Converter (SSFC) huts, upgrading the associated infrastructure (feeding unit sub, step-up transformer, signal gantries, circuit breakers, and signa...[Full scope available on CIP data viewer]
Project Justification	The Project brings critical infrastructure to a State of Good Repair (SoGR), improving system reliability and efficiency while lowering maintenance costs and frequency.

Financial Plan

Project Cost	**Total Project Cost:**	**$67,700,000**	**Escalated Total Project Cost:**	**$67,700,000**
Funding Sources	**Total Funding to Date:**	**$100,000**	**Additional Potential Funding Sources:**	**$3,800,000**
	Amtrak - Annual Grant	*$100,000*	*Amtrak - Annual Grant*	*$3,800,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, Delaware DOT, SEPTA, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Not Available - Not Available	Complete
Development[1]	Jan 2026 - Jul 2027	In Progress
Final Design	Jul 2026 - Dec 2028	In Progress
Construction	Dec 2027 - Nov 2030	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$3,800,000
FY26 BCC Eligible Spend	$4,100,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$63,800,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Mid-Atlantic Division Static & Transmission Wire Replacement

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

General Project Information

Full Project Scope	The scope and objective of this project is to replace all the transmission and static lines within the limits of the project. The project will include the replacement of the existing static & transmission systems with current standards; replacement of static lines and 138kV transmission lines with new wires and hardware within the project limits, covering areas within the Mid-Atlantic region. Scope area includes: MAD North AN Line Substation 30 Frankford to Richmond SFC, MAD North AN Line Substation 30 Frankford to Substation 32 Cornwells, and MAD South AP Line between Substations 18 Gunpow & 19 North Point. This project will be delivered in multiple phases over multiple years.
Project Justification	Project justification Not Available.

Financial Plan

Project Cost	**Total Project Cost:**	**$168,800,000**	**Escalated Total Project Cost:**	**$168,700,000**
Funding Sources	**Total Funding to Date:**	**$100,000**	**Additional Potential Funding Sources:**	**$900,000**
	Amtrak - Annual Grant	*$100,000*	*Amtrak - Annual Grant*	*$900,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, Delaware DOT, SEPTA, NJ TRANSIT **FY26 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Apr 2025 - May 2025	Complete
Development[1]	Sep 2025 - Jan 2026	Complete
Final Design	Not Available - Not Available	Unknown
Construction	Oct 2027 - Aug 2031	Not Started

[1]Estimated or Actual NEPA Completion Date: Not Available - NEPA Action Type: Not Available

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$800,000
FY26 BCC Eligible Spend	$900,000
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$139,300,000

Amtrak applies General and Administrative costs to BCC Eligible Spend

Next Generation Acela Infrastructure Upgrades: Safety Mitigation

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

General Project Information

Full Project Scope	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 CIP data viewer]
Project Justification	To add increased security for accessing the railroad.

Financial Plan

Project Cost	**Total Project Cost:**	**$91,800,000**	**Escalated Total Project Cost:**	**$91,800,000**
Funding Sources	**Total Funding to Date:**	**$90,200,000**	**Additional Potential Funding Sources:**	**$600,000**
	Amtrak - Annual Grant	*$54,500,000*	*Amtrak - Annual Grant*	*$400,000*
	Other - RRIF Loan	*$35,600,000*	*Other - RRIF Loan*	*$200,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY26 Status of Cost Sharing Agreement:** Not applicable - Sole Benefit			

Project Schedule

Phase	Schedule	Planned Status for End of FY26
Planning	Jul 2018 - Not Available	Complete
Development[1]	Not Available - Not Available	Complete
Final Design	Not Available - Nov 2022	Complete
Construction	Sep 2023 - Sep 2025	Complete

[1]Estimated or Actual NEPA Completion Date: Jul 2016 - NEPA Action Type: CE

FY26-30 Planned Expenditures

FY26 (Oct 1, 2025 - Sep 30, 2026)	$600,000
FY26 BCC Eligible Spend	Not BCC-Eligible
FY27-30 (Oct 1, 2026 - Sep 30, 2030)	$1,000,000

Amtrak System-Wide: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY26 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	$9,000,000

Programs by RoW Owner Territory

MBTA-Owned Territory: Programs

Program ID	Program Description	BCC Segment	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
MB.0004	Battery Charger Upgrades Program	1	50 Each	$200,000	Not Available
MB.0003	Gas Hot Air Switch Blower Program	1	Not Available	$0	Not Available
MB.0029	Insulated Joint Program	1	45 Each	$900,000	Not Available
MB.0020	Interlocking Steel Replacement Program	1	10 Each	$700,000	Not Available
MB.0022	Joint Elimination Program	1	120 Each	$1,200,000	Not Available
MB.0008	M3 Switch Machine Program	1	10 Each	$300,000	Not Available
MB.0023	Out Of Face Surfacing Program	1	60,000 FEET	$1,400,000	Not Available
MB.0025	Spot Surfacing Program	1	85,200 FEET	$3,300,000	Not Available
MB.0026	Spot Undercutting Program	1	1,000 FEET	$500,000	Not Available
MB.0006	Switch Heater Cabinet / Control Program	1	Not Available	$0	Not Available
MB.0030	Tie/Timber Program	1	2,040 Each	$3,100,000	Not Available
MB.0049	Track Lead Replacement	1	20 Each	$200,000	Not Available
MB.0027	Tree Cutting Program	1	25 Days	$600,000	Not Available
MB.0048	Turnout Replacement Program	1	3 Each	$3,300,000	Not Available

RIDOT-Owned Infrastructure: Programs

Program ID	Program Description	BCC Segment	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
RI.0003	Westerly Station SOGR: Roof and Gutters	4	Not Available	$100,000	Not Available

CTDOT-Owned Territory: Programs

Program ID	Program Description	BCC Segment	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
CT.0005	Bridge Design Program	6	Not Available	$5,000,000	Not Available
CT.0006	Bridge Replacement/Repair Program	6	Not Available	$6,000,000	Not Available
CT.0024	Ethernet Migration Program	6	Not Available	$10,000,000	Not Available
CT.0029	NHL Bridge Inspection Program	6	Not Available	$4,000,000	Not Available
CT.0022	NHL Platform Repair and Replacement Program	6	Not Available	$10,000,000	Not Available
CT.0023	NHL Short Term Speed Improvements	6	Not Available	$600,000	Not Available
CT.0025	Node House Improvements	6	Not Available	$4,500,000	Not Available
CT.0026	Overheight Clearance Program	6	Not Available	$2,000,000	Not Available
CT.0001	Positive Train Control Program	6	Not Available	$0	Not Available
CT.0027	Retaining Wall Repairs Program	6	Not Available	$5,000,000	Not Available
CT.0028	Scour Repair Program	6	Not Available	$1,000,000	Not Available
CT.0003	Structures (S) Program	6	Not Available	$4,500,000	Not Available
CT.0002	Track (C) Program	6	Not Available	$15,000,000	Not Available

MTA Metro-North-Owned Territory: Programs

Program ID	Program Description	BCC Segment	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
MN.0004	Comms & Signal Program	7	Not Available	$500,000	Not Available
MN.0029	Electric Traction Program	7	Not Available	Not Available	$2,000,000
MN.0005	Structures Program	7	Not Available	Not Available	$5,500,000
MN.0007	Systemwide Support Programs	7	Not Available	$500,000	$2,000,000
MN.0006	Track Programs	7	Not Available	$1,500,000	$11,000,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Amtrak-Owned Territory: Programs

Production Programs

Program Name	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
Amtrak NEC System Undercutting Program	179,423 FT	$47,100,000	$300,000,000

BCC Segment	*Work Detail*	*FY Schedule*
19	Phill to Baldwin TK3 UC2	Full Fiscal Year
19	Phill to Baldwin TK4 UC2	Full Fiscal Year
19	Winter Work UC2	Full Fiscal Year
20	BLST Davis to Bacon TK #1 - U/C #2	Full Fiscal Year
20	2 BLST HOLLY TO BELL TK 2F - UC	Full Fiscal Year
21	0 BLST PRINCE TO PERRY TK4 - UC #1	Full Fiscal Year
31	BLST AMTK SYS-PROJECT CONTROL SUPPORT	Full Fiscal Year
31	FP&A AMTRAK NEC SYS UNDERCUTTING PROGRAM	Full Fiscal Year
31	BLST NEC UNDERCUT-EQUIP MAINTENANCE	Full Fiscal Year
31	BLST WAS TO NY-UNDERCUTTER PROGRAM PM	Full Fiscal Year
31	BLST UNDERCUTTER-CONTRACTOR SERVICES	Full Fiscal Year
31	BLST UNDERCUTTER-EQUIPMENT RENTALS	Full Fiscal Year
31	BLST UNDERCUTTER-UNUSED HOTEL STAYS	Full Fiscal Year

Production Programs

Program Name	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
Amtrak System Fence Upgrades Program	Not Available	$14,100,000	$29,500,000

BCC Segment	*Work Detail*	*FY Schedule*
3	Kingstown RI MP169-MP170 Install	Full Fiscal Year
12	CRISI SRVY AN LINE MP 30.92 - MP 57.7 NJ	Full Fiscal Year
19	FEN CHES PA INSTL AP LN MP12.8-MP16.5	Full Fiscal Year
20	CRISI SRVY AP LN MP 18.2 - MP 41.4 DE	Full Fiscal Year
31	CRISI SRVY AN LINE MP 57.7 - MP 87.7 PA	Full Fiscal Year
31	CRISI NEC NEPA PROGRAMMATIC	Full Fiscal Year
31	CRISI NEC PROJ MGMT	Full Fiscal Year
31	FEN AMTRAK SYS FENCE UPG-PROJECT MGMT.	Full Fiscal Year
31	FEN AMTRK SYS FENCE UPG-PROJ. CNTRL SUPP	Full Fiscal Year
31	FEN AMTRK SYS FINANCE COST	Full Fiscal Year

Program Name	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
Amtrak System Track Rehabilitation Program	Not Available	$5,800,000	$38,900,000

BCC Segment	*Work Detail*	*FY Schedule*
5	TKRH WEST CLASS YARD TRACK REHAB	Full Fiscal Year
12	TKRH HUNTER YARD TRK REHAB (MP10)	Full Fiscal Year
18	TKRK SOUTH PENN-TRACK EXTENSION	Full Fiscal Year
20	TKRH WEST YD - TURNOUT INSTALL (MP28)	Full Fiscal Year
23	TKRH IVY CITY-TURNOUT INSTALL (MP133)	Full Fiscal Year
31	TKRH TRACK REHABILITATION PROGRAM PM	Full Fiscal Year
31	TKRH TRK PROGRAM-PROJ. CNTROL SUPP	Full Fiscal Year

Production Programs

Program Name	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
Amtrak System Rail Replacement Program	300,000 FT	$70,700,000	$284,000,000

BCC Segment	*Work Detail*	*FY Schedule*
3	Rail AB Ln Cranston to Atwells TK2 Crv45	Full Fiscal Year
3	Rail AB Ln Atwells to Orms TK2 Crv 40	Full Fiscal Year
4	Rail AB Ln Groton to High St TK1&2	Full Fiscal Year
4	Rail AB Ln High St to Liberty TK1 67-6-5	Full Fiscal Year
5	Rail AB Ln Shoreline Jct to Branford TK2	Full Fiscal Year
5	Rail AB Ln Shaws Cove to Groton TK1&2	Full Fiscal Year
5	Rail AB Ln Branford to Meadow TK2 137	Full Fiscal Year
5	Rail AB Ln Crescent to Shaws Cove TK2	Full Fiscal Year
20	Rail AP Ln Bacon to Davis TK2 340 & 341	Full Fiscal Year
20	Rail AP Ln Bacon to Davis TK3 340 & 341	Full Fiscal Year
20	Rail AP Ln Bacon to Davis TK2 336	Full Fiscal Year
20	Rail AP Ln Brandy to Landlith TK2 327	Full Fiscal Year
22	RAIL NHB Groton to High street TK 1&2	Full Fiscal Year
22	Rail AP Ln Grove to Bowie TK2	Full Fiscal Year
22	Rail AP Ln Grove to Bridge TK3 388, 390	Full Fiscal Year
22	Rail AP Ln Fulton to Charles TK2 377 WE	Full Fiscal Year
22	Rail AP Ln Bridge to Fulton TK3 380 W	Full Fiscal Year
22	Rail AP Ln Gunpow to Magnolia TK2 357	Full Fiscal Year
22	Rail AP Ln Biddle to Point TK2&3 375	Full Fiscal Year
22	Rail AP Ln KBridge to CP Ave TK40	Full Fiscal Year
22	Rail AP Ln KBridge to CP Ave TK42	Full Fiscal Year
22	Rail AP Ln Winter Work B&P Tunnel TK2&3	Full Fiscal Year
25	Rail AS Ln Cedar to Holt TK1 503-4-6-7	Full Fiscal Year
25	Rail AS Ln Willow to Wood TK1	Full Fiscal Year
25	Rail AS Ln Midland to Hayden TK1&2 532-4	Full Fiscal Year
25	Rail AS Ln Holt to Willow TK2 509-10-13	Full Fiscal Year
25	Rail AS Ln Hayden to Field Crv 537, 547	Full Fiscal Year
31	RAIL AMTRAK SYSTEM EQUIP MNT	Full Fiscal Year
31	RAIL AMTK SYS RAIL RPL-PROJ. CNTROL SUPP	Full Fiscal Year
31	RAIL NEC RAIL REPLACE-CONTRACTOR/PM	Full Fiscal Year
31	RAIL AMTRAK SYSTEM - EQUIPMENT RENTAL	Full Fiscal Year
31	RAIL AMTRAK SYSTEM - CWR DISTRIBUTION	Full Fiscal Year
31	RAIL AMTRAK SYSTEM-UNUSED HOTEL STAYS	Full Fiscal Year

Production Programs

Program Name	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
Amtrak System Turnout Renewal Program	43 Each	$76,200,000	$240,000,000

BCC Segment	*Work Detail*	*FY Schedule*
4	TURN - KINGSTON #12 X/O INSTALL	Full Fiscal Year
4	TURN - KINGSTON #12 X/O C&S SUPPORT	Full Fiscal Year
4	TURN - KINGSTON #21 X/O INSTALL	Full Fiscal Year
4	TURN - KINGSTON #21 X/O C&S SUPPORT	Full Fiscal Year
8	TURN - GATE #21 X/O - INSTALL	Full Fiscal Year
8	TURN - GATE #21 X/O - C&S SUPPORT	Full Fiscal Year
8	TURN - GATE #12 X/O - INSTALL	Full Fiscal Year
8	TURN - GATE #12 X/O - C&S SUPPORT	Full Fiscal Year
12	TURN - CLIFF #21 X/O - INSTALL	Full Fiscal Year
12	TURN - CLIFF #21 X/O - C&S SUPPORT	Full Fiscal Year
12	TURN - BERGEN #32 X/O - INSTALL	Full Fiscal Year
12	TURN - BERGEN #32 X/O - C&S SUPPORT	Full Fiscal Year
12	TURN - DOCK #67 X/O - INSTALL	Full Fiscal Year
12	TURN - DOCK #67 X/O - C&S SUPPORT	Full Fiscal Year
12	TURN - DOCK #97 T/O - INSTALL	Full Fiscal Year
12	TURN - DOCK #97 T/O - C&S SUPPORT	Full Fiscal Year
12	TURN - LACK #37A T/O - INSTALL	Full Fiscal Year
12	TURN - LACK #37A T/O - C&S SUPPORT	Full Fiscal Year
12	TURN - BERGEN #23 X/O - INSTALL	Full Fiscal Year
12	TURN - BERGEN #23 X/O - C&S SUPPORT	Full Fiscal Year
12	TURN - CLIFF #32 X/O - INSTALL	Full Fiscal Year
12	TURN - CLIFF #32 X/O - C&S SUPPORT	Full Fiscal Year
17	TURN - N.PENN #73 T/O INSTALL	Full Fiscal Year
17	TURN - N.PENN #73 T/O C&S SUPPORT	Full Fiscal Year
17	TURN - N.PENN #77/79 DSS INSTALL	Full Fiscal Year
17	TURN - N.PENN #77/79 DSS - C&S SUPPORT	Full Fiscal Year
20	TURN - HOLLY #12B T/O - REMOVAL	Full Fiscal Year
20	TURN - HOLLY #43B T/O - REMOVAL	Full Fiscal Year
20	TURN - HOLLY #21A T/O - REMOVAL	Full Fiscal Year
20	TURN - LANDLITH #19 T/O INSTALL	Full Fiscal Year
20	TURN - LANDLITH #19 T/O C&S SUPPORT	Full Fiscal Year
20	TURN - LANDLITH #9 T/O INSTALL	Full Fiscal Year
20	TURN - LANDLITH #9 T/O C&S SUPPORT	Full Fiscal Year
20	TURN - LANDLITH #23 X/O INSTALL	Full Fiscal Year

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

20	TURN - LANDLITH #23 X/O C&S SUPPORT	Full Fiscal Year
20	TURN - LANDLITH #32 X/O INSTALL	Full Fiscal Year
20	TURN - LANDLITH #32 X/O C&S SUPPORT	Full Fiscal Year
20	TURN - LANDLITH #21 X/O INSTALL	Full Fiscal Year
20	TURN - LANDLITH #21 X/O C&S SUPPORT	Full Fiscal Year
20	TURN - LANDLITH #53 T/O INSTALL	Full Fiscal Year
20	TURN - LANDLITH #53 T/O C&S SUPPORT	Full Fiscal Year
20	TURN - HOLLY #34A T/O - REMOVAL	Full Fiscal Year
22	TURN - WUT #822 T/O - INSTALL	Full Fiscal Year
23	TURN WYE BRIDGE WUT #614B T/O C&S SUPPORT	Full Fiscal Year
23	A INRL WUT #19A T/O - C&S SUPPORT	Full Fiscal Year
23	TURN - K INRL WUT #102 T/O - INSTALL	Full Fiscal Year
23	TURN - K INRL WUT #102 T/O - C&S SUPPORT	Full Fiscal Year
23	TURN - K INRL WUT #112 T/O - INSTALL	Full Fiscal Year
23	K INRL WUT #112 T/O - C&S SUPPORT	Full Fiscal Year
23	TURN - K INRL WUT #114 T/O - INSTALL	Full Fiscal Year
23	TURN - K INRL WUT #114 T/O - C&S SUPPORT	Full Fiscal Year
23	TURN - K INRL WUT #110 T/O - INSTALL	Full Fiscal Year
23	TURN - K INRL WUT #110 T/O - C&S SUPPORT	Full Fiscal Year
23	TURN - WUT #820 T/O - INSTALL	Full Fiscal Year
23	TURN - WUT #826 T/O - INSTALL	Full Fiscal Year
23	TURN - WYE BRIDGE WUT #614B T/O-INSTALL	Full Fiscal Year
24	TURN "A" I/L #19 T/O-INSTALL	Full Fiscal Year
24	TURN A INRL WUT 15/17 DSS INSTALL	Full Fiscal Year
24	TURN A INRL WUT 15/17 DSS C&S SUPPORT	Full Fiscal Year
24	TURN - A INRL WUT 21/23 DSS INSTALL	Full Fiscal Year
24	TURN - A INRL WUT 21/23 DSS C&S SUPPORT	Full Fiscal Year
24	TURN - A INRL WUT DIAMOND INSTALL	Full Fiscal Year
24	TURN - A INRL WUT DIAMOND - 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	Full Fiscal Year
31	TURN SYS TURNOUT RENEWAL-SURVEY/DSN	Full Fiscal Year
31	TURN SYS TURNOUT RENEWAL-EQUIP RENTALS	Full Fiscal Year

Production Programs

Program Name	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
Production High Speed Surfacing Program	1,514,847 FT	$35,000,000	$168,000,000

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
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
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 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
29	GEOM AH LN MP 1.9 - 20.2 HSS PRODUCTION	Full Fiscal Year
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 SURFACING-PROJECT CONTROL SUPPORT	Full Fiscal Year
31	GEOM AMTK SYS SURFACING-PROJ. MGMT.	Full Fiscal Year
31	GEOM AMTK SYS SURFACING-EQUIP MAINT	Full Fiscal Year

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Production Programs

Program Name	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
TLS Concrete Tie Replacement Program	91,557 Each; 90,436 FT	$49,500,000	$436,300,000

BCC Segment	*Work Detail*	*FY Schedule*
20	Holly to Bell, Tk 2F	Full Fiscal Year
21	Prince to Perry, Tk 4	Full Fiscal Year
31	TLS AMTK SYS-PROJECT CONTROL SUPPORT	Full Fiscal Year
31	FP&A AMTRAK NEC TLS CONCRETE TIE RPLCMNT	Full Fiscal Year
31	TLS AMTRAK NEC - CONTRACTOR/PM	Full Fiscal Year
31	TLS AMTRAK NEC - CWR DISTRIBUTION	Full Fiscal Year
31	TLS AMTRAK NEC TLS-EQUIPMENT RENTAL	Full Fiscal Year
31	TLS AMTRAK NEC-UNUSED HOTEL STAYS	Full Fiscal Year

All Other Amtrak Programs

Program ID	Program Description	BCC Segment	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
C.EN.100371	Eng Employee Arc Flash Protect	31	Not Available	$100,000	$700,000
C.EN.101104	Penn Station NY - Infrastructure Renewal	11	Not Available	$9,900,000	$97,800,000
C.EN.101433	Sunnyside Yard - Service Platform Upgrades	9, 10	Not Available	$12,300,000	$12,000,000
C.EN.101657	Amtrak NEC Concrete Tie Replacement	31	Not Available	$200,000	$33,800,000
C.EN.101659	Engineering Advanced Technology Track Inspection Program	31	Not Available	$2,300,000	$31,800,000
C.EN.101794	Rail Grinding Program	12, 31	Not Available	$6,000,000	$18,500,000
C.EN.101809	Electric Traction System Aerial System Assessment Project	31	Not Available	$3,200,000	$14,400,000
C.EN.101825	Mid-Atlantic Signals Program	29, 30, 23, 22, 20, 31, 21, 15, 19, 16, 17, 18, 24	Not Available	$4,400,000	$20,100,000
C.EN.101829	Mid-Atlantic Catenary Program	22, 29, 20, 15, 18, 16, 14, 19, 24, 30, 21, 17, 31	Not Available	$7,500,000	$33,900,000
C.EN.101831	Mid-Atlantic Facilities Program	22, 29, 30, 20, 17, 21, 31, 23	Not Available	$4,800,000	$18,800,000
C.EN.101833	Mid-Atlantic Structures Program	22, 21, 17, 29, 16, 19, 30, 20, 15, 31	177 Each	$7,500,000	$33,900,000
C.EN.101834	Mid-Atlantic Substations Program	18, 19, 29, 17, 20, 15, 16, 30, 14, 22, 31	Not Available	$5,000,000	$22,600,000
C.EN.101835	Mid-Atlantic Track Program	30, 21, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 29, 28, 31	705,699 FT; 2,043 Each	$61,100,000	$7,500,000
C.EN.101836	New England Catenary Program	4, 3, 2, 31, 5	Not Available	$1,500,000	$3,800,000
C.EN.101837	New England Communications Program	31, 25, 4	Not Available	$600,000	$700,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

Program ID	Program Description	BCC Segment	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
C.EN.101838	New England Facilities Program	4, 31	Not Available	$2,700,000	$15,000,000
C.EN.101839	New England Signals Program	4, 3, 2, 25, 5, 31	Not Available	$3,200,000	$14,600,000
C.EN.101840	New England Structures Program	25, 31, 5, 4, 2, 3	556 EA	$15,700,000	$39,200,000
C.EN.101841	New England Substations Program	4, 31, 3, 5	Not Available	$2,400,000	$9,700,000
C.EN.101842	New England Track Program	4, 3, 2, 25, 5, 31	6,936 EA ; 150,312 FT	$27,800,000	$104,500,000
C.EN.101843	New York Catenary Program	8, 27, 11, 10, 12, 14, 31	Not Available	$18,600,000	$32,200,000
C.EN.101845	New York Facilities Program	12, 27, 14, 11, 9, 13, 31	Not Available	$8,300,000	$37,300,000
C.EN.101846	New York Signals Program	9, 14, 12, 11, 8, 10, 31, 13	Not Available	$3,700,000	$15,300,000
C.EN.101847	New York Structures Program	12, 27, 11, 14, 10, 13, 8, 31	55 Each	$8,000,000	$40,900,000
C.EN.101848	New York Substations Program	12, 11, 9, 13, 14, 10, 8, 31	Not Available	$10,400,000	$15,900,000
C.EN.101849	New York Track Program	8, 9, 27, 12, 13, 14, 10, 31	231,958 FT; 3,212 Each	$50,400,000	$196,600,000
C.EN.101857	Amtrak System Comm System Upgrs Program	31	Not Available	$6,300,000	$49,600,000
C.EN.101873	ET Linear Assets Research and Development Program	31	Not Available	$500,000	$2,400,000
C.EN.101909	NEC Trip Time Reduction	31, 22, 12	Not Available	$900,000	$2,300,000
C.EN.201034	Amtrak Owned Positive Train CTRL (PTC) Installation Program	31	Not Available	$10,000,000	$40,900,000
C.EV.100002	New Brunswick Commuter Yard Remediation	12	Not Available	$100,000	$300,000
C.EV.100003	Trenton NJ - Commuter Yard Remediation	13	Not Available	$100,000	$500,000
C.EV.100032	New York Penn Station Track Remediation	11	Not Available	$400,000	$1,000,000
C.EV.100033	Sunnyside Yard Oil & PCB Remdiation	9	Not Available	$800,000	$800,000
C.EV.100040	Ivy City Yard WAShington DC-Remediation	23	Not Available	$100,000	$300,000
C.EV.100374	Cedar Hill Remediation	25	Not Available	$500,000	$5,000,000
C.EV.100633	Wilmington, DE - MOFE Facility PCB Remediation	20	Not Available	$1,400,000	$32,500,000

Program ID	Program Description	BCC Segment	FY26 Planned Units	FY26 Planned Expenditure	FY27-30 Planned Expenditure
C.EV.201240	Wilmington West Yard	20	Not Available	$1,000,000	$27,000,000
C.ME.100098	Wilmington Facilities Improvements	20	Not Available	$1,600,000	$10,600,000
C.MP.100037	Vertical Gap Rehabilitation Program	31	Not Available	$0	$44,500,000
C.MP.100048	Amtrak System Production Structures Program	5, 4, 12, 3, 19, 20, 22, 30, 14, 27, 21, 25, 2, 16, 29, 31	651 Each	$44,900,000	$188,600,000
C.PO.100045	Maintenance Facility Security Enhancements	22	Not Available	$1,000,000	$3,500,000
C.PO.100046	Bridges & Tunnels Security Enhancements	4, 31	Not Available	$5,000,000	$21,500,000
C.SP.100058	Washington DC Customer NOW Station Refresh Program	23	Not Available	$6,500,000	$7,000,000

Refer to the C40/FY26-30 CIP Web Appendix for detailed project information.

FY26 BCC Details

Service operators pay infrastructure 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. The below figure shows each owner's anticipated FY26 BCC-eligible expenditure by projects and programs.

Figure 2. FY26 BCC-eligible Planned Investment by Classification and Infrastructure Owner (Millions)

	Amtrak	MBTA	RIDOT	CTDOT	MTA MNR	NJT	SEPTA	DELDOT	MDOT/ MTA	Total
BCC-Eligible Investments ($M)	**$902.6**	**$50.5**	**$0.1**	**$185.6**	**$79.6**	**$16.8**	Not Available	**$0**	**$0.4**	**$1,235.6**
Projects ($M)	$266.2	$34.8	$0	$118.0	$77.1	$16.8	Not Available	$0	$0.4	$513.3
Programs ($M)	$636.4	$15.7	$0.1	$67.6	$2.5	$0	Not Available	$0	$0	$722.3

No DelDOT FY26 planned spend.

No BCC-eligible FY26 planned spend submitted by SEPTA.

In general, the Policy requires 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 owners and operators regarding the owners' ability to spend operators' BCCs during the upcoming fiscal year. To that end, the following tables show the difference between owners' planned FY26 BCC-eligible expenditures and agencies' FY26 BCC obligations. For all agencies, the data provided represents a snapshot in time and actual work completed during FY26 and funded with BCCs may vary.

Figure 3. FY26 Planned BCC Eligible Expenditure and Percent of Obligation Planned (Millions)

ROW/Station Owner	FY26 BCC Obligation ($M)	Submitted FY26 BCC-Eligible Planned Spend ($M)	Percent of Obligation Planned
Amtrak	$754.52	$902.6	119.6%
MBTA	$39.40	$50.5	128.0%
Rhode Island DOT	$0.09	$0.1	111.7%
Connecticut DOT	$176.83	$185.6	105.0%
MTA	$24.43	$79.6	325.8%
NJ TRANSIT	$11.18	$16.8	150.7%
SEPTA	$2.04	$0	Not Available
Delaware DOT	$0.14	$0	0%
MDOT MTA/MARC	$0.22	$0.4	184.0%
Total	**$1,008.8**	**$1,235.6**	

No DelDOT FY26 planned spend.
No BCC-eligible FY26 planned spend submitted by SEPTA.

Figure 4. FY26 Planned BCC-eligible Expenditure and BCC Obligation Comparison (Millions)

Operator ($M)

Right of Way / Station Owner ($M)	Amtrak	MBTA	RIDOT	CTDOT (SLE)	CTDOT (HL)	CTDOT	MTA (MNR)	MTA (LIRR)	NJT	SEPTA	DelDOT	MDOT/ MTA	VRE	Total
Amtrak	$148.07													$148.07
MBTA		$11.05												$11.05
RIDOT	$0.01													$0.01
CTDOT (NHL)						$8.77								$8.77
MTA (MNR)							$55.17							$55.17
NJT									$5.66					$5.66
SEPTA	-$0.67									-$1.37				-$2.04
DelDOT	-$0.04										-$0.10			-$0.14
MDOT/ MTA												$0.18		$0.18
Total	$147.37	$11.05				$8.77	$55.17		$5.66	-$1.37	-$0.10	$0.18		$226.75

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 5. 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	MTA 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, NJ TRANSIT, 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 Washington Union Station	Amtrak	Amtrak, MARC
23	Washington Union Terminal	Amtrak	Amtrak, MARC, VRE
24	Washington Union Station to CP Virginia	Amtrak	Amtrak, VRE
25	Springfield to New Haven	Amtrak	Amtrak, CTrail Hartford Line
26	Poughkeepsie to Spuyten Duyvil (Exempt)	Metro-North	Amtrak, Metro-North
27	Spuyten Duyvil to Penn Station New York	Amtrak	Amtrak
28	Philadelphia 30th Street to 36th St	Amtrak	Amtrak
29	36th St to Thorndale	Amtrak	Amtrak, SEPTA
30	Thorndale to Harrisburg	Amtrak	Amtrak
31	Amtrak System-wide	Amtrak	Amtrak

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. Baltimore & Potomac Tunnel Replacement 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 Replacement
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.

Sources

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Page 4: "(The NEC) moves over 628,000 passengers each weekday on over 2,000 daily trains"; Source: NECC Annual Report: Infrastructure + Operations (2025)

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Page 31: "Long Island Rail Road trains in Manhattan;" courtesy of Northeast Corridor Commission.

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Page 32: " Walk Bridge under construction on the New Haven Line;" courtesy of Northeast Corridor Commission.

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