CONNECT 2037

Project Information Appendix

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

Project Information Appendix

CONNECT NEC 2037 (C37) & FY24-28 NEC Capital Investment Plan

November 2023

Project Information Appendix

Contents

NEC Planning Overview & Process

NEC Cost Allocation Policy

The NEC Commuter and Intercity Rail Cost Allocation Policy, adopted by the Commission in September 2015 and renewed in October 2020, outlines a partnership built on three pillars: (1) operator cost sharing; (2) transparency, collaboration, and accountability; and (3) federal partnership. The 15-year CONNECT NEC Program and the five-year Capital Investment Plan (CIP) are key components of the transparency, collaboration, and accountability pillar.

These processes are intended to enhance coordination on service goals, associated capital investments, and the resources required to implement them. CONNECT NEC identifies long-term service objectives and associated capital investments over the next 15 years, while the annual CIP demonstrates how the Commission and its member agencies plan to advance CONNECT NEC in the near-term. CONNECT NEC and the CIP are fiscally unconstrained.

The Policy requires that the first year of the CIP, an implementation plan constrained by available funding, serves as the baseline for infrastructure delivery reporting as summarized each year in the NEC Annual Report. Year One of the CIP also serves as a tool for anticipating BCC expenditures and potential investment shortfalls. To this end, Right-of-Way and Station Owners demonstrate in the Plan their ability to spend operators' BCCs in the upcoming fiscal year.

C37 covers planned investments from FY24-38. The first five years of C37 are the FY24-28 Capital Investment Plan. Details on the FY24-28 CIP can be found starting on page A34 in this Appendix.

CONNECT NEC Planning Process

CONNECT NEC identifies long-term service objectives and associated capital investments to develop a detailed and efficient sequencing of infrastructure investments over 15 years while addressing critical state-of-good-repair needs.

Service & Capital

NEC FUTURE established a corridor-wide long-term vision for future service frequency and travel times. The starting point for C37 was to gather updates to incremental, first-phase 15-year service objectives first developed for C35 by each of the member agencies. Agencies also identified 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 2037 operating plan and C37 project list that together addresses corridor-wide objectives including improved reliability, increased service frequency, and faster speeds. In some cases, service and demand assumptions were aspirational, in other cases, assumptions reflect anticipated service outlined in other public documents.

Infrastructure investments and their outcomes are compiled into a project list starting on page A6. In addition to these investments, C37 proposes significant programmatic capital renewal efforts needed to bring the existing NEC to a state of good repair. The integrated 2037 operating plan was tested against these infrastructure investments to confirm that service levels could be delivered in the next 15 years.

Delivery

The delivery strategy 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. While the analysis assumed unconstrained workforce and funding, the availablity 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 scope, schedules, and capital cost estimates of projects and programmatic capital renewal.
- Considered projects together rather than individually and grouped them based on their geography, construction requirements, and operational interdependencies.
- Incorporated capital renewal efforts into project groups where there was overlap, to increase implementation efficiency and reduce customer impact, particularly where projects could replace or eliminate the need for underlying capital renewal.
- 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.

Finance and Funding

In the time since C35 was published, BIL was passed into law providing unprecedented levels of funding to passenger rail. Despite this historic investment, additional funding is needed to deliver the CONNECT NEC program. The financial strategy considers this newly available funding for the NEC and identifies the remaining gap between all available funding sources and the capital needs of the C37 plan.

Benefits

The delivery and operations analysis that shaped the plan were supplemented with additional methods and tools for forecasting ridership demand, estimating 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 2023 and year-of-expenditure dollars
- Economic: Economic benefits derived from the capital investment and service improvements, captured at region, corridor-wide, and national scales

C37 Project List

The following projects are included in CONNECT NEC 2037 and therefore contribute to the benefits, SOGR progress, and service outcomes described in this document. Project Group is noted if a project was included in the C37 delivery analysis. Projects with activity planned for FY24-28 are included in the CIP Appendix pages following this table. Project outcomes are based on NEC Commission analysis for the purposes of this plan.

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NE	Boston South Station Expansion	NE-P01	✓	✓	
NE	Boston South Station: Tower 1 and Cove Interlockings Improvements	NE-P01	✓		
NE	Regional Rail Plan (RI-MA)	NE-P11	✓		
NE	Providence-Boston Traction Power Upgrades	NE-P15	✓	✓	
NE	High Capacity Signaling: Boston to Canton Junction	NE-P15	✓		
NE	Boston MA Station Refresh Program		✓		
NE	Boston Metropolitan Lounge Refresh		✓	✓	
NE	Back Bay Station: Platform Ventilation (Phase 3)	NE-P01	✓		
NE	Airo Facilities: Southampton Street Yard Digital Technology Upgrades		✓	✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NE	Southampton Street and South Bay I/L Upgrades Project		✓		
NE	Next Generation Acela Infrastructure Upgrades: Southampton Yard		✓		
NE	Ruggles Street Station Accessibility Improvements: Phase 2	NE-P15	✓		
NE	Widett Layover Yard	NE-P13		✓	
NE	Airo Facilities: Southampton Street Yard	NE-P13	✓	✓	
NE	Substation 317 Replacement		✓		
NE	Massachusetts Third Track: Readville to Canton	NE-P02	✓	✓	
NE	South-Side Maintenance and Layover Facility	NE-P13		✓	
NE	Boston - Providence Capacity Study & Implementation: NEC & Fairmount Line	NE-P11	✓		
NE	Route 128 Station HVAC Upgrades		✓		
NE	Route 128 Station Construction Upgrades		✓		
NE	Junction Interlocking Drainage Improvements		✓		
NE	Undergrade Bridge Retirements		✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NE	Hawk Hot Box / Dragging Equipment Detector Upgrade Project		✓		
NE	New England OTP/Capacity Improvements: Attleboro Area Part 2	NE-P03		✓	
NE	Attleboro Line Track 3 OCS Installation	NE-P03	✓		
NE	Attleboro Station Improvements	NE-P03	✓		
NE	South Attleboro Station Accessibility Improvements	NE-P04	✓		
NE	MBTA Pawtucket Layover Facility Improvements: Phase 3	NE-P05	✓		
NE	Providence Station Improvements	NE-P05	✓		
NE	New England OTP/Capacity Improvements: Providence Station	NE-P05		✓	
NE	New Haven - Providence Capacity Planning Study	NE-P11	✓		
NE	Warwick/T.F. Green Airport Station Expansion	NE-P12	✓		
NE	Kingston Improvement Project		✓	✓	
NE	Pawcatuck River RI Bridge Replacement Project		✓		
NE	Westerly Station SOGR Platform Replacement		✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NE	New England Grade Crossing Elimination Program: Elihu Island Rd.	NE-P06	✓		
NE	New England Grade Crossing Elimination Program: Latimer Point Rd.	NE-P06	✓	✓	
NE	Veltri Interlocking	NE-P06	✓		
NE	New England Grade Crossing Elimination Program: Wamphassuc Point Rd.	NE-P06	✓	✓	
NE	Mystic Station SOGR Platform Replacement		✓		
NE	Shore Line East Track & Catenary Improvements (FY22)	NE-P07	✓		
NE	New London Station Safety Improvements	NE-P07		✓	
NE	Shore Line East Power Supply Upgrade	NE-P14		✓	
NE	New London Station Lighting And Canopy Upgrades		✓		
NE	New England Grade Crossing Elimination Program: Miner Ln.	NE-P07		✓	
NE	Connecticut River Bridge Replacement Project	NE-P08	✓	✓	
NE	Shaws Cove Bridge Fender System Upgrade		✓		
NE	Brook Interlocking Improvements	NE-P08		✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NE	Fitter Interlocking	NE-P09	✓		
NE	New England OTP/Capacity Improvements: Madison Station	NE-P09	✓		
NE	Guilford Interlocking Renewal	NE-P09	✓		
NE	Springfield Station MA New High Level Platform		✓		
NE	Springfield Station MA Demolition Freight Elevator		✓		
NE	Springfield MA Canopy Upgrades		✓		
NE	Airo Facilities: Springfield Digital Technology Upgrades		✓		
NE	Airo Facilities: Springfield		✓		
NE	Springfield Station MA Existing Interior Upgrades		✓		
NE	Cedar Hill Remedation		✓		
NE	West Class Yard Access Improvements		✓		
NE	Hartford Line Station Program (Design)	NE-P10	✓		
NE	North Haven Station	NE-P16		✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NE	Newington Station	NE-P10		✓	
NE	West Hartford Station	NE-P10		✓	
NE	Hartford Station Relocation	NE-P10	✓	✓	
NE	Windsor Locks Station and Interlocking Improvements	NE-P10	✓		
NE	Springfield Line: Connecticut River Bridge Replacement Project	NE-P10	✓	✓	
NE	Enfield Station	NE-P10		✓	
NE	AS Line MP 59.5 Drainage & Soil Slope Stabilization		✓		
NE	Spring (Springfield, MA) Interlocking Renewal Project	NE-P10	✓		
NE	State Street Crossing Improvement Project		✓		
NE	Hartford Line Rail Program: Double Track (Phase 3B-Contracts 1 thru 3)	NE-P10	✓		
CTW	New Haven Line Yard and Facility Program: Wheel Mill Facility Replacement		✓		
CTW	New Haven Line Network Infrastructure Upgrade Phase 3		✓		
CTW	New Haven Line Yard and Facility Program	CTW-P01	✓	✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
CTW	New Haven Line Signal System Replacement: Section 1 - Greenwich to Norwalk	CTW-P01	✓		
CTW	New Haven Union Station Improvements	CTW-P01	✓		
CTW	PTC Upgrades and Enhancements		✓		
CTW	New Haven Station Refresh Program		✓		
CTW	New Haven Line Yard and Facility Program: Car and Diesel Shop Rehabilitation		✓		
CTW	TIME-6	CTW-P02	✓	✓	
CTW	DEVON Bridge Replacement	CTW-P02	✓	✓	
CTW	DEVON Bridge Interim Repairs	CTW-P02	✓		
CTW	TIME-1	CTW-P02	✓	✓	
CTW	Bridgeport Area New Turnback Track	CTW-P10		✓	
CTW	SAUGATUCK River Bridge Replacement	CTW-P03	✓	✓	
CTW	Saga Bridge Interim Repairs	CTW-P03	✓		
CTW	New Haven Line Station Platform Replacement Program (New Haven)	CTW-P08	✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
CTW	New Haven Line Station Platform Replacement Program (Darien)	CTW-P06	✓		
CTW	WALK Bridge Replacement	CTW-P04	✓	✓	
CTW	TIME-2	CTW-P04	✓		
CTW	WALK Bridge: Enabling Components (CP243, Danbury Dockyard, East Catenary)	CTW-P04	✓		
CTW	WALK Bridge: Enabling Components (Advanced Utilities)	CTW-P04	✓		
CTW	Stamford Station Improvements: Parking Garage	CTW-P05	✓		
CTW	New Haven Line Signal System Replacement: Sections 2 & 3 - Norwalk to New Haven	CTW-P05	✓		
CTW	Stamford Station Improvements: Elevators and Escalators Improvements	CTW-P05	✓		
CTW	Stamford Station Improvements: Master Plan Elements		✓		
CTW	New Haven Line Network Infrastructure Upgrade Phase 4		✓		
CTW	Stamford Maintenance of Equipment (MOE) Facility		✓		
CTW	Stamford Catenary Improvements		✓		
CTW	COS COB Bridge Replacement	CTW-P05	✓	✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
CTW	COS COB Bridge Interim Repairs	CTW-P05	✓		
CTW	NHL Power Improvement Program	CTW-P08	✓	✓	
CTW	TIME-5	CTW-P09	✓	✓	
CTW	Harrison-Greenwich Local Tracks Passing Sidings	CTW-P09		✓	
CTW	Substation 128 and 178 replacement		✓		
CTW	Overhead Bridge Rehabilitation Program		✓		
NYM	Penn Station Access	NYM-P01	✓		
NYM	Pelham Substation Replacement		✓		
NYM	Pelham Bay Bridge Replacement Project	NYM-P01	✓	✓	
NYM	Next Generation Acela Infrastructure Upgrades: Sunnyside Yard	NYM-P02	✓		
NYM	Harold Interlocking	NYM-P02	✓	✓	
NYM	Sunnyside Yard/Loop Track Capacity Improvements	NYM-P02	✓		
NYM	Airo Facilities: Sunnyside Yard	NYM-P02	✓	✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NYM	Q Interlocking C&S Equipment Replacement Project		✓		
NYM	Sunnyside Yard Watermain Upgrades		✓		
NYM	Sunnyside Yard Oil/PCB Remediation		✓		
NYM	Sunnyside Yard Frequency Converter Upgrade Project		✓		
NYM	Airo Facilities: Sunnyside Yard Digital Technology Upgrades		✓	✓	
NYM	Sunnyside Yard Crew Base Facility Complex		✓		
NYM	East River Tunnel Rehabilitation Project	NYM-P02	✓		
NYM	River-to-River Rail (R4) Resiliency: West Side Yard	NYM-P02	✓		
NYM	River-to-River Rail (R4) Resiliency: ERT Tunnel Power Upgrades & Flood Mitigation	NYM-P02	✓		
NYM	River-to-River Rail (R4) Resiliency: Queens Portal		✓		
NYM	1st Avenue Ventilation Fan Attenuator Upgrade		✓		
NYM	Gateway: Highline Renewal and State of Good Repair	NYM-P06		✓	
NYM	Gateway: New York Penn Station Expansion	NYM-P03	✓	✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NYM	New York Penn Station Reconstruction	NYM-P03	✓	✓	
NYM	New York Penn Station: NJ TRANSIT Near-Term Improvements	NYM-P03	✓		
NYM	New York Penn Station: Central Concourse	NYM-P03	✓		
NYM	PSCC NY 400 Building Backup Generator Replacement		✓		
NYM	PSNY Fire Protection Improvements		✓		
NYM	NYP Crew Base Renovation		✓		
NYM	NYP 7th And 32nd Entrance Renovation		✓		
NYM	New York PSCC - Building Renovations		✓		
NYM	New York Penn Station Track Remediation		✓		
NYM	New York Penn Station Escalator Replacement		✓		
NYM	CETC NY SCADA Phase II		✓		
NYM	Penn Station NY Customer NOW Refresh Program		✓	✓	
NYM	NYP East Block Security Bollards		✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NYM	Moynihan Station Infrastructure Improvement		✓		
NYM	Mainline Scanners		✓		
NYM	Empire Line Lighting Upgrade Project		✓		
NYM	Spuyten Duyvil Submarine Cable Replacement Project		✓		
NYM	Gateway: Hudson Yard Concrete Casing 3		✓		
NYM	Gateway: Hudson Tunnel Project	NYM-P04	✓	✓	
NYM	Gateway: Secaucus Station and Loop Tracks	NYM-P04	✓	✓	
NYM	Kearny to Waverly Transmission Tower Upgrade Project	NYM-P04	✓		
NYM	New Hackensack Substation 42 Control House Project	NYM-P04	✓		
NYM	Gateway: Portal North Bridge	NYM-P04	✓		
NYM	Gateway: Portal South Bridge	NYM-P04	✓	✓	
NYM	Emergency Portal Bridge Fender Strike April 16, 2022		✓		
NYM	Gateway: Sawtooth Bridges Replacement	NYM-P06	✓	✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NYM	NJ TRANSITGRID	NYM-P10	✓		
NYM	Kearny Sub 41 Relocation Design and Construction		✓		
NYM	Gateway: Highline Renewal and State of Good Repair: Dock Bridge	NYM-P06	✓	✓	
NYM	Choke Point Relief: Westbound Waterfront Connection	NYM-P06	✓	✓	
NYM	Gateway: NJ TRANSIT Gateway Storage Yard	NYM-P06	✓	✓	
NYM	Gateway: Harrison Fourth Track	NYM-P06	✓	✓	
NYM	Newark Penn Station: Platform Rehabilitation (A, B, C)	NYM-P05	✓		
NYM	Newark Penn Station: Platform Rehabilitation	NYM-P05	✓		
NYM	Newark Penn Station to EWR Station NEC Section Capacity Improvement: Short-term	NYM-P05	✓		
NYM	Newark Penn Station: Master Plan and Reimagined Icon	NYM-P05	✓		
NYM	Newark Penn Station: State of Good Repair Rehabilitation	NYM-P05	✓		
NYM	County-Newark Catenary Upgrades		✓	✓	
NYM	Bridge Replacement South St. Station, Newark NJ AN MP 9.65		✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NYM	Hunter Yard Maintenance of Way Facilities Upgrades	NYM-P05		✓	
NYM	Hunter Flyover	NYM-P05	✓	✓	
NYM	North Elizabeth Station Improvements	NYM-P08	✓		
NYM	New York Metro Signal System Upgrades to 562 Program Phase 1: County to Elmora	NYM-P05	✓	✓	
NYM	New Jersey Bridge Replacement - Main Street, Inman Ave, Lehigh Valley RR		✓		
NYM	Metuchen Station Improvements	NYM-P09	✓	✓	
NYM	Edison Station Improvements	NYM-P09	✓	✓	
NYM	New Brunswick Station Improvements	NYM-P09	✓		
NYM	New Brunswick Commuter Yard Remediation		✓		
NYM	Jersey Avenue Station Improvements	NYM-P07	✓	✓	
NYM	Delco Lead	NYM-P07	✓	✓	
NYM	Midline Loop	NYM-P07	✓	✓	
NYM	North Brunswick Station	NYM-P07	✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
NYM	Adams Substation	NYM-P07	✓	✓	
NYM	Clark to Ham Constant Tension Upgrade Project	NYM-P12	✓	✓	
NYM	Ham Interlocking Renewal Project	NYM-P12	✓		
NYM	Trenton Transit Center: State of Good Repair Program	NYM-P11	✓	✓	
NYM	Trenton NJ, - Commuter Yard Remediation		✓		
NYM	Washington St Bridge Replacement	NYM-P11	✓		
MAN	New York Metro Signal System Upgrades to 562 Program Phase 2: West Fair to Holmes	MAN-P02		✓	
MAN	Regional Rail Master Plan Implementation		✓	✓	
MAN	Morrisville Yard	MAN-P01		✓	
MAN	SEPTA Trenton Line Parking Expansion	MAN-P02		✓	
MAN	Bristol Station Improvements	MAN-P02	✓		
MAN	Cornwells Heights Station Improvements	MAN-P02	✓		
MAN	New Interlocking between Cornwells Heights and Eddington	MAN-P02		✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
MAN	30th Street West Catenary Replacement	MAN-P03	✓		
MAN	Philadelphia 30th Street District Plan	MAN-P03	✓	✓	
MAN	SEPTA Airport Line Separation Project	MAN-P03		✓	
MAN	Airo Facilities: Penn Coach Yard	MAN-P03	✓		
MAN	Penn Coach Yard Paving Improvements Project		✓		
MAN	Penn Coach Yard Water Main Replacement Project		✓		
MAN	Philadelphia 30th Street Station Platform Refresh		✓		
MAN	Philadelphia 30th Street Station Platform PCB Remediation		✓		
MAN	Airo Facilities: Penn Coach Yard Digital Technology Upgrades		✓	✓	
MAN	Marcus Hook Station Improvements	MAN-P04	✓	✓	
MAN	Baldwin Interlocking Upgrade	MAN-P04		✓	
MAN	Marcus Hook Turnback Track	MAN-P04		✓	
MAN	Claymont Transportation Center	MAN-P05	✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
MAN	Holly - Bell - Landlith Improvement Project	MAN-P06		✓	
MAN	Mid-Atlantic OCS Replacement Program Phase 2: Brill to Landlith	MAN-P06	✓	✓	
MAN	Wilmington Maintenance of Equipment Facility: Complex Replacement	MAN-P06	✓	✓	
MAN	Landlith Interlocking - Wine Interlocking NEC Section Improvement Project	MAN-P06		✓	
MAN	Wilmington Station: High Level Platform Extension Track 1	MAN-P06	✓		
MAN	Wilmington Station: High Level Platform Extension Tracks 2 and 3	MAN-P06		✓	
MAN	Wilmington Training Center Parking Access Improvements Project		✓		
MAN	Wilmington, DE - MOFE Facility PCB Remediation		✓		
MAN	Wilmington DE Vertical Transportation Program		✓		
MAN	Wilmington DE Training Center Upgrades		✓		
MAN	Wilmington Platform Upgrades		✓		
MAN	Wilmington West Yard		✓		
MAN	Churchman's Crossing Improvements	MAN-P07	✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
MAN	Newark (DE) Regional Transportation Center	MAN-P07	✓		
MAN	Harrisburg Line Interlocking Improvements: Zoo - Phase 1 (Early Action)	MAN-P13	✓		
MAN	Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli	MAN-P13	✓	✓	
MAN	52nd Street PA Undergrade Bridge Upgrades		✓		
MAN	Harrisburg Line Signal Upgrade: Paoli to Overbrook	MAN-P13	✓	✓	
MAN	Keystone Line Interlocking SOGR Program – Phase 2: Wynnefield	MAN-P13		✓	
MAN	Wynnewood Station Improvements	MAN-P12		✓	
MAN	Ardmore Transportation Center: Phase 1 ADA Improvements	MAN-P12	✓		
MAN	Harrisburg Line: Villa - Nova - Bryn Mawr Project (Phase 1)	MAN-P12		✓	
MAN	Villanova Station: Phase 2 ADA Improvements	MAN-P12	✓		
MAN	Devon Station Improvements	MAN-P12	✓	✓	
MAN	Harrisburg Line Track 2 Restoration: Paoli to Frazer	MAN-P12		✓	
MAN	Mid-Atlantic OCS Replacement Program Phase 3: Paoli to Thorn	MAN-P12		✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
MAN	Paoli Transportation Center: Phase 2 Station & Intermodal Improvements	MAN-P12		✓	
MAN	Harrisburg Line Interlocking Improvements: Paoli	MAN-P12		✓	
MAN	Harrisburg Line Signal Upgrade: Park to Zoo	MAN-P13	✓	✓	
MAN	Malvern Station Improvements	MAN-P12	✓		
MAN	Frazer Rail Shop and Yard Upgrade	MAN-P11	✓		
MAN	Harrisburg Line: West of Exton Commuter Service and Infrastructure Alignment (Park Interlocking)	MAN-P09		✓	
MAN	Keystone Line Interlocking SOGR Program – Phase 1: Potts	MAN-P11		✓	
MAN	Downingtown Station Improvements	MAN-P10	✓	✓	
MAN	Coatesville Station Improvements	MAN-P09	✓		
MAN	Parkesburg Station Improvements	MAN-P10	✓	✓	
MAN	Harrisburg Line: Atglen Turnback	MAN-P09		✓	
MAN	Harrisburg Line: Conestoga to Royalton ET Supply Transmission Line Replacement	MAN-P08	✓		
MAN	Conestoga Substation Improvements Project	MAN-P08	✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
MAN	Lancaster Station Improvements	MAN-P10	✓		
MAN	Lancaster PA Platform & Roof Replacement		✓		
MAN	Harrisburg PA Train Shed Improvements		✓		
MAS	MARC Station: Elkton		✓		
MAS	Mid-Atlantic South Signal System Upgrades to 562 Project	MAS-P09	✓	✓	
MAS	New C&S Facility - Perryville, MD		✓		
MAS	Susquehanna River Bridge Replacement Program	MAS-P01	✓	✓	
MAS	MARC Penn Line Closed Circuit Television (CCTV)	MAS-P12		✓	
MAS	MARC Penn Line Station Renovations	MAS-P12		✓	
MAS	MARC Penn Line Train Approaching Warning System	MAS-P12		✓	
MAS	Aberdeen, MD High Level Platforms Project	MAS-P02	✓		
MAS	Aberdeen Station SOGR		✓		
MAS	Bush River Bridge Replacement Program	MAS-P03	✓	✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
MAS	Gunpowder River Bridge Replacement Program	MAS-P05	✓	✓	
MAS	Gunpow Substation 18 New Prefabricated Control House	MAS-P05	✓		
MAS	MARC Martin's Yard: Storage Improvements	MAS-P06	✓		
MAS	Martin Airport Station Accessibility Improvements	MAS-P06	✓	✓	
MAS	MARC Martin's Yard: Power-Operated Switch	MAS-P06	✓		
MAS	MARC Martin's Yard: Crossover	MAS-P06		✓	
MAS	New C&S Facility - Middle River, MD		✓		
MAS	MARC Station: Bayview	MAS-P06	✓	✓	
MAS	Baltimore Station Canopy Restoration		✓		
MAS	Frederick Douglass Tunnel Program	MAS-P07	✓	✓	
MAS	Next Generation Acela Infrastructure Upgrades: Baltimore Penn Station	MAS-P07	✓		
MAS	Baltimore Penn Station: Master Plan	MAS-P07	✓		
MAS	Baltimore Penn Station Capacity Project	MAS-P07		✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
MAS	Bridge To Burgos Catenary Renewal	MAS-P08	✓	✓	
MAS	Penn-Camden Connector	MAS-P07	✓	✓	
MAS	Riverside Yard Heavy Maintenance Building		✓		
MAS	BWI 4th Track Phase 1	MAS-P13	✓	✓	
MAS	BWI Station Md - Station Improvements		✓		
MAS	Jericho Park Frequency Converter Replacement	MAS-P08	✓		
MAS	Burgos Interlocking	MAS-P08	✓		
MAS	Next Generation Acela Infrastructure Upgrades: New Carrollton Station	MAS-P08	✓		
MAS	New Carrollton Station: State of Good Repair Improvements	MAS-P08	✓		
MAS	Anacostia Area Capacity and Resiliency Study	MAS-P11	✓		
MAS	Next Generation Acela Infrastructure Upgrades: Ivy City Yard		✓		
MAS	VRE Midday Storage Facility	MAS-P09	✓		
MAS	Airo Facilities: Ivy City Yard	MAS-P09	✓	✓	

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
MAS	Washington Terminal Complex Train Control System Renewal		✓		
MAS	Ivy City Yard WAShington DC-Remediation		✓		
MAS	Airo Facilities: Ivy City Yard Digital Technology Upgrades		✓	✓	
MAS	Washington Union Station: Claytor Concourse Modernization Program	MAS-P09	✓		
MAS	Washington Union Station: Subbasement Program	MAS-P09	✓	✓	
MAS	Washington Union Station: Long Term Station Expansion	MAS-P09	✓	✓	
MAS	Washington Union Station: Near Term Rail Program	MAS-P09	✓		
MAS	Washington DC Canopy Improvements		✓		
MAS	WAS DC Platform 17/18 Structural Improvements		✓		
MAS	WAS DC Platform 16/17 Refresh		✓		
MAS	WAS DC Handrail And Station Improvements		✓		
MAS	WAS DC Escalator Enclosures North Hangar		✓		
MAS	1st Street Tunnel Ventilation Upgrades		✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Region	Project Name	Project Group	FY24-28 Activity	Post-FY28 Activity	Project Outcomes
MAS	WUT DC Metropolitan Lounge Refresh		✓		
MAS	Washington First Street Tunnel Project	MAS-P09	✓	✓	
ASW	High Speed Adjacent Track Signage		✓		
ASW	Infrastructure Renewal and Speed Improvement Program	MAS-P10	✓	✓	
ASW	Next Generation Acela Infrastructure Upgrades: Ride Quality Improvement	MAS-P14	✓		
ASW	Next Generation Acela Infrastructure Upgrades: Safety Mitigation	MAS-P14	✓		
ASW	Next Generation Acela Infrastructure Upgrades: Tier III Waiver Gates	MAS-P14	✓		

Project Outcomes Key

- Contributes to SOGR
- Reduces Trip Time
- Increases Capacity
- Increases Service Reliability
- Expands or establishes electrified service
- Improves ADA accessibility
- Expands intercity or commuter rail service
- Enhances safety
- Improves resiliency
- Planning Study

Addressing the NEC State-of-Good-Repair Backlog

A state of good repair (SOGR) means assets are within their useful life or are in a condition to perform as designed. The SOGR backlog refers to the population of assets, both large bridges and tunnels (major backlog) and basic infrastructure, on the NEC that are no longer in this condition. An asset's useful life can vary from a few years to many decades, after which it should be replaced. Some assets can operate safely beyond their useful life, though they can become more expensive to maintain and more vulnerable to failures that cause service disruptions.

The NEC's 16 major bridges and tunnels were designed to last decades, but basic assets are always falling out of a state of good repair somewhere on the NEC and are replaced through ongoing capital renewal programs. Investments made today restore infrastructure, but over time that infrastructure once again exceeds its useful life or falls into poor condition. It is important for RoW owners to routinely measure asset condition to track which assets are not in a state of good repair or may not be in the near term. RoW owners can use this information to best plan their capital renewal programs.

The Commission is required by statute to report on progress in eliminating the SOGR backlog in its Annual Report. The Commission has also routinely defined the current backlog and the cost to address the backlog in the Capital Investment Plan. Additionally, the C35 project delivery analysis created a roadmap to vastly reduce the SOGR backlog over 15 years. C37 continues to map out how to reduce the backlog, but at a slower rate based on more realistic understandings of workforce and other delivery constraints. The following sections provide the Commission's latest assessment of the SOGR backlog and will serve as a baseline for reporting on progress in the FY24 Annual Report.

Major Backlog

Completing these large bridge and tunnel replacement or rehabilitation projects will eliminate a significant portion of the SOGR backlog for many generations. The cost of addressing major backlog asset SOGR is based on the total project costs for the associated replacement or rehabilitation projects and is currently estimated at $46 billion in year of expenditure dollars. The recently announced FSP grants represent major progress in funding a reduction of this backlog with $14 billion awarded to advance major backlog projects.

The following table reflects major backlog costs and the amount of funding currently available to advance each of these projects. The table also reflects the planned lifecycle stage for these projects at the end of FY24. The FY24 Annual Report will report on progress in addressing this backlog over the next year.

Major Backlog: Estimated cost, available funding, and lifecycle stage at end of FY24 (Millions)

Major Backlog Projects		Escalated Total Project Cost	Funding Available	Planned Lifecycle Stage(s) at the end of FY24
CT	Connecticut River Bridge Replacement Project	$1,300	$1,300	Construction
	DEVON Bridge Replacement	$4,300	$320	Project Development
	SAUGATUCK River Bridge Replacement	$760	$29	Project Development
	WALK Bridge Replacement	$1,200	$1,200	Construction
	COS COB Bridge Replacement	$4,300	$0	Not started
NY	Pelham Bay Bridge Replacement Project	$500	$85	Project Development
	East River Tunnel Rehabilitation Project	$1,600	$1,600	Construction
	Gateway: Hudson Tunnel Project	$16,100	$16,100*	Final Design, Construction
	Gateway: Portal North Bridge	$2,200	$1,900	Planning, Project Development, Final Design, Construction
	Gateway: Sawtooth Bridges Replacement	$2,100	$270	Planning, Final Design
	Gateway: Highline Renewal and State of Good Repair	$460	$0	Not Started
	Gateway: Highline Renewal and State of Good Repair: Dock Bridge	$380	$380	Construction
MD	Susquehanna River Bridge Replacement Program	$2,700	$2,700	Planning, Final Design, Construction
	Bush River Bridge Replacement Program	$740	$24	Planning
	Gunpowder River Bridge Replacement Program	$1,300	$38	Planning
	Frederick Douglass Tunnel Program	$6,000	$6,000	Planning, Project Development, Final Design, Construction
Total		**$46,000**	**$32,000**	

*Assumes full funding for construction. See project page for funding plan details as of November 2023.

Basic Infrastructure

In the FY22 Annual Report, the Commission identified an approach for baselining and reporting on percents of basic infrastructure assets in a SOGR on an annual basis. The Commission has since worked with RoW owners to gather the data necessary to assess the basic infrastructure backlog in their respective territories. The Commission has also assessed the capabilities of each RoW owner to report out updates to this data easily and efficiently on an annual basis.

The information below reflects progress thus far in determining the percent of basic infrastructure assets in a SOGR. Amtrak and MNR provided preliminary data necessary to calculate this percentage for several assets, however much of this data is still being finalized as shown in the explanations below, some of which should be available for the FY23 Annual Report. The Amtrak SOGR calculations shown below are all determined by age compared to the useful life of the asset.

C37 efforts forecasted capital needs for basic infrastructure SOGR over 15 years using similar asset data and unit cost assumptions, accounting for both assets already in the backlog and assets that will enter the backlog in the next 15 years. The analysis factored in asset age and condition (where available) and reasonable expectations of track outage availability for capital renewal investment. A capital need of $62 billion reflects overall projected basic infrastructure capital renewal spending in year of expenditure dollars for FY24 through FY38, some of which will be funded by Baseline Capital Charges (BCCs) shared through the Commission's Cost Allocation Policy. See pages 58-59 in the main C37 report for more details on projected FY24-38 costs.

Basic infrastructure: FY24 baseline to measure progress in eliminating the programmatic backlog

Asset Type	Unit	Asset Count	Percent in SOGR
Amtrak (Amtrak and Massachusetts)			
Catenary Wire (Replacement)	Miles of catenary	1,468	25.3%
Culvert (Replacement)	Each	802	1.0%
Substations (Replacement)	Each	86	31.4%
Ballast (Surfacing)	Track miles	Not tracked in asset inventory, but may be in the future	
Ballast (Undercutting)	Track miles	Not tracked in asset inventory, but may be in the future	
Catenary Pole (Replacement)	Each	Condition-based scores will be updated in December	
Central Instrument House (Replacement)	Each	Asset list being updated, should be complete in December	
Concrete Ties (Replacement)	Each	Asset list being updated, should be complete in December	
Rail (Grinding)	Rail miles	Not tracked in asset inventory, but may be in the future	
Rail (Replacement)	Rail miles	Not tracked in asset inventory, but may be in the future	
Signals (Replacement)	Each	Asset list being updated, should be complete in December	
Switch Machine (Replacement)	Each	Asset list being updated, should be complete end of FY24	

Asset Type	Unit	Asset Count	Percent in SOGR
Turnouts (Replacement)	Each	Asset list being updated should be complete end of FY24	
Undergrade Bridges (Replacement)	Each	Asset list being updated, should be complete in December	
Wood Ties (Replacement)	Each	Asset list being updated, should be complete in December	

MNR (New York and Connecticut)

Because Metro-North receives funding from the FTA to help address asset needs, it is subject to discrete FTA asset management oversight requirements. As part of its regular capital asset planning process, Metro-North assesses the state of good repair of its assets not only based on age and useful life but also other factors such as condition, location, and use. This information is used in meeting FTA reporting requirements. Metro-North has provided the Commission with SOGR data for a select set of assets and will continue to work with the Commission to determine how best to provide information for other asset categories in accordance with the Commission's statutory mandate to report annually on progress in eliminating the SOGR backlog.

FY24-28 Capital Investment Plan

The Capital Investment Plan is required by 49 U.S.C. §24904(b), in addition to requirements outlined in the NEC Cost Allocation Policy. 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.

CIP Investment Details

Commission member agencies contribute to this Plan 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 FY24-28 investment detail can be found through an interactive dashboard on the NEC Commission website here: http://nec-commission.com/FY24-28-CIP/.

The following Appendix pages include a subset of investment information provided by member agencies, commensurate with the current resources being invested in these projects. Investment details in this Appendix are categorized as:

1) **Active projects**: Projects (i.e., discrete investments at a single location with a clear start and end) that have pre-construction or construction activity in the first year of the plan are considered "active projects". 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 FY24. For brevity, this Appendix displays detailed information for active projects with a total project cost over $50M and summary information for projects with a total project cost lower than $50M.

2) **Future projects**: Investments with activity starting in years in two through five of the CIP are categorized as "future projects". These projects typically represent priorities that either 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. Future projects have high-level summary information in this Appendix.

3) **Programs**: RoW owners are responsible for managing the routine repair and replacement of assets in their territory, and much of that work is completed through cyclical maintenance programs. Unlike projects, programs typically do not have a discrete start and end and some cover wide geographies that may change year to year.

Project information is grouped first by NEC region. Within each region, active projects with a total project cost over $50M are listed first, geographically, followed by active projects under $50M, and then Future Projects. Programs are grouped according to RoW owner territory.

FY24 (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.

FY24 plan details can be found in the active project and program investment detail pages and on the FY24-28 CIP Dashboard on the NECC website. Additionally, FY24 summary information, including planned BCC-eligible spending, can be found at the end of this Appendix.

FY24 Planned Expenditures		
New England		**$310,000,000**
	Amtrak	$240,000,000
	MBTA	$36,000,000
	CTDOT	$23,000,000
	Rhode Island DOT	$18,000,000
Connecticut-Westchester (NHL)		**$200,000,000**
	Connecticut DOT	$180,000,000
	MTA	$19,000,000
New York City Metro		**$3,100,000,000**
	Amtrak	$1,300,000,000
	MTA	$1,900,000,000
	NJ TRANSIT	Not Available
Mid-Atlantic North		**$400,000,000**
	Amtrak	$300,000,000
	Delaware DOT	Not Available
	Pennsylvania DOT	$49,000,000
	SEPTA	$45,000,000
Mid-Atlantic South		**$810,000,000**
	Amtrak	$790,000,000
	MDOT MTA / MARC	$4,700,000
	VRE	$18,000,000
Amtrak System-wide		**$460,000,000**
	Amtrak	$460,000,000
Total		**$5,300,000,000**

Investment Details

Sample Project Name

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

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

C37 Project Group: *In the C37 delivery analysis, project groups combine projects with capital renewal efforts in the same geographic area, allowing for more efficient project delivery.*

General Project Information

Full Project Scope	*Complete scope for the entire project, including previously completed work and work to be completed beyond fiscal year 2028*
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)* **FY24 Status of Cost Sharing Agreement:** *FY24 status of PBCA process or other inter-agency negotiations on cost*			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
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 overall construction*		

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	*Planned fiscal year 2024 expenditure*
FY24 BCC Eligibility	*Indicates if the planned FY24 project activity is BCC-eligible*
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	*Planned fiscal year 2025 - 2028 expenditure*

New England

Boston South Station: Tower 1 and Cove Interlockings Improvements

Project Sponsor: MBTA
Submitting Agency: MBTA
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NE-P01: Boston

General Project Information

Full Project Scope	The Tower 1 and Cove Interlockings Improvement project is a track and signal upgrade project that will 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. Tower 1 Early Action Project (EAP) was identified as an early action project under the original South Station Expansion (SSX) HSIPR (High Speed Intercity Passenger Rail) that was funded under Federal Railroad Administration (FRA) High Speed Intercity Passenger Rail (HSIPR) grant. The design and construction of the Tower 1 Interlocking has been funded under this grant, and now is under the management of MBTA Capital Delivery. 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 to a state-of-the-art microprocessor system, add a redundant communications system, upgrade existing power gener... [Full scope available on web dashboard]
Project Justification	The current infrastructure at Tower 1 and Cove Interlockings is a chokepoint for the movement of trains in and out of South Station.

Financial Plan

Project Cost	**Total Project Cost:**	**$140,000,000**	**Escalated Total Project Cost:**	**$140,000,000**
Funding Sources	**Total Funding to Date:**	**$82,000,000**	**Additional Potential Funding Sources:**	
	MBTA BCCs	*$33,000,000*	*Other Non-federal*	
	FRA Federal-State Partnership for SOGR Grant	*$41,000,000*		
	Amtrak BCCs	*$8,600,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MBTA **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$9,500,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$88,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Ruggles Street Station Accessibility Improvements: Phase 2

Project Sponsor: MBTA
Submitting Agency: MBTA
Benefit: Sole commuter
Project Type: Stations
C37 Project Group: NE-P15: Boston - Canton

General Project Information

Full Project Scope	The scope of this project is the design and engineering of various upgrades and improvements to the existing MBTA Ruggles Station. A MAAB Decision was issued that gave the station two years from the completion of Phase 1 to bring the entire station up to code. As such, the primary driver for the scope described in this report is the code and accessibility improvements to make the station 100% compliant. The general station improvements are 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, handrails, stairs, signage,... [Full scope available on web dashboard]
Project Justification	The existing passenger-facing facilities need to be rehabilitated to bring the station to a state of good repair and make the station ADA accessible.

Financial Plan

Project Cost	**Total Project Cost:**	**$120,000,000**	**Escalated Total Project Cost:**	**$120,000,000**
Funding Sources	**Total Funding to Date:**	**$99,000,000**	**Additional Potential Funding Sources:**	
	Massachusetts	*$99,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** MBTA **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY24
Planning	Nov 2020 - Jun 2021	Complete
Development[1]	Jun 2021 - Jan 2022	Complete
Final Design	Jan 2022 - Dec 2023	Complete
Construction	Jan 2024 - Dec 2026	In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$3,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$100,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Airo Facilities: Southampton Street Yard

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Sole intercity
Project Type: Improvement
C37 Project Group: NE-P13: MBTA Yards

General Project Information

Full Project Scope	Overall scope of the facility work at Boston Southampton Yard is for the design and construction of a two-bay Maintenance and Inspection (M&I) facility, renovation of the existing two-bay regional service and inspection facility into a two-bay Service and Cleaning (S&C) facility, renovation of the two-bay high-speed rail facility into a M&I facility, and repurposing two existing track into S&C tracks. The Project will cover the preliminary engineering phase and final design for all the ICT work at SHY. The preliminary engineering effort will include a 15% conceptual design and NEPA and Section 106 evaluations. The final design effort will include a 30% design bridging document utilized for Design/Build award. The specific work within the ICT Boston Southampton Yard Design Project is for the general site analysis which will include performing site surveys for the physical and topographic conditions of the existing yard facility. Work includes stakeholder meetings with internal and external Amtrak stakeholders for information gathering for the existing facility and future plans, as wel... [Full scope available on web dashboard]
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 web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$430,000,000**	**Escalated Total Project Cost:**	**$530,000,000**
Funding Sources	**Total Funding to Date:**	**$4,400,000**	**Additional Potential Funding Sources:**	**$51,000,000**
	Amtrak Annual Grant	*$1,300,000*	*NEC IIJA Supplemental*	*$51,000,000*
	NEC IIJA Supplemental	*$3,100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2021 - May 2023		Complete
Development[1]	Jan 2023 - Jun 2023		Complete
Final Design	Jun 2023 - Sep 2028		In Progress
Construction	Jun 2023 - Sep 2028		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$51,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$380,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Massachusetts Third Track: Readville to Canton

Project Sponsor: MBTA
Submitting Agency: MBTA
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NE-P02: Canton

General Project Information

Full Project Scope	To support existing services and proposed expansions, this project would construct an additional three-track territory through Massachusetts for five miles from Readville (Transfer Interlocking MP AB 218.6) to Canton Junction (Canton Interlocking MP AB 214.0). Phase 1 consists of extending Track 3 from Transfer Interlocking to Route 128 West. Phase 2 consists of extending Track 3 from Route 128 West to Junction Interlocking.
Project Justification	The existing 2-track territory limits capacity and causes delays, reducing the service flexibility through the area.

Financial Plan

Project Cost	**Total Project Cost:**	**$140,000,000**	**Escalated Total Project Cost:**	**$200,000,000**
Funding Sources	**Total Funding to Date:**	**$61,000,000**	**Additional Potential Funding Sources:**	
	MBTA	*$61,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MBTA **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2022 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Not Available		In Progress
Construction	Jan 2026 - Jul 2029		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)

FY24 BCC Eligibility

FY25-28 (Oct 1, 2024 - Sep 30, 2028)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

South Attleboro Station Accessibility Improvements

Project Sponsor: MBTA
Submitting Agency: MBTA
Benefit: Sole commuter
Project Type: Stations
C37 Project Group: NE-P04: South Attleboro

General Project Information

Full Project Scope	South Attleboro Station will undergo a full reconstruction. The scope in includes (2) 800 Foot High Level Platforms, ADA Compliant Ramps, an new pedestrian bridge above the tracks, connectivity to Newport Avenue from the station, new station canopies, reconstruction of the MBTA parking lot, 1 large integrated bus bay for RIPTA and GATRA, a pick up area for drop-offs, modernized traffic signals, and a backup generator.
Project Justification	Repairs to the pedestrian bridge and the rehabilitation of passenger facilities are required to restore MBTA service to South Attleboro Station and make the station ADA accessible.

Financial Plan

Project Cost	**Total Project Cost:**	**$80,000,000**	**Escalated Total Project Cost:**	**$96,000,000**
Funding Sources	**Total Funding to Date:**	**$7,000,000**	**Additional Potential Funding Sources:**	**$75,000,000**
	MBTA	*$6,900,000*	*Other Federal Discretionary*	*$52,000,000*
	LXXBOR MBTA Lockbox Grant	*$100,000*	*Other Non-federal*	*$23,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** MBTA **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Apr 2020 - Jun 2022		Complete
Development[1]	Apr 2020 - Apr 2021		Complete
Final Design	Feb 2022 - Apr 2022		Complete
Construction	Mar 2024 - Mar 2026		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$300,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$80,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

MBTA Pawtucket Layover Facility Improvements: Phase 3

Project Sponsor: MBTA
Submitting Agency: MBTA
Benefit: Sole commuter
Project Type: Improvement
C37 Project Group: NE-P05: Pawtucket

General Project Information

Full Project Scope	This project will implement improvements to the existing Pawtucket Layover, a six track layover completed in 2005. The MBTA stores and services trains overnight for the Providence Line service originating from Rhode Island.. Pawtucket Layover Improvements Phase 1, completed in 2016 includes a 700 feet inspection pit for FRA Class 1 Brake Inspections and a conduit bridge to support future phases. Pawtucket Layover Improvements Phase II was completed in 2020 which resulted in the commissioning of a fluid handling dispenser platform allowing MBTA to refill locomotives at Pawtucket Layover. Pawtucket Layover Improvements Phase III further expands the service capability at the Pawtucket Layover for revenue rolling stock. In order to fully transition to a 24-hour operation, train crews need an all-weather facility to isolate revenue rolling stock from the elements. The Phase III scope of work includes a enclosed three track building with an additional track pit to perform the additional FRA Class 1A Brake Tests, employee resources and facilities for full-time work shifts, additional equip... [Full scope available on web dashboard]
Project Justification	There is only one fueling facility on the Commuter Rail Southern network which is at Southampton S&I Facility. Due to capacity constraints at the MBTA Grand Line Junction and Sounthampton S&I, MBTA would like to utilize the space at Pawtucket to develop it into a model for light maintenance faciliti... [Full Justification available on web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$96,000,000**	**Escalated Total Project Cost:**	**$96,000,000**
Funding Sources	**Total Funding to Date:**	**$3,000,000**	**Additional Potential Funding Sources:**	
	MBTA	*$200,000*		
	FTA Section 5307 Funds	*$2,800,000*		
Cost Sharing	**Potential Cost Sharing Partners:** MBTA **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Sep 2019 - Apr 2020		Complete
Development[1]	Apr 2020 - Nov 2020		Complete
Final Design	Nov 2020 - Oct 2022		Complete
Construction	Apr 2024 - Jan 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$24,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$96,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Warwick/T.F. Green Airport Station Expansion

Project Sponsor: Rhode Island DOT
Submitting Agency: Rhode Island DOT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: NE-P12: Warwick

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 future MBTA service.
Project Justification	The existing Warwick/T.F. Green Airport station does not have capacity to accommodate additional intercity rail and commuter rail turnback operations.

Financial Plan

Project Cost	**Total Project Cost:**	**$290,000,000**	**Escalated Total Project Cost:**	**$290,000,000**
Funding Sources	**Total Funding to Date:**	**$4,400,000**	**Additional Potential Funding Sources:**	
	FHWA Funds	*$720,000*	*FRA Federal-State Partnership for ICPR Grant*	
	Rhode Island	*$880,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
	FRA CRISI Grant	*$2,800,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Mar 2021 - Aug 2024		Complete
Final Design	Not Available - Not Available		Not Started
Construction	Not Available - Not Available		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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 replace the existing alignment near Kingston Curve, curve #58 on Amtrak's AB line on the NEC North End, with a new alignment that increases speed for Acela service. The current alignment limits speed to 130 mph between two existing high-speed rail segments. Work will include project planning and development, final design, property acquisition, environmental clearances and mitigation, construction, testing and close out. This is a possible multi-year project, dependent on the findings of the planning/ study phase.
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:**	**$62,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	**$75,000**
			Amtrak Annual Grant	*$75,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Apr 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 2032		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$75,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$860,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Connecticut River Bridge Replacement Project

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: NE-P08: Brook

General Project Information

Full Project Scope	This project would replace the Connecticut River Bridge between Old Saybrook and Old Lyme, CT that carries Amtrak and Shore Line East trains. Completed in 1907, it is the oldest movable bridge between New Haven, CT and Boston, MA. The bridge has a movable span that is raised up to allow boats to pass. By law, the bridge must remain open from May through September for recreational boats to pass and closes only when trains approach. A full replacement of the existing bridge, will have two-track, electrified railroad movable bridge, steel through-truss trunnion bascule span; a ballasted, reinforced concrete deck on steel girder approach spans, and at grade approaches that tie into the existing railroad. The new bridge will be built along a new southern alignment, with an offset of 52 feet from the centerline of the existing bridge to the centerline of the new bridge. The new design improves reliability and offers higher speeds for Amtrak and Shore Line East trains. This project is currently undergoing a re-evaluation of NEPA to address impacts to significant prehistoric archaeological s... [Full scope available on web dashboard]
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:**	**$1,300,000,000**	**Escalated Total Project Cost:**	**$1,300,000,000**
Funding Sources	**Total Funding to Date:**	**$1,300,000,000**	**Additional Potential Funding Sources:**	
	FRA Federal-State Partnership for ICPR Grant	*$830,000,000*		
	FRA Federal-State Partnership for SOGR Grant	*$130,000,000*		
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$150,000,000*		
	Connecticut Match for FRA Federal-State Partnership for ICPR Grant	*$58,000,000*		
	Other Amtrak	*$60,000,000*		
	Connecticut DOT	*$21,000,000*		
	Amtrak Annual Grant	*$22,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2014 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Aug 2021 - Jul 2023		Complete
Construction	May 2024 - Dec 2029		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$92,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$960,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Fitter Interlocking

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NE-P09: Fitter

General Project Information

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

Financial Plan

Project Cost	**Total Project Cost:**	**$68,000,000**	**Escalated Total Project Cost:**	**$76,000,000**
Funding Sources	**Total Funding to Date:**	**$43,000,000**	**Additional Potential Funding Sources:**	**$21,000,000**
	Amtrak Annual Grant	*$30,000,000*	*Amtrak Annual Grant*	*$14,000,000*
	Connecticut DOT	*$12,000,000*	*Connecticut DOT*	*$7,300,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Nov 2015 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Nov 2015 - May 2021		Complete
Construction	Mar 2022 - Sep 2024		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$21,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Windsor Locks Station and Interlocking Improvements

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: NE-P10: Hartford

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:**	**$87,000,000**	**Escalated Total Project Cost:**	**$80,000,000**
Funding Sources	**Total Funding to Date:**	**$77,000,000**	**Additional Potential Funding Sources:**	
	Connecticut	*$60,000,000*		
	FRA CRISI Grant	*$17,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Jan 2020 - Apr 2022		Complete
Construction	Aug 2022 - Aug 2025		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$10,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Springfield Line: Connecticut River Bridge Replacement Project

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: NE-P10: Hartford

General Project Information

Full Project Scope	Replace the existing single track Connecticut River Bridge with a new double track bridge to increase speeds for both commuter and intercity trains, eliminate capacity bottlenecks, and enhance on-time performance.
Project Justification	The current bridge significantly slows both Commuter and Intercity trains as well as creates a capacity bottleneck impacting OTP.

Financial Plan

Project Cost	**Total Project Cost:**	**$550,000,000**	**Escalated Total Project Cost:**	**$550,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
			FRA Federal-State Partnership for ICPR Grant	
			NEC IIJA Supplemental	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2024 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Oct 2026		In Progress
Construction	Oct 2026 - Oct 2031		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$74,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Hartford Line Rail Program: Double Track (Phase 3B-Contracts 1 thru 3)

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NE-P10: Hartford

General Project Information

Full Project Scope	The program is being progressed in phases to rebuild and upgrade infrastructure between New Haven, CT and Springfield, MA. The final phases, not yet funded for construction, include adding a second track between Hartford and Enfield, rehabilitating or replacing many bridges and culverts, and improving stations at Windsor and Windsor Locks. The program also includes costs associated with replacing the elevated track structure through Hartford and the Connecticut River Bridge in Windsor Locks. Contract #1 – West Hartford to Hartford (MP 33.4 to MP 35.1 - Removal of existing freight siding and installation of 1.7 miles of second track in West Hartford between "Wood" and "Park" interlockings.) The proposed Track 2 installation would begin at the existing "Wood" interlocking and extend north for approximately 1.7 miles to a point just south of the Park Street railroad bridge in Hartford at the existing "Park" interlocking. The infrastructure improvements will consist of Track 2, track drainage swales, underdrains, existing culvert extensions and rehabilitations, grade crossing improveme... [Full scope available on web dashboard]
Project Justification	Justification Not Available

Financial Plan

Project Cost	**Total Project Cost:**	**$190,000,000**	**Escalated Total Project Cost:**	**$190,000,000**
Funding Sources	**Total Funding to Date:**	**$150,000,000**	**Additional Potential Funding Sources:**	
	Connecticut Match for Federal-State Partnership for ICPR Grant	*$42,000,000*		
	FRA Federal-State Partnership for ICPR Grant	*$100,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Jun 2022 - Jul 2024		Complete
Final Design	Jun 2022 - Jul 2024		Complete
Construction	Mar 2025 - Aug 2027		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$2,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

This page intentionally left blank

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

New England: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Airo Facilities: Southampton Street Yard Digital Technology Upgrades	Amtrak	This Project will deliver all aspects of planning, design, deployment, and transition to maintenance of Digital Technology (DT) products and services for Boston Southampton to accommodate the new Airo trainsets.	Oct 2022 - Sep 2029	$10,000,000	$160,000	$240,000
Airo Facilities: Springfield	Amtrak	Scope includes 2 station storage tracks.	Feb 2024 - Jul 2026	$22,000,000	Not Available	$1,100,000
Airo Facilities: Springfield 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 Springfield (SPR) to accommodate the new Airo trainsets.	Jan 2024 - Sep 2027	$5,600,000	Not Available	$100,000
AS Line MP 59.5 Drainage & Soil Slope Stabilization	Amtrak	The scope of this project is to complete 30% design and procure a design-build contractor to provide final design, permitting, and construction of slope stabilization measures adjacent to the New Haven-Springfield Line at MP59.5.	Jun 2023 - Mar 2027	$32,000,000	Not Available	$200,000
Attleboro Line Track 3 OCS Installation	MBTA	This project is for the completion of the design and construction of a new Overhead Catenary System including the installation of all appurtenances and structural supports required for the electrification of track 3 between Thatcher and Holden Interlockings.	Jun 2019 - Mar 2024	$3,100,000	$3,100,000	$2,800,000
Attleboro Station Improvements	MBTA	The scope of this project will include the entire re-design of Attleboro Station.	Aug 2022 - Dec 2023	$1,700,000	$2,400,000	$1,700,000
Back Bay Station: Platform Ventilation (Phase 3)	MBTA	Back Bay Station in Boston, MA is a multi-modal hub serving passengers from four MBTA commuter rail lines and Amtrak's Northeast Regional, Acela, and Lake Shore Limited trains.	Oct 2021 - Feb 2026	$34,000,000	$34,000,000	Not Available

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Boston - Providence Capacity Study & Implementation: NEC & Fairmount Line	MBTA	This project studies the capacity improvement value of upgrading the Fairmount Line with electric traction, interlocking and track improvements, and additional power supply to the NEC.	Oct 2021 - Jan 2025	$3,300,000	$3,300,000	Not Available
Boston MA Station Refresh Program	Amtrak	The objective is to achieve greater visibility and ADA compliance for Amtrak customers using the BOS Ticket Office and Waiting Area.	Oct 2023 - Sep 2024	$960,000	$490,000	$150,000
Boston Metropolitan Lounge Refresh	Amtrak	The project Phase 1a in FY24/25 scope includes design and limited improvements to customer facing areas and service amenities.	Mar 2024 - Sep 2028	$3,300,000	Not Available	$250,000
Cedar Hill Remedation	Amtrak	Following the discovery of elevated concentrations of PCBs in soil at the Amtrak Cedar Hill site in 2006 (which constitutes a Significant Environmental Hazard), interim measures were implemented and the site was investigated over a 10-year period to determine the nature and extent of the contamination.	Oct 2023 - Sep 2024	$7,700,000	$2,200,000	$150,000
Guilford Interlocking Renewal	Amtrak	This project will upgrade and replace all signal equipment at Guilford Interlocking, including new houses, microlok 2 upgrade, cable, etc.	Mar 2022 - Sep 2026	$17,000,000	$60,000	$600,000
Hartford Line Station Program (Design)	Connecticut DOT	Scope Not Available.	Not Available	Not Available	Not Available	$6,000,000
Hawk Hot Box / Dragging Equipment Detector Upgrade Project	MBTA	This project is for the installation of Hot Box / Dragging Equipment Detectors on Track 1 and Track 2 at Hawk MP208.7.	Not Available	$800,000	Not Available	$200,000

New England: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
High Capacity Signaling: Boston to Canton Junction	MBTA	This project will upgrade the existing wayside/cab signal system between "Cove" (Back Bay, Boston) and "Junction" (Canton Junction) Interlockings to provide a higher-capacity cab/no wayside (Rule 562) signal system.	Jul 2024 - Jul 2027	$11,000,000	Not Available	Not Available
Junction Interlocking Drainage Improvements	MBTA	Complete drainage improvements at Junction Interlocking.	Not Available	$460,000	Not Available	$100,000
Mystic Station SOGR Platform Replacement	Amtrak	Study the Feasibility of High-level platform @Mystic or the replacement of the existing 8" TOR platform.	Jan 2024 - Sep 2026	$5,000,000	Not Available	$10,000
New England Grade Crossing Elimination Program: Wamphassuc Point Rd.	Amtrak	This project will close Wamphassuc Rd.	Not Available	$20,000,000	Not Available	Not Available
New England OTP/Capacity Improvements: Madison Station	Connecticut DOT	This project will construct a new Track 1 platform at the Madison Station in Connecticut.	Apr 2023 - Jan 2027	$30,000,000	Not Available	$800,000
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.	Apr 2022 - Sep 2025	$5,000,000	$5,000,000	$2,000,000
New Haven Line Network Infrastructure Upgrade Phase 4	Connecticut DOT	Installation of security cameras at 5 passenger stations along the New Haven Line, 4 passenger stations along the New Canaan Branch, 7 passenger stations along the Danbury Branch, 6 passenger stations along the Waterbury Branch, and 1 movable bridge (Cos Cob).	Not Available - Apr 2027	$34,300,000	$25,000,000	$2,900,000

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
New Haven Station Refresh Program	Amtrak	The objective is to achieve customer facing items for Amtrak customers, providing an equivalent level of service to disabled and able-bodied passengers.	Jun 2019 - Sep 2024	$530,000	$410,000	$150,000
New London Station Lighting And Canopy Upgrades	Amtrak	The existing canopy and site lighting is outdated and need replacement with energy efficient LEDS.	Oct 2022 - Jan 2025	$750,000	$47,000	$220,000
Next Generation Acela Infrastructure Upgrades: Southampton Yard	Amtrak	The project scope includes the design and construction of infrastructure improvements for Southampton Street Yard to support the Next Generation High-Speed Rail (HSR).	Jul 2018 - Jan 2024	$20,000,000	$19,000,000	$1,300,000
Pawcatuck River RI Bridge Replacement Project	Amtrak	The Pawcatuck River Bridge at MP146.39 is a 2-span bridge structure built in 1887 with each span measuring 73’ in length for a total bridge length of 146’.	Oct 2022 - Oct 2024	$30,000,000	$680,000	$800,000
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 - Apr 2025	$29,000,000	$29,000,000	$18,000,000
Regional Rail Plan (RI-MA)	Rhode Island DOT	This project will study the capital investments required to increase capacity and reduce travel times along the NEC between Providence, RI and Wickford Junction, RI in close coordination with MBTA's Phase 1 Rail Vision efforts.	Jan 2023 - Jul 2024	$3,800,000	$1,000,000	Not Available

New England: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Route 128 Station HVAC Upgrades	Amtrak	This project addresses the deferred deteriorated condition and replacement of the existing HVAC/MECH system, chillers and roof membrane below the chillers at RTE 128 Station in the New England Division that are the responsibility of Stations Department.	Oct 2020 - Mar 2025	$2,600,000	$260,000	$400,000
Shaws Cove Bridge Fender System Upgrade	Amtrak	The scope of this project is to replace the existing bridge fenders at Shaw's cove.	Oct 2019 - Sep 2026	$12,000,000	$140,000	$600,000
Shore Line East Track & Catenary Improvements (FY22)	Connecticut DOT	This project will install electric catenary over the platform track at New London station to support future Shore Line East electric service.	Jan 2020 - Feb 2027	$3,700,000	$10,000,000	$1,000,000
Southampton Street and South Bay I/L Upgrades Project	MBTA	This project is for interlocking upgrades to South Bay I/L, installation of DTMF switches at Southampton Street Yard, upgrades to the transformer at the South Bay I/L and installation of backup generators at Broad, Loop, Cabot, and South Bay I/L.	Not Available	$2,000,000	Not Available	$800,000
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 - Jul 2024	$16,000,000	$1,500,000	$3,000,000
Springfield MA Canopy Upgrades	Amtrak	This project addresses the deferred and deteriorated condition of the existing canopy on Platform "D" at Springfield MA in the New England Division that is the responsibility of the Stations Department.	Oct 2020 - Sep 2025	$2,400,000	$140,000	$220,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Springfield Station MA Demolition Freight Elevator	Amtrak	Existing Freight elevator shafts at Springfield station have not been used in decades, but a Two of the Four Elevator shafts are used to bring electrical conduits from Transformers located in the cross passages below to the track level to serve the 480V power system for Operations.	Oct 2022 - Sep 2025	$810,000	$14,000	$120,000
Springfield Station MA Existing Interior Upgrades	Amtrak	"This Project is For the Construction of Upgrades to the Interior of the Former Springfield station for an expanded Crew Base to Service Amtrak and CDOT trains/operations The design includes improvements to the station building including but not limited to lighting, finishes , signage lockers, restrooms and various other improvements."	Oct 2019 - Dec 2024	$970,000	Not Available	$50,000
Springfield Station MA New High Level Platform	Amtrak	This project addresses the deferred and deteriorated condition of the existing track 2A Platform with a new high level platform at Springfield Station in the New England Division that are the responsibility of Stations Department.	Oct 2022 - Sep 2026	$24,000,000	$5,000	$250,000
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., at the State Street at-grade RR crossing.	Apr 2022 - Dec 2025	$3,500,000	$22,000	$400,000
Substation 317 Replacement	MBTA	This project is for the replacement of the 317 Substation on the Dorchester Branch, MP227.0, in Boston, MA.	Not Available	Not Available	Not Available	$150,000
Undergrade Bridge Retirements	MBTA	This project is for the retirement of the undergrade bridges at MP201.5 (Mansfield, MA) and MP209.66 (Sharon, MA).	Not Available	Not Available	Not Available	$150,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Veltri Interlocking	Amtrak	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.	Aug 2018 - May 2026	$33,000,000	$6,400,000	$9,000,000
West Class Yard Access Improvements	Amtrak	The scope for this project is for the design, permitting, and construction of a replacement for the Quinnipiac River Bridge (aka Seagull Bridge, which was demolished in 2021) at MP3.48 of the yard track 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 - Jan 2026	$8,600,000	$180,000	$500,000
Westerly Station SOGR Platform Replacement	Amtrak	Study the Feasibility of High-level platform @Westerly or the replacement of the existing 8" TOR platform.	Jan 2024 - Sep 2026	$4,800,000	Not Available	$50,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

New England: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Boston South Station Expansion	MBTA	The purpose of the South Station Expansion project is to expand South Station Rail Terminal capacity and related layover capacity to meet current and anticipated future (2035) high-speed, intercity, and commuter rail service.	Jan 2026 - Dec 2034	$2,300,000,000
Hartford Line Station Program (Design)	Connecticut DOT	Scope Not Available.	Not Available	Not Available
Hartford Station Relocation	Connecticut DOT	This project will relocate Hartford Station.	Jan 2025 - Mar 2030	$520,000,000
Hawk Hot Box / Dragging Equipment Detector Upgrade Project	MBTA	This project is for the installation of Hot Box / Dragging Equipment Detectors on Track 1 and Track 2 at Hawk MP208.7.	Not Available	$800,000
Junction Interlocking Drainage Improvements	MBTA	Complete drainage improvements at Junction Interlocking.	Not Available	$460,000
New England Grade Crossing Elimination Program: Elihu Island Rd.	Amtrak	The project will employ an inclusive and innovative approach to outreach and community engagement that works in partnership with all relevant stakeholders, residents, and businesses.	Jan 2027 - Jan 2028	$15,000,000
New England Grade Crossing Elimination Program: Latimer Point Rd.	Amtrak	This project will build a bridge to close Latimer Point Rd.	May 2028 - Jul 2033	$82,000,000
New England Grade Crossing Elimination Program: Wamphassuc Point Rd.	Amtrak	This project will close Wamphassuc Rd.	Not Available	$20,000,000
Providence-Boston Traction Power Upgrades	MBTA	This project includes additional substation capacity, additional substations, and additional paralleling stations between Providence and Boston to accommodate increased future train volumes.	Jul 2025 - Sep 2029	$460,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Southampton Street and South Bay I/L Upgrades Project	MBTA	This project is for interlocking upgrades to South Bay I/L, installation of DTMF switches at Southampton Street Yard, upgrades to the transformer at the South Bay I/L and installation of backup generators at Broad, Loop, Cabot, and South Bay I/L.	Not Available	$2,000,000
Substation 317 Replacement	MBTA	This project is for the replacement of the 317 Substation on the Dorchester Branch, MP227.0, in Boston, MA.	Not Available	Not Available
Undergrade Bridge Retirements	MBTA	This project is for the retirement of the undergrade bridges at MP201.5 (Mansfield, MA) and MP209.66 (Sharon, MA).	Not Available	Not Available

Connecticut-Westchester (NHL)

New Haven Line Yard and Facility Program

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Sole commuter
Project Type: Improvement
C37 Project Group: CTW-P01: New Haven

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:**	**$1,100,000,000**	**Escalated Total Project Cost:**	**$1,300,000,000**
Funding Sources	**Total Funding to Date:**	**$500,000,000**	**Additional Potential Funding Sources:**	
	Emergency Relief Funds	*$9,000,000*		
	Connecticut	*$360,000,000*		
	FTA Formula Grants	*$130,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jul 2006 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Not Available		In Progress
Construction	May 2026 - Jul 2030		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$2,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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
C37 Project Group: CTW-P01: New Haven

General Project Information

Full Project Scope	Redesign the New Haven Line cab/no wayside signal system from CP229 Greenwich to CP243 Norwalk to support higher capacity. Higher capacity in this area will reduce the minimum supportable headway between trains and enhance reliability.
Project Justification	The existing Signal System on the New Haven Line between Norwalk and New Haven restricts service reliability and does not support minimum headways.

Financial Plan

Project Cost	**Total Project Cost:**	**$130,000,000**	**Escalated Total Project Cost:**	**$150,000,000**
Funding Sources	**Total Funding to Date:**	**$130,000,000**	**Additional Potential Funding Sources:**	
	Connecticut	*$130,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Feb 2014 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Apr 2017 - Dec 2025		In Progress

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$5,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

New Haven Union Station Improvements

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: CTW-P01: New Haven

General Project Information

Full Project Scope	This project will address off-rail operating conditions at New Haven Union Station, improving multimdoal connectivity and circulation, wayfinding, and station amentities.
Project Justification	Justification Not Available

Financial Plan

Project Cost	**Total Project Cost:**	**$65,000,000**	**Escalated Total Project Cost:**	**$77,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	**$65,000,000**
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
			Possible PPP with developer	
			Connecticut	*$65,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule	Planned Status for End of FY24
Planning	Jun 2021 - Not Available	In Progress
Development[1]	Not Available - Not Available	In Progress
Final Design	Not Available - Not Available	In Progress
Construction	Dec 2024 - Dec 2026	Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$5,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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: Capital Renewal

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:**	**$150,000,000**	**Escalated Total Project Cost:**	**$170,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Nov 2021 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	May 2024 - Nov 2024		In Progress
Construction	Sep 2025 - Mar 2028		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$3,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

DEVON Bridge Replacement

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: CTW-P02: Devon

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. These structures require constant maintenance, are functionally obsolete, and well beyond their useful life.

Financial Plan

Project Cost	**Total Project Cost:**	**$3,100,000,000**	**Escalated Total Project Cost:**	**$4,300,000,000**
Funding Sources	**Total Funding to Date:**	**$320,000,000**	**Additional Potential Funding Sources:**	**$2,200,000,000**
	FTA Formula Grants	*$12,000,000*	*Other Federal Discretionary*	
	FRA Federal-State Partnership for ICPR Grant	*$250,000,000*	*FTA Formula Grants*	
	Connecticut Match for Federal-State Partnership for ICPR Grant	*$45,000,000*	*FRA Federal-State Partnership for ICPR Letter of Intent*	*$2,200,000,000*
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$16,000,000*	*Matching Funds for Federal-State Partnership for ICPR Grant*	
	State Match to FTA Formula	*$3,000,000*	*Other Amtrak Sources*	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule	Planned Status for End of FY24
Planning	Jun 2016 - Dec 2023	Complete
Development[1]	Jan 2024 - Jan 2026	In Progress
Final Design	Jan 2026 - Dec 2029	Not Started
Construction	Oct 2030 - Aug 2036	Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$1,500,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

DEVON Bridge Interim Repairs

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: CTW-P02: Devon

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	Justification Not Available

Financial Plan

Project Cost	**Total Project Cost:**	**$160,000,000**	**Escalated Total Project Cost:**	**$170,000,000**
Funding Sources	**Total Funding to Date:**	**$160,000,000**	**Additional Potential Funding Sources:**	
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$7,800,000*		
	Connecticut Match for Federal-State Partnership for ICPR Grant	*$22,000,000*		
	Connecticut	*$8,000,000*		
	FRA Federal-State Partnership for ICPR Grant	*$120,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Jul 2023 - Dec 2024		In Progress
Construction	Jun 2025 - Jun 2027		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$1,500,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

TIME-1

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: CTW-P02: Devon

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 around curves, installing one new interlocking and one additional switch, and improving catenary infrastructure and rail bed drainage.
Project Justification	The current three-mile stretch of track in Bridgeport limits track speed.

Financial Plan

Project Cost	**Total Project Cost:**	**$950,000,000**	**Escalated Total Project Cost:**	**$1,100,000,000**
Funding Sources	**Total Funding to Date:**	**$140,000,000**	**Additional Potential Funding Sources:**	
	FRA Federal-State Partnership for ICPR Grant	*$72,000,000*		
	FRA CRISI Grant	*$12,000,000*		
	State Match to FRA CRISI Grant	*$3,000,000*		
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$6,000,000*		
	Connecticut Match for FRA Federal-State Partnership for ICPR Grant	*$17,000,000*		
	Connecticut	*$26,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2015 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Jul 2022 - Jul 2024		Complete
Construction	Jan 2025 - Dec 2029		Not Started

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$5,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

SAUGATUCK River Bridge Replacement

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: CTW-P03: Saugatuck

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:**	**$580,000,000**	**Escalated Total Project Cost:**	**$760,000,000**
Funding Sources	**Total Funding to Date:**	**$29,000,000**	**Additional Potential Funding Sources:**	
	Connecticut Match for Federal-State Partnership for ICPR Grant	*$4,200,000*	*Other Federal*	
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$1,600,000*	*FRA Federal-State Partnership for ICPR Grant*	
	FRA Federal-State Partnership for ICPR Grant	*$23,000,000*	*Matching Funds for Federal-State Partnership for ICPR Grant*	
	Connecticut	*$300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Sep 2005 - Jul 2023		Complete
Development[1]	Aug 2023 - Aug 2025		In Progress
Final Design	Sep 2025 - Dec 2029		Not Started
Construction	Jan 2030 - Oct 2033		Not Started

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

At the time of publication, this schedule is in the process of being refined. Updated schedule information will be reflected in future NECC documents.

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$1,400,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

New Haven Line Station Platform Replacement Program (New Haven)

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: CTW-P08: NHL Improvements

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:**	**$350,000,000**	**Escalated Total Project Cost:**	**$430,000,000**
Funding Sources	**Total Funding to Date:**	**$15,000,000**	**Additional Potential Funding Sources:**	
	Connecticut DOT	*$15,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
			Local Match for Federal-State Partnership for ICPR Grant	
			FTA Formula Grants	
Cost Sharing	**Potential Cost Sharing Partners:** Connecticut DOT, Amtrak **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2024 - Jul 2026		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Not Available		In Progress
Construction	Not Available - Not Available		Not Started

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$2,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

WALK Bridge Replacement

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: CTW-P04: Walk

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's one of the oldest movable bridges in the region. The 564-foot long, swing bridge is part of Metro-North Railroad's (MNR) New Haven Line and Amtrak's Northeast Corridor services. A new 240' span vertical lift bridge will be replace the existing structure over the Norwalk River. The new Walk Bridge remains a vital link in the regional passenger and freight rail system, improving performance, reliability and safety. The selected design maintains navigation on the Norwalk River and provides a widened, unobstructed channel alignment with the Stroffolino Bridge. The replacement bridge features two, movable spans carrying two tracks each, which can be operated individually in the event of a necessary track outage.
Project Justification	Aging moveable bridges pose a big risk of long-term major disruption of service along the NEC. These structures require constant maintenance, are functionally obsolete, and well beyond their useful life. The situation at Walk Bridge is made worse by the fact that all four tracks reside on one moveab... [Full Justification available on web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$1,200,000,000**	**Escalated Total Project Cost:**	**$1,200,000,000**
Funding Sources	**Total Funding to Date:**			**$1,200,000,000**
	FRA Federal-State Partnership for SOGR Grant	*$110,000,000*	*Other Amtrak Sources*	*$70,000,000*
	Federal Emergency Relief Award	*$160,000,000*	*Match for FTA Formula Funds*	*$19,000,000*
	FTA Formula Grants	*$78,000,000*	*FRA Federal-State Partnership for ICPR Grant*	*$460,000,000*
	Connecticut DOT	*$160,000,000*	*Connecticut Match for Federal-State Partnership for ICPR Grant*	*$87,000,000*
	Match Federal Emergency Relief Award	*$54,000,000*	*Amtrak Match for Federal-State Partnership for ICPR Grant*	*$29,000,000*
	Additional Potential Funding Sources:	**$200,000,000**		
	State Bonds	*$200,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2015 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Apr 2023 - Nov 2029		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$45,000,000
FY24 BCC Eligibility	BCC-eligible

FY25-28 (Oct 1, 2024 - Sep 30, 2028)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

TIME-2

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: CTW-P04: Walk

General Project Information

Full Project Scope	Replacement of 4 minor bridges in the WALK Bridge Program to improve reliability for Amtrak and Metro-North riders. The minor bridges are Fort Point St., Osborne Ave, East Ave, and Strawberry Hill Rd. In addition, improvements and widening of East Avenue as well as improvements to the East Norwalk Station.
Project Justification	The existing Fort Point St., Osborne Ave, East Ave, and Strawberry Hill Rd. bridges reduce reliability for Amtrak and Metro-North service.

Financial Plan

Project Cost	**Total Project Cost:**	**$220,000,000**	**Escalated Total Project Cost:**	**$230,000,000**
Funding Sources	**Total Funding to Date:**	**$230,000,000**	**Additional Potential Funding Sources:**	
	Connecticut DOT	*$22,000,000*	*FTA Formula Grants*	
	FTA CDS	*$15,000,000*		
	FTA Formula Grants	*$150,000,000*		
	State Match FTA CDS	*$3,800,000*		
	State Match for FTA Formula	*$38,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2015 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Aug 2023 - Jun 2028		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$15,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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
C37 Project Group: CTW-P04: Walk

General Project Information

Full Project Scope	CP243 Interlocking Project The CP243 Interlocking Project includes the construction of a new four-track interlocking system in the vicinity of Norden Place, in Norwalk, CT. The new interlocking includes six new switches and crossover tracks. The project includes approximately 6,200 feet of track replacement and realignment, signal and catenary modifications including 18 catenary structure replacements, a power balancing station, and new drainage installed to the north and south of the tracks. Additional work on the communication and signal systems includes replacement of the fiber optic signal system from Monroe Street, west of the Norwalk River, to a new signal hut just east of the River. This work includes the replacement of signal houses, new connections, and the mounting of the signal cable on the Walk Bridge. A submarine crossing in the Norwalk River just north of the bridge, and in the Saugatuck River in Westport is also included. Danbury Branch Dockyard Project The Danbury Branch Dockyard Project consists of rail improvements, including approximately one-mile of electrificati... [Full scope available on web dashboard]
Project Justification	The infrastructure systems are being upgraded in alignment with the replacement of Walk Bridge to maximize efficiency and fully realize of the benefits of a new Walk Bridge to railroad operations.

Financial Plan

Project Cost	**Total Project Cost:**	**$410,000,000**	**Escalated Total Project Cost:**	**$410,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Oct 2017 - Jun 2024		Complete

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$8,500,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Stamford Station Improvements: Parking Garage

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: CTW-P05: Stamford

General Project Information

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

Financial Plan

Project Cost	**Total Project Cost:**	**$270,000,000**	**Escalated Total Project Cost:**	**$300,000,000**
Funding Sources	**Total Funding to Date:**	**$160,000,000**	**Additional Potential Funding Sources:**	
	Connecticut	*$150,000,000*		
	USDOT BUILD Grant	*$9,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Nov 2020 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Jun 2021 - Aug 2026		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$7,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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
C37 Project Group: CTW-P05: Stamford

General Project Information

Full Project Scope	Redesign the cab/no wayside signal systems from CP243 Norwalk to CP274 New Haven to support higher capacity, reduce minimum supportable headway between trains, and enhance reliability especially when recovering from service disruptions.
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:**	**$170,000,000**	**Escalated Total Project Cost:**	**$190,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2021 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Jun 2023 - Dec 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Stamford Station Improvements: Master Plan Elements

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), improving multimdoal connectivity and circulation, wayfinding, and station amentities.
Project Justification	Justification Not Available

Financial Plan

Project Cost	**Total Project Cost:**	**$300,000,000**	**Escalated Total Project Cost:**	**$350,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2023 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Dec 2027		In Progress
Construction	Jan 2028 - Not Available		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$400,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Stamford Maintenance of Equipment (MOE) Facility

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

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:**	**$83,000,000**	**Escalated Total Project Cost:**	**$85,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Apr 2024		In Progress
Construction	Nov 2024 - May 2027		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$1,500,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Stamford Catenary Improvements

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

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.
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:**	**$65,000,000**	**Escalated Total Project Cost:**	**$85,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	May 2023 - Aug 2024		Complete
Construction	Feb 2025 - Aug 2028		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$2,600,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

NHL Power Improvement Program

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: CTW-P08: NHL Improvements

General Project Information

Full Project Scope	Replacement 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 have outlived their useful life and require complete rebuilding.
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:**	**$200,000,000**	**Escalated Total Project Cost:**	**$230,000,000**
Funding Sources	**Total Funding to Date:**	**$190,000,000**	**Additional Potential Funding Sources:**	
	FRA Federal-State Partnership for ICPR Grant	*$120,000,000*		
	Connecticut Match for FRA Federal-State Partnership for ICPR Grant	*$21,000,000*		
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$9,800,000*		
	Amtrak & Connecticut DOT	*$20,000,000*		
	FRA Federal-State Partnership for SOGR Grant	*$20,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Sep 2021 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Jun 2022 - Aug 2024		Complete
Construction	Sep 2024 - Sep 2029		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$3,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

TIME-5

Project Sponsor: Connecticut DOT
Submitting Agency: Connecticut DOT
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: CTW-P09: Greenwich

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:**	**$1,200,000,000**	**Escalated Total Project Cost:**	**$1,400,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Connecticut DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jun 2022 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Jun 2022 - Feb 2026		In Progress
Construction	Jun 2026 - Jul 2030		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

This page intentionally left blank

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
COS COB Bridge Interim Repairs	Connecticut DOT	Perform interim repairs to keep the bridge in a SOGR.	Sep 2015 - Feb 2025	$37,000,000	$37,000,000	$5,000,000
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).	Jan 2019 - Mar 2024	$23,850,000	$23,850,000	$4,000,000
New Haven Line Station Platform Replacement Program (Darien)	Connecticut DOT	Replace station platforms and elevators at the Darien Station.	Oct 2021 - Mar 2025	$45,000,000	Not Available	$10,000,000
New Haven Line Yard and Facility Program: Wheel Mill Facility Replacement	Connecticut DOT	The proposed improvements include new or refurbished wheel milling machine, complete building with the foundation, floor, pit, and approach slabs, heating and ventilation systems, including bathroom, common room, offices and lockers, overhead doors, overhead crane, air compressors, facility security, IT system, intercom system, chip conveyance system, blue light system, electrical and lighting systems, track and catenary work, and site and utility improvements.	Jun 2021 - Jun 2021	$35,000,000	Not Available	$1,500,000
Overhead Bridge Rehabilitation Program	MTA	This project will support ongoing pre-construction (preliminary design) efforts for the replacement of Overhead bridges in this segment.	Not Available	Not Available	Not Available	$250,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Pelham Substation replacement	MTA	Demolish existing mobile substation C16, west of Pelham station, and replace with a permanent substation.	Not Available	$31,000,000	Not Available	$1,000,000
PTC Upgrades and Enhancements	MTA	Install equipment to support upgrades to PTC systems and support improved rail operations under PTC.	Not Available	$24,000,000	Not Available	$1,500,000
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 - Feb 2025	$26,000,000	$26,000,000	$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 2021 - Aug 2024	$26,000,000	Not Available	$8,000,000
WALK Bridge: Enabling Components (Advanced Utilities)	Connecticut DOT	The Advance Utilities Project consists of underground utilities located between Winfield Street and Olmstead Place, on East Avenue in East Norwalk, CT.	Jan 2015 - Oct 2024	$28,000,000	Not Available	$4,000,000

Connecticut-Westchester (NHL): Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
COS COB Bridge Replacement	Connecticut DOT	This project would replace the existing Cos Cob Bridge that carries four tracks over the Mianus River in Greenwich, CT.	Jan 2025 - Jan 2040	$2,700,000,000
TIME-6	Connecticut DOT	Reinstall main track 3 between Devon and Woodmont (CP266 to CP261), reconfigure Milford station platform.	Aug 2025 - Jul 2040	$95,000,000
New Haven Line Yard and Facility Program: Wheel Mill Facility Replacement	Connecticut DOT	The proposed improvements include new or refurbished wheel milling machine, complete building with the foundation, floor, pit, and approach slabs, heating and ventilation systems, including bathroom, common room, offices and lockers, overhead doors, overhead crane, air compressors, facility security, IT system, intercom system, chip conveyance system, blue light system, electrical and lighting systems, track and catenary work, and site and utility improvements.	Jun 2021 - Jun 2021	$35,000,000
Overhead Bridge Rehabilitation Program	MTA	This project will support ongoing pre-construction (preliminary design) efforts for the replacement of Overhead bridges in this segment.	Not Available	Not Available
Pelham Substation replacement	MTA	Demolish existing mobile substation C16, west of Pelham station, and replace with a permanent substation.	Not Available	$31,000,000
PTC Upgrades and Enhancements	MTA	Install equipment to support upgrades to PTC systems and support improved rail operations under PTC.	Not Available	$24,000,000
Substation 128 and 178 replacement	MTA	Rebuild two AC substations that provide catenary traction power to MNR and Amtrak trains on the segment.	Not Available	$64,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

This page intentionally left blank

New York City Metro

Penn Station Access

Project Sponsor: MTA
Submitting Agency: MTA
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P01: Bronx

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 reliability and on-time performance for Amtrak while enabling the new Metro-North service.
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:**	**$2,900,000,000**	**Escalated Total Project Cost:**	**$2,900,000,000**
Funding Sources	**Total Funding to Date:**	**$1,800,000,000**	**Additional Potential Funding Sources:**	**$250,000,000**
	FRA Federal-State Partnership for SOGR Grant	*$30,000,000*	*New York Match for Federal-State Partnership for ICPR Grant*	
	MTA	*$140,000,000*	*New York*	*$250,000,000*
	FRA Federal-State Partnership for ICPR Grant	*$1,600,000,000*	*Amtrak Match for Federal-State Partnership for ICPR Grant*	
			FRA Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Sep 2015 - Feb 2019		Complete
Development[1]	Feb 2018 - Nov 2021		Complete
Final Design	Dec 2021 - Mar 2027		In Progress
Construction	Dec 2021 - Mar 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$530,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$1,100,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Pelham Bay Bridge Replacement Project

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: NYM-P01: Bronx

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 bridge on a new alignment to replace the existing Bridge. The bridge will be a mid-level movable bridge including new approaches, new track, signal, catenary, power, communication, security features, with Advanced Civil Speed Enforcement System (ACSES), Supervisory control and data acquisition (SCADA), and Centralized Electrification and Traffic Control (CETC) modifications. Removal/demolition of the existing bridge is also included as well as any environmental mitigation that is required by the permitting/NEPA process. This work will occur over multiple years.
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 web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$500,000,000**	**Escalated Total Project Cost:**	**$500,000,000**
Funding Sources	**Total Funding to Date:**	**$85,000,000**	**Additional Potential Funding Sources:**	**$510,000,000**
	FRA Federal-State Partnership for ICPR Grant	*$58,000,000*	*FRA Federal-State Partnership for ICPR Letter of Intent*	*$510,000,000*
	FRA Federal-State Partnership for SOGR Grant	*$4,500,000*	*Other Amtrak*	
	Other Amtrak	*$240,000*		
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$15,000,000*		
	NEC IIJA Supplemental	*$4,500,000*		
	Amtrak Annual Grant	*$3,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Nov 2014 - Mar 2024		Complete
Development[1]	Apr 2024 - Dec 2025		In Progress
Final Design	Feb 2026 - Jan 2029		Not Started
Construction	Apr 2029 - May 2034		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$4,700,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$210,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Next Generation Acela Infrastructure Upgrades: Sunnyside Yard

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Sole intercity
Project Type: Improvement
C37 Project Group: NYM-P02: Harold

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: demolition of existing constraints (removal of the Honeywell Street Ramp); install new retaining wall and 3 new electrified tracks (2 storage and 1 run-around), realignment of existing yard tracks (EWE and hum... [Full scope available on web dashboard]
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:**	**$140,000,000**	**Escalated Total Project Cost:**	**$140,000,000**
Funding Sources	**Total Funding to Date:**	**$78,000,000**	**Additional Potential Funding Sources:**	**$20,000,000**
	RRIF Loan	*$78,000,000*	*RRIF Loan*	*$20,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jul 2018 - Oct 2018		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Sep 2021 - May 2022		Complete
Construction	Mar 2020 - Jun 2024		Complete

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$20,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Harold Interlocking

Project Sponsor: MTA
Submitting Agency: MTA
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P02: Harold

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 through third party contracts and Amtrak and LIRR Force Accounts. The conflict-free routes will have immediate benefit for LIRR and will facilitate MNR Penn Access service.
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:**	**$1,400,000,000**	**Escalated Total Project Cost:**	**$1,400,000,000**
Funding Sources	**Total Funding to Date:**	**$1,400,000,000**	**Additional Potential Funding Sources:**	
	MTA	*$1,100,000,000*		
	FRA ARRA Grant	*$290,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Mar 2001 - Jun 2011		Complete
Development[1]	Nov 2005 - Jun 2011		Complete
Final Design	Not Available - Nov 2005		Complete
Construction	Aug 2011 - Dec 2028		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$110,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$380,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Airo Facilities: Sunnyside Yard

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Sole intercity
Project Type: Improvement
C37 Project Group: NYM-P02: Harold

General Project Information

Full Project Scope	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 platforms, inspection pits at 2 S&C tracks only, canopy cover, diesel fueling, DEF supply, wayside power, catenary, communications and IT equipment, and associated utilities. Scope also includes upgrade of existing High Speed Rail (HSR) tracks to accommodate 2-bay M&I needs for ICT trainsets. ... [Full scope available on web dashboard]
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 web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$430,000,000**	**Escalated Total Project Cost:**	**$430,000,000**
Funding Sources	**Total Funding to Date:**	**$3,900,000**	**Additional Potential Funding Sources:**	**$32,000,000**
	NEC IIJA Supplemental	*$2,900,000*	*NEC IIJA Supplemental*	*$32,000,000*
	Amtrak Annual Grant	*$1,100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY24
Planning	Oct 2021 - Jun 2023	Complete
Development[1]	Jul 2023 - Jul 2024	Complete
Final Design	Jul 2024 - Sep 2029	In Progress
Construction	Jul 2024 - Sep 2029	In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$32,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$250,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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 work will occur over multiple years.
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:**	**$100,000,000**	**Escalated Total Project Cost:**	**$110,000,000**
Funding Sources	**Total Funding to Date:**	**$4,100,000**	**Additional Potential Funding Sources:**	**$14,000,000**
	Other Amtrak	*$2,400,000*	*Amtrak Annual Grant*	*$14,000,000*
	Amtrak Annual Grant	*$1,800,000*		
	Baseline Capital Charge (BCCs)			
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, MTA **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Aug 2020 - Not Available		Complete
Development[1]	Aug 2020 - May 2021		Complete
Final Design	Aug 2023 - Aug 2024		Complete
Construction	Aug 2024 - Sep 2024		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$14,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$67,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Sunnyside Yard Crew Base Facility Complex

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit:
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 new multi-story parking garage, interior and exterior storage and staging areas, and site improvements. This work will provide office, maintenance, commissary, and material controls space for Amtrak that consolidates numerous existing buildings into one location to improve real estate efficiency, and frees up space for future yard expansion efforts. This is a multi-year project currently planned to run through FY27.
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:**	**$270,000,000**	**Escalated Total Project Cost:**	**$300,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	**$12,000,000**
			Amtrak Annual Grant	*$12,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** **FY24 Status of Cost Sharing Agreement:**			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Sep 2023 - Not Available		In Progress
Development[1]	Not Available - Not Available		Not Started
Final Design	Not Available - Not Available		Not Started
Construction	Not Available - Sep 2027		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$12,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$260,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

East River Tunnel Rehabilitation Project

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: NYM-P02: Harold

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 the reconstruction and modernization of the East River Tunnel Lines 1 and 2 systems (direct fixation track, liner repairs, OCS replacements, fiber/microprocessor/PTC signal system, traction power replacement, new fire detection system, etc.) including development of a staging plan with a suite of "enabling projects" intended to mitigate the operational impacts of the continuous outages of ERT 1 and ERT 2, by fortifying and improving the routes into and out of Sunnyside Yard. This work will occur over multiple years.
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:**	**$1,600,000,000**	**Escalated Total Project Cost:**	**$1,600,000,000**
Funding Sources	**Total Funding to Date:**	**$1,600,000,000**	**Additional Potential Funding Sources:**	
	NJ DOT	*$3,400,000*		
	NY MTA	*$1,800,000*		
	New Jersey Match for FRA Federal-State Partnership for ICPR Grant	*$85,000,000*		
	New York Match for FRA Federal-State Partnership for ICPR Grant	*$180,000,000*		
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$55,000,000*		
	FRA Federal-State Partnership for ICPR Grant	*$1,300,000,000*		
	FRA Federal-State Partnership for SOGR Grant	*$11,000,000*		
	Amtrak Annual Grant	*$26,000,000*		
	Other Amtrak	*$15,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, MTA **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Dec 2014 - Dec 2016		Complete
Development[1]	Aug 2017 - Feb 2023		Complete
Final Design	Aug 2017 - Oct 2023		Complete
Construction	Jan 2024 - Jan 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$310,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$1,300,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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

Project Sponsor: MTA
Submitting Agency: MTA
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P02: Harold

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:**	**$140,000,000**	**Escalated Total Project Cost:**	**$140,000,000**
Funding Sources	**Total Funding to Date:**	**$140,000,000**	**Additional Potential Funding Sources:**	
	FTA Superstorm Sandy Grant	*$32,000,000*		
	Amtrak	*$52,000,000*		
	MTA	*$52,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2013 - Aug 2016		Complete
Development[1]	Sep 2016 - Dec 2023		Complete
Final Design	Dec 2023 - Jun 2027		In Progress
Construction	Dec 2023 - Jun 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$20,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Gateway: New York Penn Station Expansion

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: NYM-P03: Penn Station

General Project Information

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

Financial Plan

Project Cost	**Total Project Cost:**	**$11,000,000,000**	**Escalated Total Project Cost:**	**$11,000,000,000**
Funding Sources	**Total Funding to Date:**	**$33,000,000**	**Additional Potential Funding Sources:**	
	Other Amtrak	*$1,800,000*	*Amtrak Annual Grant*	
	Amtrak Annual Grant	*$31,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
			NEC IIJA Supplemental	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, MTA **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jul 2022 - Not Available		In Progress
Development[1]	Jul 2022 - Apr 2025		In Progress
Final Design	May 2025 - Nov 2028		Not Started
Construction	Jan 2029 - Nov 2035		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$45,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$1,500,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

New York Penn Station Reconstruction

Project Sponsor: TBD
Submitting Agency: MTA
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: NYM-P03: Penn Station

General Project Information

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

Financial Plan

Project Cost	**Total Project Cost:**	**$7,100,000,000**	**Escalated Total Project Cost:**	**$7,100,000,000**
Funding Sources	**Total Funding to Date:**	**$100,000,000**	**Additional Potential Funding Sources:**	
	Other Amtrak Sources	*$23,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
	Amtrak	*$3,000,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
	NJ TRANSIT	*$23,000,000*		
	FRA Federal-State Partnership for SOGR Grant[1]	*$15,000,000*		
	MTA	*$35,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MTA, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** PBCA is executed for project design and NEPA			

[1] - Awarded for Platforms 7 & 8 prior to start of Penn Station Reconstruction Project.

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Feb 2020 - Sep 2024		Complete
Development[2]	Apr 2023 - Dec 2024		In Progress
Final Design	Jun 2025 - Dec 2030		Not Started
Construction	Jun 2025 - Dec 2030		Not Started

[2] - Estimated or Actual NEPA Completion Date: Dec 2024 - NEPA Action Type: EA - NY MTA is Project Sponsor for NEPA/PE

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$1,200,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$4,700,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

New York Penn Station: NJ TRANSIT Near-Term Improvements

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: NYM-P03: Penn Station

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 is 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:**	**$80,000,000**	**Escalated Total Project Cost:**	**$88,000,000**
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 **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Nov 2023 - Jun 2025		In Progress

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)

FY24 BCC Eligibility

FY25-28 (Oct 1, 2024 - Sep 30, 2028)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

New York Penn Station: Central Concourse

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: NYM-P03: Penn Station

General Project Information

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

Financial Plan

Project Cost	**Total Project Cost:**	**$450,000,000**	**Escalated Total Project Cost:**	**$540,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	May 2014 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Jan 2025 - Jan 2028		Not Started

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)

FY24 BCC Eligibility

FY25-28 (Oct 1, 2024 - Sep 30, 2028)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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 relocation of utilities and vital on-grade structures within the project footprint of the West Rail Yard that are critical to the function and use of the yards by the current owner, Long Island Railro... [Full scope available on web dashboard]
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:**	**$700,000,000**	**Escalated Total Project Cost:**	**$750,000,000**
Funding Sources	**Total Funding to Date:**	**$500,000,000**	**Additional Potential Funding Sources:**	**$200,000,000**
	MEGA Grant	*$290,000,000*	*Amtrak Annual Grant*	*$200,000,000*
	Amtrak Annual Grant	*$73,000,000*		
	NY DOT	*$69,000,000*		
	NJ DOT	*$69,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, State of New Jersey, and State of New York **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2018 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Nov 2023 - Aug 2026		In Progress

[1] - Estimated or Actual NEPA Completion Date: May 2013 - NEPA Action Type: EA

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$260,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$370,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Gateway: Hudson Tunnel Project

Project Sponsor: Gateway Development Commission
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: NYM-P04: Gateway East

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. Chlorides from the seawater remain in the tunnel's concrete liner and bench walls, causing ongoing damag... [Full Justification available on web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$16,100,000,000**	**Escalated Total Project Cost:**	**$16,100,000,000**
Funding Sources	**Total Funding to Date:**	**$3,800,000,000**	**Additional Potential Funding Sources:**	**$7,800,000,000**
	RAISE	*$25,000,000*	*Capital Investment Grant*	*$6,900,000,000*
	FRA Federal-State Partnership for ICPR Grant	*$3,800,000,000*	*GDC RRIF Loans*[1]	
			Amtrak Annual Grant	*$920,000,000*
			NYS Local Contribution	
			NJ Local Contribution	
			PANYNJ Local Contribution	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, State of New York, State of New Jersey **FY24 Status of Cost Sharing Agreement:** Completed			

[1] - Total loan amounts to be determined; includes at least $950,000,000 as a local match for the Federal-State Partnership for ICPR Grant.

All Financial Plan figures are rounded.

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2016 - May 2021		Complete
Development[2]	Jan 2016 - May 2021		Complete
Final Design	Jun 2021 - Jun 2025		In Progress
Construction	Oct 2023 - Jun 2038		In Progress

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

At the time of publication, this schedule is in the process of being refined. Updated schedule information will be reflected in future NECC documents.

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$250,000,000 (Represents Amtrak planned expenditure only)
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$330,000,000 (Represents Amtrak planned expenditure only)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Gateway: Portal North Bridge

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: NYM-P04: Gateway East

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 existing, century-old swing-span Portal Bridge, and includes the purchase of 25 multilevel commuter railcars for NJT. Amtrak and NJT have completed final design and environmental review. The project has been awarded a full-funding grant agreement by the FTA through its Capital Investment Grant - Core Capacity grant program. Once complete, the new bridge will save upwards of $1.3 million annually in reduced maintenance and operating costs and will increase capacity along the NEC by over 14%.
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:**	**$2,200,000,000**	**Escalated Total Project Cost:**	**$2,200,000,000**
Funding Sources	**Total Funding to Date:**			**$1,900,000,000**
	FTA CIG Core Capacity Grant	*$770,000,000*	*NJ Economic Development Funds*	*$590,000,000*
	FRA Federal-State Partnership for SOGR Grant	*$55,000,000*	*FHWA CMAQ Funds*	*$57,000,000*
	NJ Turnpike Authority	*$180,000,000*	*NJ Transportation Trust Fund*	*$45,000,000*
	Amtrak Escrow Account Contribution	*$97,000,000*	*Other Amtrak Sources*	*$1,500,000*
	Amtrak Gateway Program Reserves	*$55,000,000*		
	Amtrak Revenues	*$53,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jun 2016 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Not Available		In Progress
Construction	Apr 2022 - Oct 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Gateway: Portal South Bridge

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P04: Gateway East

General Project Information

Full Project Scope	This project would construct new Northeast Corridor tracks and systems, including a two-track Portal South Bridge, over the Hackensack River. This would complete the addition of two new tracks to the Northeast Corridor, building out the Gateway Program new capacity in this territory.
Project Justification	The existing Portal Bridge is a chokepoint on NEC operations.

Financial Plan

Project Cost	**Total Project Cost:**	**$2,500,000,000**	**Escalated Total Project Cost:**	**$2,500,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
			NJ Transportation Trust Fund	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2022 - Dec 2022		Complete
Development[1]	Jan 2023 - Sep 2024		Complete
Final Design	Jan 2025 - Sep 2026		Not Started
Construction	Jan 2027 - Sep 2033		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Gateway: Sawtooth Bridges Replacement

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: NYM-P06: Gateway West

General Project Information

Full Project Scope	This project would replace Amtrak Bridges No. 7.80 and No. 7.96, collectively referred to as the "Sawtooth Bridges." The existing bridges are located in the Town of Kearny, Hudson County, New Jersey between Newark Penn Station and Secaucus Junction, and are directly above or in close proximity to several important rail lines, including the NJT Morris and Essex Line, the former Conrail Center Street Branch, and the PATH WTC rail line. The proposed project would replace an approximately 1.1-mile long segment of existing transportation right-of-way along Amtrak's Northeast Corridor with new structures that would result in a four-track segment of the NEC with improved design speeds.
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:**	**$2,100,000,000**	**Escalated Total Project Cost:**	**$2,100,000,000**
Funding Sources	**Total Funding to Date:**	**$270,000,000**	**Additional Potential Funding Sources:**	**$1,500,000,000**
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$33,000,000*	*FRA Federal-State Partnership for ICPR Letter of Intent*	*$1,500,000,000*
	Other Amtrak	*$23,000,000*	*NJ Transit*	
	Baseline Capital Charge (BCCs)	*$140,000*	*Matching Funds for Federal-State Partnership for ICPR Grant*	
	Amtrak Annual Grant	*$35,000,000*	*Amtrak Annual Grant*	
	FRA Federal-State Partnership for ICPR Grant	*$130,000,000*		
	FRA Federal-State Partnership for SOGR Grant	*$45,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Mar 2022 - Not Available		Complete
Development[1]	Jun 2022 - Feb 2024		Complete
Final Design	Mar 2024 - Aug 2025		In Progress
Construction	Sep 2026 - Feb 2034		Not Started

[1] - Estimated or Actual NEPA Completion Date: Aug 2020 - NEPA Action Type: EA

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$51,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$810,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

NJ TRANSITGRID

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P10: NJ Transit Grid

General Project Information

Full Project Scope	This project will create a microgrid power generation and distribution system as a backup to the regional power network, allowing transit systems to function during storms or other times when the centralized power grid is compromised. NJTGRID will incorporate renewable energy, distribution generation, and other technologies to provide resilient power to key NJT stations, maintenance facilities, bus garages, and other buildings. The project will also provide resilient electric traction power to NJT trains on critical corridors, including portions of the NEC, to continue to operate even when the traditional power grid fails.
Project Justification	The existing power network leaves the corridor susceptible to power grid failures during storms or other times when the centralized power grid is compromised.

Financial Plan

Project Cost	**Total Project Cost:**	**$660,000,000**	**Escalated Total Project Cost:**	**$770,000,000**
Funding Sources	**Total Funding to Date:**	**$650,000,000**	**Additional Potential Funding Sources:**	
	New Jersey	*$16,000,000*		
	FRA Federal-State Partnership for SOGR Grant	*$36,000,000*		
	Other Federal Discretionary	*$21,000,000*		
	Other Non-federal	*$67,000,000*		
	FTA Section 5324 Funds	*$410,000,000*		
	NJ Transportation Trust Fund	*$100,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Jan 2015 - Nov 2018		Complete
Final Design	Jun 2022 - May 2025		In Progress
Construction	Feb 2024 - Nov 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)

FY24 BCC Eligibility

FY25-28 (Oct 1, 2024 - Sep 30, 2028)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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. The new substation will have additional infrastructure to support the eventual two new 138kV Transmission lines from NJT Microgrid Central Facility. 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:**	**$120,000,000**	**Escalated Total Project Cost:**	**$140,000,000**
Funding Sources	**Total Funding to Date:**	**$73,000,000**	**Additional Potential Funding Sources:**	
	FRA Superstorm Sandy Relief Funds	*$21,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
	FRA Federal-State Partnership for SOGR Grant	*$36,000,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
	NJ TRANSIT	*$16,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jun 2020 - Not Available		In Progress
Development[1]	Sep 2021 - Not Available		In Progress
Final Design	Mar 2023 - Sep 2024		In Progress
Construction	Sep 2025 - Apr 2028		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$1,600,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$120,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Gateway: Highline Renewal and State of Good Repair: Dock Bridge

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: NYM-P06: Gateway West

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 Highline Renewal and State of Good Repair for Dock Bridge includes several enhancements and modifications: structural steel painting (the largest portion of the proposed scope; will remove original, failed lead paint that is contributing to corrosion of the bridge), steel repairs, modifications to convert the bridge to a fixed bridge, installation of straight rail to replace movable miter rails, new aesthetic lighting to increase civic presence, fender replacement, concrete pier repairs, and the associated installation of a targeted cathodic protection system d... [Full scope available on web dashboard]
Project Justification	The existing Dock Bridge is near the end of its useful life and there is existing lead paint on the bridge which could leach into the Passaic River watershed if not mitigated.

Financial Plan

Project Cost	**Total Project Cost:**	**$380,000,000**	**Escalated Total Project Cost:**	**$380,000,000**
Funding Sources	**Total Funding to Date:**	**$380,000,000**	**Additional Potential Funding Sources:**	
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$75,000,000*	*Amtrak Annual Grant*	
	Other Amtrak	*$6,100*		
	FRA Federal-State Partnership for ICPR Grant	*$300,000,000*		
	Amtrak Annual Grant	*$5,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, Port Authority of NY & NJ **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jun 2022 - Aug 2022		Complete
Development[1]	Aug 2022 - Apr 2023		Complete
Final Design	May 2023 - Sep 2023		Complete
Construction	Jul 2024 - Nov 2028		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$6,200,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$370,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Choke Point Relief: Westbound Waterfront Connection

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P06: Gateway West

General Project Information

Full Project Scope	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. These improved connections would offer greater flexibility and more options for NEC customers to/from Manhattan, via PATH rapid transit and ferry services at Hoboken. The project could have the effect of increasing NEC capacity and connectivity for NJT's NEC, RVL, and NJCL line customers.
Project Justification	The current configuration requires westbound trains (from Hoboken to the NEC) to make at-grade conflicting movements on the eastbound connection track. Such movements are challenging and reduce overall NEC capacity. As a result NJT has reduced the number of scheduled trains taking this route in rece... [Full Justification available on web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$500,000,000**	**Escalated Total Project Cost:**	**$600,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2022 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Jan 2025 - Jan 2029		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)

FY24 BCC Eligibility

FY25-28 (Oct 1, 2024 - Sep 30, 2028)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Gateway: NJ TRANSIT Gateway Storage Yard

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P06: Gateway West

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:**	**$1,900,000,000**	**Escalated Total Project Cost:**	**$2,400,000,000**
Funding Sources	**Total Funding to Date:**	**$870,000**	**Additional Potential Funding Sources:**	
	NJ Transportation Trust Fund	*$870,000*	*FRA Federal-State Partnership for ICPR Grant*	
			Local Match for Federal-State Partnership for ICPR Grant	
			NJ Transportation Trust Fund	
			Other Federal Discretionary	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Aug 2022 - Jun 2024		Complete
Development[1]	Dec 2024 - Sep 2026		Not Started
Final Design	Dec 2026 - Sep 2028		Not Started
Construction	Dec 2028 - Sep 2031		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Gateway: Harrison Fourth Track

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P06: Gateway West

General Project Information

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

Financial Plan

Project Cost	**Total Project Cost:**	**$180,000,000**	**Escalated Total Project Cost:**	**$180,000,000**
Funding Sources	**Total Funding to Date:**	**$5,100,000**	**Additional Potential Funding Sources:**	**$83,000,000**
	Amtrak Annual Grant	*$5,100,000*	*Other Amtrak*	*$17,000,000*
			CRISI Grant	*$66,000,000*
			Amtrak Annual Grant	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY24
Planning	Feb 2018 - Jan 2021	Complete
Development[1]	Jan 2021 - Dec 2021	Complete
Final Design	Mar 2022 - Oct 2024	In Progress
Construction	Nov 2024 - Sep 2028	Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$2,500,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$170,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Newark Penn Station: Master Plan and Reimagined Icon

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: NYM-P05: Newark

General Project Information

Full Project Scope	The Newark Penn Master Plan includes: 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.
Project Justification	Justification Not Available

Financial Plan

Project Cost	**Total Project Cost:**	**$530,000,000**	**Escalated Total Project Cost:**	**$670,000,000**
Funding Sources	**Total Funding to Date:**	**$84,000,000**	**Additional Potential Funding Sources:**	
	New Jersey	*$9,500,000*		
	FRA Federal-State Partnership for ICPR Grant	*$59,000,000*		
	New Jersey Match for FRA Federal-State Partnership for ICPR Grant	*$15,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		In Progress
Development[1]	May 2024 - Apr 2025		In Progress
Final Design	Jan 2025 - Jun 2026		Not Started
Construction	Jan 2027 - Not Available		Not Started

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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:**	**$500,000,000**	**Escalated Total Project Cost:**	**$610,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	**$580,000**
			Amtrak Annual Grant	*$580,000*
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2024 - Not Available		In Progress
Development[1]	Jun 2024 - Not Available		In Progress
Final Design	Not Available - Not Available		Not Started
Construction	Not Available - Sep 2034		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$580,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Hunter Flyover

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P05: Newark

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:**	**$380,000,000**	**Escalated Total Project Cost:**	**$440,000,000**
Funding Sources	**Total Funding to Date:**	**$500,000**	**Additional Potential Funding Sources:**	
	NJ Transportation Trust Fund	*$500,000*	*FRA Federal-State Partnership for ICPR Grant*	
			Local Match for Federal-State Partnership for ICPR Grant	
			Other Federal Discretionary	
			NJ Transportation Trust Fund	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY24
Planning	Jan 2022 - Feb 2023	Complete
Development[1]	Feb 2023 - Dec 2023	Complete
Final Design	Dec 2023 - Jun 2024	Complete
Construction	Oct 2025 - Sep 2030	Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)

FY24 BCC Eligibility

FY25-28 (Oct 1, 2024 - Sep 30, 2028)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

North Elizabeth Station Improvements

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Sole commuter
Project Type: Stations
C37 Project Group: NYM-P08: Elizabeth

General Project Information

Full Project Scope	This project would rehabilitate the existing North Elizabeth Station for customer safety and service, including ADA, platforms, technology, seating and canopies.
Project Justification	North Elizabeth Station requires upgrades to bring the facilities to a state of good repair.

Financial Plan

Project Cost	**Total Project Cost:**	**$52,000,000**	**Escalated Total Project Cost:**	**$44,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Sep 2022 - Jun 2023		Complete
Final Design	Jul 2023 - Jul 2024		Complete
Construction	Jul 2025 - Jul 2026		Not Started

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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
C37 Project Group: NYM-P05: Newark

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 infrastructure, to maintain compliance with current regulations and standards. The work performed under this project includes replacement of existing Interlocking signals with new signal head with clear block aspects and retire all intermediate signals between County and Elmora. The existing signal system in operation between County and Elmora is a traditional NORAC rule 251/261 compliant system. Tracks 1 and A are signaled in compliance with NORAC rule 251, signaled for eastbound traffic, only; tracks 2 and 3 are signaled in compliance with NORAC rule 261, signaled for traffic in both directions; tracks 4 and B are signaled in compliance with NORAC ruled 251, signaled for westbound traffic only. This work will occur over multiple years.
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:**	**$89,000,000**	**Escalated Total Project Cost:**	**$100,000,000**
Funding Sources	**Total Funding to Date:**	**$4,300,000**	**Additional Potential Funding Sources:**	**$6,500,000**
	Other Amtrak	*$(610,000)*	*FRA Federal-State Partnership for ICPR Grant*	
	Baseline Capital Charge (BCCs)	*$4,700,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
	Amtrak Annual Grant	*$150,000*	*Amtrak Annual Grant*	*$6,500,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2018 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Oct 2019 - Sep 2026		In Progress
Construction	Nov 2022 - Sep 2035		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$6,500,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$75,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

New Jersey Bridge Replacement - Main Street, Inman Ave, Lehigh Valley RR

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

General Project Information

Full Project Scope	This project is to replace and upgrade the existing bridge superstructures of multiple bridges in New Jersey along the AN line in order to upgrade their loading capacity to handle the heavier anticipated train loads from new equipment. The locations of the bridges include Main Street and Inman Avenue in Rahway NJ and Lehigh Valley RR in Metuchen NJ. The work for this project includes the rehabilitation and/or replacement of the bridge superstructures; modifications to track systems to support work; and the restoration of abutments, retaining walls and ROW impacted by this project. This work will occur over multiple years.
Project Justification	The project will rehabilitate the Main Street, Inman Ave, and Lehigh Valley RR Bridges to meet current Cooper E80 design loading criteria and future train consists.

Financial Plan

Project Cost	**Total Project Cost:**	**$50,000,000**	**Escalated Total Project Cost:**	**$50,000,000**
Funding Sources	**Total Funding to Date:**	**$30,000**	**Additional Potential Funding Sources:**	**$850,000**
	Amtrak Annual Grant	*$30,000*	*Amtrak Annual Grant*	*$850,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2022 - Not Available		Complete
Development[1]	Sep 2023 - Nov 2023		Complete
Final Design	Oct 2023 - May 2024		Complete
Construction	Oct 2024 - Sep 2025		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$850,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$49,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Delco Lead

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: NYM-P07: Adams

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 project, with County Yard improvements, will provide safe storage capacity for up to 444 rail cars in the event of flooding at other locations. Federal funding involvement is limited to the Delco Lead and ... [Full scope available on web dashboard]
Project Justification	The existing storage south of New Brunswick station leaves rolling stock susceptible to environmental damage.

Financial Plan

Project Cost	**Total Project Cost:**	**$650,000,000**	**Escalated Total Project Cost:**	**$770,000,000**
Funding Sources	**Total Funding to Date:**	**$520,000,000**	**Additional Potential Funding Sources:**	
	FRA Federal-State Partnership for ICPR Grant	*$180,000,000*		
	NJ Transportation Trust Fund	*$64,000,000*		
	FTA Formula Grants	*$180,000,000*		
	New Jersey Match for FRA Federal-State Partnership for ICPR Grant	*$91,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2014 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Aug 2022 - Dec 2028		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)

FY24 BCC Eligibility

FY25-28 (Oct 1, 2024 - Sep 30, 2028)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

North Brunswick Station

Project Sponsor: NJ TRANSIT
Submitting Agency: NJ TRANSIT
Benefit: Sole commuter
Project Type: Stations
C37 Project Group: NYM-P07: Adams

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 web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$150,000,000**	**Escalated Total Project Cost:**	**$180,000,000**
Funding Sources	**Total Funding to Date:**	**$3,300,000**	**Additional Potential Funding Sources:**	
	New Jersey	*$3,300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Apr 2024		In Progress
Construction	Dec 2024 - Mar 2027		Not Started

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Clark to Ham Constant Tension Upgrade Project

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: NYM-P12: Ham

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:**	**$150,000,000**	**Escalated Total Project Cost:**	**$150,000,000**
Funding Sources	**Total Funding to Date:**	**$43,000,000**	**Additional Potential Funding Sources:**	**$17,000,000**
	Other Amtrak	*$500,000*	*Baseline Capital Charge (BCCs)*	*$16,000,000*
	Baseline Capital Charge (BCCs)	*$38,000,000*	*Amtrak Annual Grant*	*$810,000*
	Amtrak Annual Grant	*$4,100,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Feb 2019 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Dec 2020 - Dec 2029		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$17,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$38,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

This page intentionally left blank

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

New York City Metro: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
1st Avenue Ventilation Fan Attenuator Upgrade	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 and includes the replacement of the sound attenuators in the North and South ventilation shafts over the East River tunnels located in Manhattan.	Oct 2021 - Sep 2024	$7,500,000	$5,900,000	$1,600,000
Airo Facilities: Sunnyside Yard Digital Technology Upgrades	Amtrak	This Project will deliver all aspects of planning, design, deployment, and transition to maintenance of Digital Technology (DT) products and services for NY SSY to accommodate the new Airo trainsets.	Oct 2022 - Sep 2029	$16,000,000	$150,000	$900,000
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 9.64) and South Street Station (AN 9.65) in Newark, NJ.	Apr 2022 - Apr 2026	$32,000,000	$50,000	$1,800,000
CETC NY SCADA Phase II	Amtrak	The Penn Station NY SCADA Phase II Upgrade project will provide modern design and construction/integration to the existing NY SCADA system including Fire and Life Safety equipment of the tunnel and station ventilation fans, tunnel standpipe actuators, ERT sump pumps, and PPDS substation monitored/controlled at Penn Station Control Center (PSCC).	Jul 2005 - Dec 2024	$10,000,000	$8,100,000	$1,600,000
Emergency Portal Bridge Fender Strike April 16, 2022	Amtrak	Due to the level of damage from the fender strike on 4/16/2022, creating a hazard condition to maritime traffic, Amtrak operations secured the services of STJV through an emergency PO process.	Apr 2022 - Oct 2023	$6,600,000	$6,500,000	$200,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Empire Line Lighting Upgrade Project	Amtrak	The scope of this project is to ensure efficient and safe operation of Amtrak's assets and infrastructure to maintain compliance with current regulations and standards by designing and installing a new and energy-efficient LED lighting system with an emergency lighting inverter distribution in the Empire Line Overbuild between 72nd to 125th Street under Riverside Park, NY.	Jul 2013 - Oct 2024	$28,000,000	$22,000,000	$4,000,000
Ham Interlocking Renewal Project	Amtrak	The scope of this project is the renewal of the track infrastructure at Ham Interlocking.	Feb 2019 - Sep 2026	$39,000,000	$11,000,000	$13,000,000
Kearny to Waverly Transmission Tower Upgrade Project	Amtrak	Design, NEPA compliance, permit, fabrication, installation and testing/commissioning twelve (12) new "monopole" transmission towers and circuits, including foundations, to bring the existing transmission infrastructure crossing the Passaic River to a state of good repair.	Feb 2014 - Aug 2024	$24,000,000	$13,000,000	$5,000,000
Mainline Scanners	Amtrak	Procure five scanner systems to start Amtrak's transition into automated inspections by located train scanners on high-traffic mainline and perform equipment measurements at track speeds.	Jul 2021 - Sep 2024	$21,000,000	$23,000,000	$17,000,000
Metuchen Station Improvements	NJ TRANSIT	This project would extend the existing platforms approximately 360 feet further to the east.	Nov 2013 - Jan 2030	$31,000,000	$200,000	Not Available

New York City Metro: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Moynihan Station Infrastructure Improvement	Amtrak	Replace or supplement infrastructure in Moynihan train hall that does not fit for purpose or adequately serve the operations, consisting of the elimination of rental cooling units in k9 and mailroom areas, proper cooling of train simulator room, offices, alarms for leak detection in IT area to prevent critical assets from being destroyed in floods.	Jan 2023 - Aug 2025	$10,000,000	$40,000	$250,000
New Brunswick Commuter Yard Remediation	Amtrak	This commuter yard in New Brunswick NJ was never operated by Amtrak.	Oct 2023 - Sep 2024	$1,000,000	$840,000	$50,000
New Hackensack Substation 42 Control House Project	Amtrak	The scope of this project is to ensure efficient and safe operation of Amtrak's assets and infrastructure, to maintain compliance with current regulations and standards for the design, NEPA compliance, installation, and testing and commissioning of New Control House #42.	Oct 2014 - Jun 2025	$17,000,000	$18,000,000	$7,000,000
New York Penn Station Escalator Replacement	Amtrak	Continue the Amtrak Escalator Replacement Program at NYP.	Sep 2022 - Sep 2024	$24,000,000	$20,000,000	$3,000,000
New York Penn Station Track Remediation	Amtrak	PCB's were discovered in sediment which accumulated on PSNY Track 1 concrete track structure in April 2016.	Oct 2023 - Sep 2024	$44,000,000	$40,000,000	$1,400,000
New York PSCC - Building Renovations	Amtrak	Maximizing corporate office space efficiency to accommodate growing needs in New York and avoid leasing new space.	Mar 2019 - Apr 2026	$19,000,000	$230,000	$3,000,000
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 - May 2027	$38,000,000	$26,000,000	Not Available

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
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, make necessary structural improvements to the viaduct, rehabilitate the canopy, address settlement at the southern end of the station, rehabilitate the interior and exterior facades.	Oct 2020 - Sep 2025	$14,000,000	$410,000	$7,000,000
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 2021 - Feb 2024	$30,000,000	Not Available	Not Available
NYP 7th And 32nd Entrance Renovation	Amtrak	The objectives of the 7th Ave.	Oct 2019 - May 2024	$40,000,000	$28,000,000	$5,000,000
NYP Crew Base Renovation	Amtrak	Amtrak's 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 - Jun 2026	$23,000,000	$3,300,000	$8,000,000
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. NYP currently has security bollards around the Moynihan Train Hall and the NYP West block along 8th Avenue between 31st street and 34th street."	Feb 2024 - Feb 2027	$17,000,000	Not Available	$900,000

New York City Metro: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Penn Station NY Customer NOW Refresh Program	Amtrak	Project will replace worn elements in Met Lounge & upgrade elements in the APD suite to comply with BOP guidelines.	Nov 2022 - Jul 2029	$3,800,000	$1,300,000	$240,000
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 - Oct 2025	$5,500,000	$450,000	$1,300,000
PSNY Fire Protection Improvements	Amtrak	This objectives of this project include the integration of the LIRR Concourse project's Notifier System with the Penn Station Complex Network, work to expand the mass notification system throughout Penn Station, include a survey and as-built of current fire protection systems with engineering study on the current station coverage and engineering study on the feasibility of transitioning to combined sprinkler/standpipe system, and implementation of fire protection improvements.	Aug 2023 - Sep 2025	$1,700,000	Not Available	$1,600,000
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 - Mar 2027	$40,000,000	$25,000,000	$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	$38,000,000	$18,000,000	$4,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
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 - Jun 2027	$47,000,000	$47,000,000	$8,000,000
Spuyten Duyvil Submarine Cable Replacement Project	Amtrak	Replace existing submarine cables for Spuyten Duyvil bridge that run below the river bed with new buried submarine cables in conduit.	Jul 2022 - Apr 2024	$16,000,000	$9,500,000	$7,000,000
Sunnyside Yard Oil/PCB Remediation	Amtrak	Prior operations, beginning in the 1930's and continuing into the 1980's, caused PCB and diesel fuel releases which contaminated the subsoil and sewer system at Sunnyside Yard.	Oct 2020 - Sep 2024	$10,000,000	$8,100,000	$300,000
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 all facilities within the yard.	Jan 2021 - Sep 2024	$6,500,000	$1,400,000	$4,000,000
Trenton NJ, - Commuter Yard Remediation	Amtrak	This is a property in Trenton, NJ owned by Amtrak.	Oct 2023 - Sep 2024	$8,400,000	$4,500,000	$4,000,000
Trenton Transit Center: State of Good Repair Program	NJ TRANSIT	With support from the Federal Railroad Administration, NJ TRANSIT (NJT) will implement multiple station improvements at the intermodal Trenton Transit Center in Trenton, NJ which is located along the Northeast Corridor (NEC).	Oct 2020 - Feb 2029	$39,000,000	$29,000,000	Not Available
Washington St Bridge Replacement	Amtrak	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.	Oct 2019 - Sep 2026	$38,000,000	$960,000	$1,600,000

New York City Metro: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Adams Substation	NJ TRANSIT	This project would construct a new substation in Adams, NJ.	Oct 2026 - Sep 2032	$39,000,000
Edison Station Improvements	NJ TRANSIT	This project would relocate an existing freight turn-out switch to a location north of Plainfield Avenue by Edison Station and then extend the existing outbound high-level platform by 425 feet for a total platform length of approximately 1,020 feet.	Oct 2026 - Jul 2032	$39,000,000
Gateway: Secaucus Station and Loop Tracks	NJ TRANSIT	This project would expand the Secaucus Station platform system and complement adjacent Gateway capacity projects.	Dec 2024 - Sep 2035	$2,600,000,000
Jersey Avenue Station Improvements	NJ TRANSIT	This project would fully reconstruct the existing station, including new eastbound and westbound platforms.	Jan 2025 - Dec 2033	$250,000,000
Midline Loop	NJ TRANSIT	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.	Oct 2024 - Sep 2033	$600,000,000
New Brunswick Station Improvements	NJ TRANSIT	This project includes several elements to upgrade the station facilities and expand capacity.	Not Available	$22,000,000
Newark Penn Station to EWR Station NEC Section Capacity Improvement: Short-term	Amtrak	This project will implement capacity improvements from Newark Penn Station to Newark Liberty International Airport Station (EWR), including a parallel move (westbound Track 4 to Track 3 at Haynes Interlocking), and the addition of crossovers at EWR.	Jan 2028 - Jan 2028	$32,000,000
Sunnyside Yard/Loop Track Capacity Improvements	Amtrak	Conduct capacity improvements at Sunnyside Yard, including upgrades to loop tracks, improvements to signaling, and the conversion of principle turnouts from hand-thrown to power.	Not Available	$350,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

This page intentionally left blank

Mid-Atlantic North

Cornwells Heights Station Improvements

Project Sponsor: SEPTA
Submitting Agency: SEPTA
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAN-P02: Bristol

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:**	**$50,000,000**	**Escalated Total Project Cost:**	**$61,000,000**
Funding Sources	**Total Funding to Date:**	**$61,000,000**	**Additional Potential Funding Sources:**	
	FHWA National Highway Performance Program I-95 Congestion Mitigation Program Funding	*$13,000,000*		
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$240,000*		
	FRA Federal-State Partnership for ICPR Grant	*$31,000,000*		
	Pennsylvania Match for Federal-State Partnership for ICPR Grant	*$17,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA **FY24 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jun 2024 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Not Available		In Progress
Construction	Jun 2026 - Mar 2027		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)

FY24 BCC Eligibility

FY25-28 (Oct 1, 2024 - Sep 30, 2028)

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

30th Street West Catenary Replacement

Project Sponsor: SEPTA
Submitting Agency: SEPTA
Benefit: Sole commuter
Project Type: Improvement
C37 Project Group: MAN-P03: Philadelphia

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:**	**$77,000,000**	**Escalated Total Project Cost:**	**$77,000,000**
Funding Sources	**Total Funding to Date:**	**$77,000,000**	**Additional Potential Funding Sources:**	
	Local funding	*$600,000*		
	Pennsylvania	*$20,000,000*		
	FTA Section 5307 and 5337 Funds	*$57,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** SEPTA **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Feb 2015 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	May 2023 - Jun 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$3,600,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$37,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Philadelphia 30th Street District Plan

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAN-P03: Philadelphia

General Project Information

Full Project Scope	Conduct immediate and long-term improvements to passenger and rail facilities at Philadelphia Gray 30th Street Station (1933, rebuilt in 1984); this includes multiple phases of implementation based on the 30th Street District Plan. The scope of this work focuses on enhancing the customer experiences, expanding the capacity of the concourse, and improved intermodal connections to accommodate anticipated growth in Amtrak ridership. Gray 30th Street Station also includes corporate office space that will be renovated as part of this project
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:**	**$1,900,000,000**	**Escalated Total Project Cost:**	**$2,400,000,000**
Funding Sources	**Total Funding to Date:**	**$130,000,000**	**Additional Potential Funding Sources:**	**$120,000,000**
	3rd Party	*$20,000*	*Other Amtrak*	*$77,000,000*
	Other Amtrak	*$69,000,000*	*Amtrak Annual Grant*	*$42,000,000*
	Amtrak Annual Grant	*$64,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, NJ TRANSIT, SEPTA **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY24
Planning	Oct 2017 - May 2030	In Progress
Development[1]	Sep 2021 - Jun 2028	In Progress
Final Design	Jun 2023 - Oct 2023	Complete
Construction	May 2023 - Dec 2028	In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$120,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$830,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Airo Facilities: Penn Coach Yard

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Sole intercity
Project Type: Improvement
C37 Project Group: MAN-P03: Philadelphia

General Project Information

Full Project Scope	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 will include a 2-bay maintenance facility and 2 track S&C. The heavy maintenance facility shall 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. The facilities will be supported with diesel fueling capabilities, new storm drainage systems, track and ET catenary systems, road and walkway access, and site grading. The S&C facility shall be constructed with the capabilities of routine servicing and visual inspections. The storm water drainage must be integrated into the heavy maintenance facilities oil water separator. The service and cleaning tracks will be constructed with covered high-level platform, independent foundations systems and servi... [Full scope available on web dashboard]
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 web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$460,000,000**	**Escalated Total Project Cost:**	**$540,000,000**
Funding Sources	**Total Funding to Date:**	**$4,200,000**	**Additional Potential Funding Sources:**	**$120,000,000**
	Amtrak Annual Grant	*$3,000,000*	*NEC IIJA Supplemental*	*$120,000,000*
	NEC IIJA Supplemental	*$1,300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jul 2021 - Sep 2022		Complete
Development[1]	Oct 2022 - Oct 2023		Complete
Final Design	Nov 2023 - Sep 2027		In Progress
Construction	Nov 2023 - Sep 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$120,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$340,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Claymont Transportation Center

Project Sponsor: Delaware DOT
Submitting Agency: Delaware DOT
Benefit: Sole commuter
Project Type: Stations
C37 Project Group: MAN-P05: Claymont

General Project Information

Full Project Scope	This project replaces the existing Claymont, DE train station. It will meet all current ADA standards, with two high-level platforms and a pedestrian overpass. The new station will be a multi-modal transportation center with improved access for bus transit, bicycles, and pedestrians. The project includes but is not limited to the construction of a parking garage, parking lots and art installation. It will include all passenger amenities such as rest rooms, elevators, Wi-Fi, bus and train informational boards.
Project Justification	The current Claymont Station is does not meet current accessibility standards, the tunnel has a risk of flooding, and vehicular and transit access to the station are congested.

Financial Plan

Project Cost	**Total Project Cost:**	**$80,000,000**	**Escalated Total Project Cost:**	**$82,000,000**
Funding Sources	**Total Funding to Date:**	**$81,000,000**	**Additional Potential Funding Sources:**	
	Delaware	*$34,000,000*		
	Other Non-federal	*$370,000*		
	FTA Formula Grants	*$37,000,000*		
	USDOT TIGER Grant	*$10,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** SEPTA, Delaware DOT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2016 - Dec 2020		Complete
Development[1]	Jan 2016 - Dec 2020		Complete
Final Design	Aug 2021 - Dec 2023		Complete
Construction	Aug 2021 - Dec 2023		Complete

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: MAN-P06: Wilmington

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:**	**$290,000,000**	**Escalated Total Project Cost:**	**$380,000,000**
Funding Sources	**Total Funding to Date:**	**$6,500,000**	**Additional Potential Funding Sources:**	**$2,000,000**
	Other Amtrak	*$13,000*	*FRA Federal-State Partnership for ICPR Grant*	
	Amtrak Annual Grant	*$6,500,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
			Amtrak Annual Grant	*$2,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Delaware DOT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Dec 2019 - May 2024		Complete
Development[1]	Feb 2021 - Sep 2024		In Progress
Final Design	Dec 2021 - May 2024		Complete
Construction	Oct 2024 - Apr 2029		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$2,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$80,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Wilmington, DE - MOFE Facility PCB Remediation

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

General Project Information

Full Project Scope	This project is mandatory as Amtrak must complete this remediation as a part of a signed cleanup agreement with the State of Delaware's Department of Natural Resources and Environmental Conservation (DNREC) . As required in the agreement, PCB and other historic contaminants at the Wilmington, DE Maintenance facility must be remediated. These elements include: remediation of the South Yard Former Fueling Area, preliminary investigation of the North Yard and ongoing erosion control measures. Current South Yard remediation activities include ongoing recovery of PCB contaminated organic materials (sediments) from the water table. A proposed conceptual Remediation Plan has been submitted to DNREC and EPA for review and full approval. The North Yard investigation plan has been submitted to DNREC. Ongoing erosion control measures to prevent discharge of PCBs will continue to be implemented as required under the facility Pollution Minimization Plan (PMP). This is a recurring annual maintenance project.
Project Justification	Justification Not Available

Financial Plan

Project Cost	**Total Project Cost:**	**$81,000,000**	**Escalated Total Project Cost:**	**$95,000,000**
Funding Sources	**Total Funding to Date:**	**$19,000,000**	**Additional Potential Funding Sources:**	**$1,000,000**
	Other Amtrak	*$1,300,000*	*Amtrak Annual Grant*	*$1,000,000*
	Amtrak Annual Grant	*$17,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2023 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Not Available - Sep 2024		In Progress

[1] - Estimated or Actual NEPA Completion Date: Jul 2014 - NEPA Action Type: CE

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$1,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$22,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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
C37 Project Group: MAN-P13: Zoo

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:**	**$58,000,000**	**Escalated Total Project Cost:**	**$63,000,000**
Funding Sources	**Total Funding to Date:**	**$55,000,000**	**Additional Potential Funding Sources:**	
	Pennsylvania DOT	*$11,000,000*		
	FRA ARRA Grant	*$1,200,000*		
	FRA Federal-State Partnership for SOGR Grant	*$15,000,000*		
	FTA Formula Grants	*$28,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Not Available - Sep 2013		Complete
Final Design	Dec 2019 - Aug 2021		Complete
Construction	Nov 2023 - Oct 2026		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$5,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$50,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: MAN-P13: Zoo

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 switching station for 138kv service, SCADA modifications for the new transmission line and decommissioning the existing transmission line. Design and Construction will be contracted to outside companies. Amtrak force account support will perform C&S and ET work for electrical tie ins. The completion of this work will ensure efficient and safe operation of Amtrak's assets and infrastructure, to maintain compliance with current regulations and standards. This work will occur over multiple years.
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:**	**$200,000,000**	**Escalated Total Project Cost:**	**$290,000,000**
Funding Sources	**Total Funding to Date:**	**$10,000,000**	**Additional Potential Funding Sources:**	**$17,000,000**
	Amtrak Annual Grant	*$8,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
	Other Amtrak	*$(56,000)*	*Local Match for Federal-State Partnership for ICPR Grant*	
	Baseline Capital Charge (BCCs)	*$2,200,000*	*Amtrak Annual Grant*	*$17,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule	Planned Status for End of FY24
Planning	Aug 2011 - Sep 2023	Complete
Development[1]	Oct 2012 - Aug 2017	Complete
Final Design	May 2014 - Sep 2023	Complete
Construction	Sep 2024 - Sep 2029	In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$17,000,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$110,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Ardmore Transportation Center: Phase 1 ADA Improvements

Project Sponsor: SEPTA
Submitting Agency: SEPTA
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAN-P12: Bryn Mawr

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:**	**$54,000,000**	**Escalated Total Project Cost:**	**$62,000,000**
Funding Sources	**Total Funding to Date:**	**$54,000,000**	**Additional Potential Funding Sources:**	
	Pennsylvania	*$10,000,000*		
	Amtrak	*$7,800,000*		
	Local funding	*$700,000*		
	FTA Funds	*$5,800,000*		
	FTA Section 5307 Funds	*$29,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Apr 2009 - Dec 2016		Complete
Construction	Aug 2019 - Jun 2024		Complete

[1] - Estimated or Actual NEPA Completion Date: Jul 1905 - NEPA Action Type: FONSI

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$12,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Harrisburg Line Signal Upgrade: Park to Zoo

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: MAN-P13: Zoo

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 from Park to Zoo Interlocking on the Harrisburg Line 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. This project does not include the portions of the 562 signal work taking place under the SEPTA-sponsored Harrisburg Line Signal Upgrade: Paoli to Overbrook project.
Project Justification	The existing signal system has safety concerns and is functionally obsolete.

Financial Plan

Project Cost	**Total Project Cost:**	**$64,000,000**	**Escalated Total Project Cost:**	**$90,000,000**
Funding Sources	**Total Funding to Date:**	**$18,000,000**	**Additional Potential Funding Sources:**	**$5,200,000**
	Baseline Capital Charge (BCCs)	*$5,300,000*	*Amtrak Annual Grant*	*$5,200,000*
	Other Amtrak	*$1,400,000*	*FRA Federal-State Partnership for ICPR Grant*	
	Amtrak Annual Grant	*$11,000,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jul 2018 - Not Available		In Progress
Development[1]	Feb 2022 - Not Available		In Progress
Final Design	Jan 2019 - Feb 2025		In Progress
Construction	Oct 2021 - Sep 2035		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$5,200,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$35,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Frazer Rail Shop and Yard Upgrade

Project Sponsor: SEPTA
Submitting Agency: SEPTA
Benefit: Sole commuter
Project Type: Improvement
C37 Project Group: MAN-P11: Potts

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 including multi-level railcars. 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:**	**$140,000,000**	**Escalated Total Project Cost:**	**$140,000,000**
Funding Sources	**Total Funding to Date:**	**$140,000,000**	**Additional Potential Funding Sources:**	
	Local funding	*$2,500,000*		
	Pennsylvania	*$76,000,000*		
	SEPTA	*$60,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** SEPTA, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Jan 2015 - Mar 2021		Complete
Construction	Mar 2016 - Feb 2025		In Progress

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$25,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Downingtown Station Improvements

Project Sponsor: Pennsylvania DOT
Submitting Agency: Pennsylvania DOT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAN-P10: PennDOT ADA

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:**	**$150,000,000**	**Escalated Total Project Cost:**	**$170,000,000**
Funding Sources	**Total Funding to Date:**	**$20,000,000**	**Additional Potential Funding Sources:**	**$100,000,000**
	Pennsylvania	*$4,100,000*	*FTA Formula Grants*	*$80,000,000*
	FTA Formula Grants	*$16,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
			Local Match for Federal-State Partnership for ICPR Grant	
			Pennsylvania	*$20,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Mar 2020 - Feb 2022		Complete
Final Design	Mar 2022 - Dec 2024		In Progress
Construction	Jul 2024 - Nov 2028		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$12,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$120,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Coatesville Station Improvements

Project Sponsor: Pennsylvania DOT
Submitting Agency: Pennsylvania DOT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAN-P09: Coatesville

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:**	**$68,000,000**	**Escalated Total Project Cost:**	**$68,000,000**
Funding Sources	**Total Funding to Date:**	**$68,000,000**	**Additional Potential Funding Sources:**	
	Pennsylvania	*$16,000,000*		
	FTA Formula Grants	*$52,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2010 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Jun 2021		Complete
Construction	Feb 2022 - Apr 2025		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$21,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Parkesburg Station Improvements

Project Sponsor: Pennsylvania DOT
Submitting Agency: Pennsylvania DOT
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAN-P10: PennDOT ADA

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:**	**$55,000,000**	**Escalated Total Project Cost:**	**$78,000,000**
Funding Sources	**Total Funding to Date:**	**$3,500,000**	**Additional Potential Funding Sources:**	**$46,000,000**
	Pennsylvania	*$700,000*	*FRA Federal-State Partnership for ICPR Grant*	
	FTA Formula Grants	*$2,800,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
			Pennsylvania	*$9,100,000*
			FTA Formula Grants	*$36,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, SEPTA, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** Unknown			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Nov 2019 - Sep 2022		Complete
Final Design	Oct 2022 - Not Available		Complete
Construction	Apr 2024 - Jul 2031		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$3,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$7,400,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Conestoga Substation Improvements Project

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: MAN-P08: Royalton

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:**	**$53,000,000**	**Escalated Total Project Cost:**	**$74,000,000**
Funding Sources	**Total Funding to Date:**	**$2,100,000**	**Additional Potential Funding Sources:**	**$6,700,000**
	Other Amtrak	*$890,000*	*Amtrak Annual Grant*	*$6,700,000*
	Amtrak Annual Grant	*$1,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2020 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Nov 2022		Complete
Construction	May 2023 - Jan 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$6,700,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$44,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

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, snow melt system, roof access and fall protection; prepare roof structural supports. Restoring the shed will improve customer experience and the overall appearance of the platform area. Design phase is complete and construction will be by a third-party contractor, that is currently in the process of being procured with NTP anticipated for summer 2023. The construction duration will be for 30 months. Funding is needed in FY24 to progress construction.
Project Justification	Addressing the safety concerns stemming from the structural deficiencies of the trainshed.

Financial Plan

Project Cost	**Total Project Cost:**	**$67,000,000**	**Escalated Total Project Cost:**	**$76,000,000**
Funding Sources	**Total Funding to Date:**	**$1,000,000**	**Additional Potential Funding Sources:**	**$2,300,000**
	Amtrak Annual Grant	*$1,000,000*	*Amtrak Annual Grant*	*$2,300,000*
	Other Amtrak			
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, Pennsylvania DOT **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2021 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Not Available		In Progress
Construction	Not Available - Sep 2026		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$2,300,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$64,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

This page intentionally left blank

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Mid-Atlantic North: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
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.	Sep 2023 - Nov 2026	$35,000,000	Not Available	$800,000
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.	Jun 2021 - Sep 2029	$12,000,000	$880,000	$3,000,000
Bristol Station Improvements	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.	Apr 2022 - Mar 2027	$30,000,000	$30,000,000	$2,000,000
Churchman's Crossing Improvements	Delaware DOT	This project will include construction of a 350 space parking garage, platform rehabilitation and a second elevator to the platform.	Sep 2022 - Sep 2022	Not Available	Not Available	Not Available
Harrisburg Line Signal Upgrade: Paoli to Overbrook	SEPTA	This project will replace the outdated and functionally obsolete, single-direction, signal system on Amtrak's Keystone Line.	Oct 2022 - Dec 2028	$22,000,000	$22,000,000	Not Available
Harrisburg Line: Conestoga to Royalton ET Supply Transmission Line Replacement	Amtrak	Design, permit (NEPA/SHPO), utility and NS coordination, construct, test and commission, startup, accept and closeout a rebuild of 29 miles of 138 kV transmission line (the line 11 circuit) from Safe Harbor substation to the Harrisburg Line's Royalton substation on an existing 24 mile utility easement along Norfolk Southern's tracks and 5 miles on local township rights-of-way.	Nov 2018 - Sep 2027	$43,000,000	$5,900,000	$1,100,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Lancaster PA Platform & Roof Replacement	Amtrak	To deploy the design for the modernization and the replacement of the existing platforms with ADA compliant level boarding platforms and canopy roofs.	Oct 2021 - Sep 2025	$43,000,000	$2,300,000	$2,300,000
Lancaster Station Improvements	Pennsylvania DOT	Lancaster is the second busiest station on the Keystone Corridor.	Jan 2020 - Oct 2025	$28,000,000	$25,000,000	$8,000,000
Malvern Station Improvements	SEPTA	Design and construction of high-level platforms and accessibility improvements at Malvern Station on SEPTA's Paoli-Thorndale Regional Rail Line.	Jun 2022 - Jan 2028	$15,000,000	$15,000,000	$500,000
Marcus Hook Station Improvements	SEPTA	This project will make the station fully ADA accessible and includes full length high-level platforms, new passenger shelters, security improvements and passenger amenities.	Apr 2022 - Jan 2030	$22,000,000	Not Available	$1,000,000
Penn Coach Yard Paving Improvements Project	Amtrak	Penn Coach Yard improvement on the parking areas located in the Penn coach yard facility.	Oct 2020 - Oct 2020	$13,000,000	$140,000	$1,300,000
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 - Oct 2019	$5,400,000	$250,000	$5,000,000
Philadelphia 30th Street Station Platform PCB Remediation	Amtrak	Remediation of PCB contamination that has been identified in the sediment accumulated on the concrete track structure adjacent to the platforms at 30th Street Station, Philadelphia.	Oct 2023 - Sep 2024	$7,000,000	$6,600,000	$500,000
Philadelphia 30th Street Station Platform Refresh	Amtrak	Upgrade all platform lighting on Platforms 2 & 3.	Sep 2022 - Sep 2026	$20,000,000	$25,000	$250,000

Mid-Atlantic North: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
Regional Rail Master Plan Implementation	SEPTA	"This process will progress concepts and alternatives evaluated through the Regional Rail Master Plan effort, including more detailed alternative analysis and concept design. Work may include progression of appropriate NEPA work with a focus on increasing grant-program readiness."	Jul 2023 - Dec 2028	$3,000,000	Not Available	$500,000
Villanova Station: Phase 2 ADA Improvements	SEPTA	This project will modernize Villanova Station on SEPTA's Paoli-Thorndale Regional Rail Line.	Jun 2024 - Jun 2026	$10,000,000	$10,000,000	$500,000
Wilmington DE Training Center Upgrades	Amtrak	The overall goal of the Wilmington DE Training Center Upgrades will rehab the training classrooms to improve the effectiveness, efficiency and technology of the training environment.	Oct 2022 - Apr 2024	$1,500,000	$1,100,000	$300,000
Wilmington DE Vertical Transportation Program	Amtrak	The intent of this project is to add an additional escalator to serve that existing center platform at Amtrak's Wilmington Station.	Oct 2021 - Jan 2024	$11,000,000	$11,000,000	$25,000
Wilmington Platform Upgrades	Amtrak	This project will implement platform upgrades at Wilmington's Joseph R Biden Jr.	Oct 2023 - Sep 2024	$4,900,000	$250,000	$200,000
Wilmington Training Center Parking Access Improvements Project	Amtrak	This project is to improve the access roadway located at the Wilmington Shop facility.	Apr 2019 - Sep 2024	$1,500,000	$160,000	$400,000
Wilmington West Yard	Amtrak	Historic electric train operations prior to the creation of Amtrak and through subsequent operations led to PCB and heavy metals contamination in and around the yard.	Oct 2023 - Sep 2024	$9,400,000	$1,500,000	$100,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Mid-Atlantic North: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Churchman's Crossing Improvements	Delaware DOT	This project will include construction of a 350 space parking garage, platform rehabilitation and a second elevator to the platform.	Sep 2022 - Sep 2022	Not Available
Devon Station Improvements	SEPTA	Design and construction of high-level platforms and accessibility improvements at Devon Station on SEPTA's Paoli-Thorndale Regional Rail Line.	Jan 2028 - Jan 2031	$20,000,000
Newark (DE) Regional Transportation Center	Delaware DOT	This project will construct an updated Regional Transportation Center in Newark, DE that will increase capacity and support additional SEPTA service between Newark and Wilmington, DE.	Jul 2013 - Dec 2015	$140,000,000
Penn Coach Yard Paving Improvements Project	Amtrak	Penn Coach Yard improvement on the parking areas located in the Penn coach yard facility.	Oct 2020 - Oct 2020	$13,000,000
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 - Oct 2019	$5,400,000
Wilmington Maintenance of Equipment Facility: Complex Replacement	Amtrak	This project would fully replace the Maintenance of Equipment Repair Shop (Buildings 1 & 2) at the Amtrak Maintenance Complex in Wilmington, DE.	Jan 2028 - Jan 2034	$110,000,000
Wilmington Station: High Level Platform Extension Track 1	Amtrak	Extend the track 1 high level platform to 900-1000 ft.	Jan 2027 - Jan 2027	Not Available

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Mid-Atlantic South

Mid-Atlantic South Signal System Upgrades to 562 Project

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: MAS-P09: Washington

General Project Information

Full Project Scope	Design, construct, test, accept and closeout a new 562 cab no 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. Existing wayside intermediate signals will be retired. This work will occur over multiple years.
Project Justification	The existing signal system is near the end of its design life.

Financial Plan

Project Cost	**Total Project Cost:**	**$61,000,000**	**Escalated Total Project Cost:**	**$87,000,000**
Funding Sources	**Total Funding to Date:**	**$4,700,000**	**Additional Potential Funding Sources:**	**$4,600,000**
	Other Amtrak	*$2,600,000*	*Amtrak Annual Grant*	*$4,600,000*
	Amtrak Annual Grant	*$2,100,000*	*FRA Federal-State Partnership for ICPR Grant*	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2019 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Oct 2019 - Aug 2027		In Progress
Construction	Feb 2020 - May 2029		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$4,600,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$37,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Susquehanna River Bridge Replacement Program

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: MAS-P01: Susquehanna

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 River. The work being done on this project includes; Design, permitting, NEPA compliance, property acquisition, staged construction, testing/commissioning, acceptance and closeout of a new two track bridge for lower speeds (100 MPH) on a new alignment alongside of the existing bridge and replacement of the existing bridge with a new two track bridge providing two tracks for higher speed (160 MPH) operation. 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 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:**	**$2,700,000,000**	**Escalated Total Project Cost:**	**$2,700,000,000**
Funding Sources	**Total Funding to Date:**	**$2,700,000,000**		
	NEC IIJA Supplemental	*$17,000,000*	*MARC*	*$19,000*
	FRA Federal-State Partnership for ICPR Grant	*$2,100,000,000*	*Amtrak Annual Grant*	*$46,000,000*
	Maryland Match for FRA Federal-State Partnership for ICPR Grant	*$750,000*	*Maryland DOT / Maryland Transit Administration*	*$14,000,000*
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$520,000,000*	*Other Amtrak*	*$2,800,000*
	FRA Federal-State Partnership for SOGR Grant	*$20,000,000*		
	Additional Potential Funding Sources:			
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA MARC **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2012 - Not Available		Complete
Development[1]	Oct 2012 - Apr 2017		Complete
Final Design	Oct 2022 - Sep 2025		In Progress
Construction	Jun 2024 - Dec 2036		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$80,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$950,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Bush River Bridge Replacement Program

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: MAS-P03: Bush

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:**	**$740,000,000**	**Escalated Total Project Cost:**	**$740,000,000**
Funding Sources	**Total Funding to Date:**	**$24,000,000**	**Additional Potential Funding Sources:**	**$580,000,000**
	FRA Federal-State Partnership for ICPR Grant	*$19,000,000*	*FRA Federal-State Partnership for ICPR Letter of Intent*	*$580,000,000*
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$3,700,000*	*Matching Funds for FRA Federal-State Partnership for ICPR*	
	Maryland Match for FRA Federal-State Partnership for ICPR Grant	*$980,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2023 - Jan 2025		In Progress
Development[1]	Feb 2025 - Dec 2026		Not Started
Final Design	Jan 2027 - Sep 2028		Not Started
Construction	Oct 2028 - Sep 2034		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$570,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$11,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Gunpowder River Bridge Replacement Program

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: MAS-P05: Gunpowder

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:**	**$1,300,000,000**	**Escalated Total Project Cost:**	**$1,300,000,000**
Funding Sources	**Total Funding to Date:**	**$38,000,000**	**Additional Potential Funding Sources:**	**$1,000,000,000**
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$5,900,000*	*FRA Federal-State Partnership for ICPR Letter of Intent*	*$1,000,000,000*
	Maryland Match for FRA Federal-State Partnership for ICPR Grant	*$1,600,000*	*Matching Funds for Federal-State Partnership for ICPR Grant*	
	FRA Federal-State Partnership for ICPR Grant	*$30,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2023 - Jan 2025		In Progress
Development[1]	Feb 2025 - Dec 2026		Not Started
Final Design	Jan 2027 - Sep 2028		Not Started
Construction	Oct 2028 - Sep 2036		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$570,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$20,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Martin Airport Station Accessibility Improvements

Project Sponsor: MDOT MTA / MARC
Submitting Agency: MDOT MTA / MARC
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAS-P06: Martin

General Project Information

Full Project Scope	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.
Project Justification	Provides ADA access to Martin's Airport MARC Station.

Financial Plan

Project Cost	**Total Project Cost:**	**$80,000,000**	**Escalated Total Project Cost:**	**$97,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2021 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Not Available		In Progress
Construction	Oct 2027 - Nov 2029		Not Started

[1] - NEPA Action Not Required -

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

MARC Station: Bayview

Project Sponsor: MDOT MTA / MARC
Submitting Agency: MDOT MTA / MARC
Benefit: Sole commuter
Project Type: Stations
C37 Project Group: MAS-P06: Martin

General Project Information

Full Project Scope	1. MTA has been funded for 30% design, as mandated, and their Consultant was funded to take design to 15%. 2. 30% design is planned for completion in June 2024. 2. The Total Project Costs have been based on include planning and preliminary engineering activities related to a proposed new MARC station Platform within the Amtrak Northeast Corridor right-of-way at MP 91.6, adjacent to Norfolk Southern's Bayview Yard, as well as the Final Design and Construction costs for a high level platform, pedestrian bridge, entrance plaza, and maintenance building. The Station will be accessibile as defined under the Americans with Disabilities Act complete with appropriate lighting, signage, landscaping, solar panels, and pedestrian amenities. In addition, the Project includes a parking facility for cars, busses, and a "kiss and ride" space. The Station Design is being coordinated to align with potential future east-west transit objectives. MTA's Design activities under PI#22 covers Amtrak costs related to Engineering & Roadway Worker Protection services related to MTA Design development, sur... [Full scope available on web dashboard]
Project Justification	Maryland Senate Bill SB 514/HB 778: requires complete 30% of the design for a new Bayview infill MARC station on the Penn Line. The proposed Bayview MARC station will provide a new access point to and from the MARC Penn Line operations for large job centers such as the Johns Hopkins Bayview Campus.... [Full Justification available on web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$200,000,000**	**Escalated Total Project Cost:**	**$35,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	
Cost Sharing	**Potential Cost Sharing Partners:** MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Feb 2023 - Jul 2023		Complete
Development[1]	Oct 2023 - Aug 2024		Complete
Final Design	May 2024 - Jul 2025		In Progress
Construction	Oct 2026 - Nov 2029		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$1,300,000
FY24 BCC Eligibility	
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$1,300,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Frederick Douglass Tunnel Program

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Major Backlog
C37 Project Group: MAS-P07: Baltimore

General Project Information

Full Project Scope	The Frederick Douglass Tunnel Program includes a new tunnel which replaces the existing Baltimore and Potomac (B&P) Tunnel, track improvements, and improvement of the northern and southern approaches to the tunnel on new and existing alignments between Winans interlocking and Baltimore Penn Station on the Philadelphia Line, Mid-Atlantic Division in Baltimore City and County. Program elements include the following: Planning and Program Management, Design; Property Acquisitions; Construction – Approaches; Construction – Tunnels; Construction – Track A; Construction – Wilkens. The new Frederick Douglass Tunnel will reduce trip-time by permitting speeds up to 100 mph, minimize operational conflicts among high-speed, intercity, and commuter passengers, and increase throughput capacity. Phase 1 of the Frederick Douglass Tunnel will be constructed as two single track bores to provide an inherent resiliency and will provide robust Fire & Life Safety measures that meet contemporary standards. The increased throughput will allow for greater frequency as envisioned by NEC FUTURE to accommodate ... [Full scope available on web dashboard]
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:**	**$6,000,000,000**	**Escalated Total Project Cost:**	**$6,000,000,000**
Funding Sources	**Total Funding to Date:** (Includes future committed funds)	**$6,100,000,000**	**Additional Potential Funding Sources:**	
	Amtrak and Maryland Match for FRA Federal-State Partnership for ICPR Grant	*$1,200,000,000*		
	Maryland DOT / Maryland Transit Administration	*$39,000,000*		
	FRA Federal-State Partnership for ICPR Grant	*$4,700,000,000*		
	Amtrak Annual Grant	*$130,000,000*		
	NEC IIJA Supplemental	*$10,000,000*		
	Other Amtrak	*$24,000,000*		
	MARC	*$150,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2015 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Aug 2022 - Jun 2031		In Progress
Construction	Jul 2022 - Sep 2035		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$400,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$4,100,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Next Generation Acela Infrastructure Upgrades: Baltimore Penn Station

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Sole intercity
Project Type: Stations
C37 Project Group: MAS-P07: Baltimore

General Project Information

Full Project Scope	Design and construction of infrastructure improvements of the Baltimore Station Platform to increase throughput (train capacity). The Project Elements include:•New Track 8 (F) Platform, including new vertical access.•2. Track 3 existing low level-Platform rebuilt as an accessible high level facility, including repairs to existing Elevator and Stairs. Part of the Infrastructure and Engineering scope of work required for the deployment of the new trainsets (safety, facilities, stations, rideability). Project to be completed in FY24.
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:**	**$74,000,000**	**Escalated Total Project Cost:**	**$74,000,000**
Funding Sources	**Total Funding to Date:**	**$63,000,000**	**Additional Potential Funding Sources:**	**$9,400,000**
	RRIF Loan	*$20,000,000*	*Amtrak Annual Grant*	*$9,400,000*
	Amtrak Annual Grant	*$42,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Aug 2017 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Sep 2020		Complete
Construction	Jul 2021 - Apr 2024		Complete

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$9,400,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Baltimore Penn Station: Master Plan

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAS-P07: Baltimore

General Project Information

Full Project Scope	This project would provide a comprehensive and integrated approach for Baltimore Penn Station to advance key near-term state-of-good-repair projects while establishing a development framework to leverage under utilized assets and accommodate future growth and redevelopment, potentially through a public private partnership.
Project Justification	The existing Baltimore Penn Station is challenged by aging infrastructure and does not link well to other transportation modes.

Financial Plan

Project Cost	**Total Project Cost:**	**$240,000,000**	**Escalated Total Project Cost:**	**$280,000,000**
Funding Sources	**Total Funding to Date:**	**$200,000,000**	**Additional Potential Funding Sources:**	
	Maryland Match for FRA Federal-State Partnership for ICPR Grant	*$4,000,000*	*Amtrak Annual Grant*	
	Amtrak Match for FRA Federal-State Partnership for ICPR Grant	*$50,000,000*		
	MARC	*$96,000*		
	FRA Federal-State Partnership for ICPR Grant	*$110,000,000*		
	Other Amtrak	*$820,000*		
	Amtrak Annual Grant	*$39,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2015 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Aug 2024		Complete
Construction	Jan 2022 - Sep 2026		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$41,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$170,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Bridge To Burgos Catenary Renewal

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: MAS-P08: New Carrollton

General Project Information

Full Project Scope	The scope of work is to replace and install new catenary wire and reprofiling of the OCS from Burgos (previously referred to as 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 set to end in FY2030.
Project Justification	To achieve a SOGR of Amtrak assets.

Financial Plan

Project Cost	**Total Project Cost:**	**$120,000,000**	**Escalated Total Project Cost:**	**$120,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	**$350,000**
			Amtrak Annual Grant	*$350,000*
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2024 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Not Available		Complete
Construction	Jul 2024 - Sep 2030		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$350,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Penn-Camden Connector

Project Sponsor: MDOT MTA / MARC
Submitting Agency: MDOT MTA / MARC
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: MAS-P07: Baltimore

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 of the Mt. Clare Branch is expected to be necessary as part of PCC Phase 1 to ensure MARC's operations within the yard - and between the yard and the CSXT Capital Subdivision - do not adversely affect ... [Full scope available on web dashboard]
Project Justification	MARC's operational flexibility is limited by an inability to circulate equipment between the MARC Penn and Camden lines in Downtown Baltimore.

Financial Plan

Project Cost	**Total Project Cost:**	**$300,000,000**	**Escalated Total Project Cost:**	**$260,000,000**
Funding Sources	**Total Funding to Date:**	**$10,000,000**	**Additional Potential Funding Sources:**	
	MARC	*$2,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
	FRA CRISI Grant	*$8,800,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
	Local Match CRISI	*$2,200,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2021 - Sep 2024		Complete
Development[1]	Not Available - Not Available		In Progress
Final Design	Jun 2025 - Sep 2026		Not Started
Construction	Jul 2027 - Jun 2030		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$1,700,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$3,400,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Riverside Yard Heavy Maintenance Building

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

General Project Information

Full Project Scope	With the recent addition of new locomotives requiring an overhead crane with significant vertical clearance, and the need to significantly reduce reliance on third-party contractor maintenance facilities; MDOT MTA has identified the need for a new Heavy Maintenance Building to be installed at its Riverside Rail Yard with new capabilities and additional maintenance bays to free the existing main shop building and streamline running maintenance and federally required periodic inspections performed on MDOT MARC locomotives and coaches, including the recently purchased SC-44 locomotives. The proposed Riverside Heavy Maintenance Building (RHMB) will supplement the existing main shop building, and will include a 30-ton overhead crane, wheel truing machine, drop table system, a retractable fall protection system, fluid distribution system and other shop equipment along with four new maintenance bays to perform heavy maintenance on locomotives and coaches. The new capabilities and additional maintenance bays will free the existing main shop building to streamline running maintenance and fede... [Full scope available on web dashboard]
Project Justification	MARC's existing equipment maintenance facilities limit the fleet capacity and operating flexibility between lines.

Financial Plan

Project Cost	**Total Project Cost:**	**$65,000,000**	**Escalated Total Project Cost:**
Funding Sources	**Total Funding to Date:**	**$65,000,000**	**Additional Potential Funding Sources:**
	Maryland	*$14,000,000*	
	Other Federal Discretionary	*$51,000,000*	
Cost Sharing	**Potential Cost Sharing Partners:** MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Not applicable		

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Jun 2019 - Nov 2020		Complete
Final Design	Not Available - Not Available		Complete
Construction	Feb 2021 - Mar 2024		Complete

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$-
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

BWI 4th Track Phase 1

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: MAS-P13: BWI

General Project Information

Full Project Scope	Enhance reliability, capacity, and scheduling flexibility, by implementing a first phase of the BWI Fourth Track Project. This includes adding a third platform edge (converting the Track 1 NB side platform into a center island platform), realigning track around the BWI station to permit the center platform operations, and modifying Grove interlocking to support increased Amtrak and MARC train service.
Project Justification	The existing right-of-way is a chokepoint on NEC operations.

Financial Plan

Project Cost	**Total Project Cost:**	**$440,000,000**	**Escalated Total Project Cost:**	**$580,000,000**
Funding Sources	**Total Funding to Date:**	**$36,000**	**Additional Potential Funding Sources:**	**$400,000**
	Amtrak Annual Grant	*$36,000*	*FRA Federal-State Partnership for ICPR Grant*	
			Local Match for Federal-State Partnership for ICPR Grant	
			Amtrak Annual Grant	*$400,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Feb 2023 - Mar 2025		In Progress
Development[1]	Apr 2025 - 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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$400,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$5,200,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Jericho Park Frequency Converter Replacement

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: MAS-P08: New Carrollton

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:**	**$52,000,000**	**Escalated Total Project Cost:**	**$65,000,000**
Funding Sources	**Total Funding to Date:**	**$970,000**	**Additional Potential Funding Sources:**	**$830,000**
	Other Amtrak	*$93,000*	*Amtrak Annual Grant*	*$830,000*
	Amtrak Annual Grant	*$880,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Dec 2021 - Sep 2022		Complete
Development[1]	Sep 2022 - Dec 2023		Complete
Final Design	Jul 2024 - Mar 2025		In Progress
Construction	Oct 2023 - Sep 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$830,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$33,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Burgos Interlocking

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: MAS-P08: New Carrollton

General Project Information

Full Project Scope	The scope of this project is the construction of a new electrified interlocking at Burgos (previously referred to as 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 to the 91 switch. 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... [Full scope available on web dashboard]
Project Justification	The existing right-of-way is a chokepoint on NEC operations.

Financial Plan

Project Cost	**Total Project Cost:**	**$86,000,000**	**Escalated Total Project Cost:**	**$86,000,000**
Funding Sources	**Total Funding to Date:**	**$77,000,000**	**Additional Potential Funding Sources:**	**$5,600,000**
	Baseline Capital Charge (BCCs)	*$1,600,000*	*Amtrak Annual Grant*	*$5,600,000*
	Maryland DOT / Maryland Transit Administration	*$1,500,000*		
	MARC	*$2,500,000*		
	Other Amtrak	*$1,300,000*		
	Amtrak Annual Grant	*$70,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC **FY24 Status of Cost Sharing Agreement:** Completed			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2014 - Not Available		Complete
Development[1]	Dec 2017 - Dec 2018		Complete
Final Design	Dec 2018 - Mar 2024		Complete
Construction	Dec 2017 - Aug 2025		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$5,600,000
FY24 BCC Eligibility	BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Next Generation Acela Infrastructure Upgrades: New Carrollton Station

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Sole intercity
Project Type: Stations
C37 Project Group: MAS-P08: New Carrollton

General Project Information

Full Project Scope	Scope completed with RRIF funding includes the 100% Design was completed for the construction of a new platform along Track No 1. The new platform will be approximately 1,050 feet long and have a canopy that will be approximately 700 feet long. The design also included modifications to the existing back of house space, existing concourse, and installation of new passenger vertical circulation elements between the existing station concourse and the new platform (elevator, two new staircases and two escalators). The design work included WMATA and Amtrak Drawings and Specifications reviews, and site surveys. The Next Phase FED funding request includes the construction of a new 1,050 foot side platform on Track 1 at New Carrollton Station, with associated vertical access and other required modifications to connect to the underground station. Part of the Infrastructure and Engineering scope of work required for the deployment of the new trainsets (safety, facilities, stations, rideability). Project is being coordinated with Track 1 improvements by Amtrak's Track Department. Phase 1 – Ad... [Full scope available on web dashboard]
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:**	**$67,000,000**	**Escalated Total Project Cost:**	**$69,000,000**
Funding Sources	**Total Funding to Date:**	**$12,000,000**	**Additional Potential Funding Sources:**	**$31,000,000**
	RRIF Loan	*$3,300,000*	*Amtrak Annual Grant*	*$31,000,000*
	Amtrak Annual Grant	*$8,700,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Dec 2016 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - May 2022		Complete
Construction	Dec 2022 - Oct 2025		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$31,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

VRE Midday Storage Facility

Project Sponsor: VRE
Submitting Agency: VRE
Benefit: Sole commuter
Project Type: Improvement
C37 Project Group: MAS-P09: Washington

General Project Information

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

Financial Plan

Project Cost	**Total Project Cost:**	**$140,000,000**	**Escalated Total Project Cost:**	**$140,000,000**
Funding Sources	**Total Funding to Date:**	**$140,000,000**	**Additional Potential Funding Sources:**	
	Virginia	*$41,000,000*		
	VRE	*$5,500,000*		
	FTA Formula Grants	*$91,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** District DOT, VRE **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Not Available - Not Available		Complete
Development[1]	Aug 2016 - Dec 2022		Complete
Final Design	Feb 2023 - Jul 2024		Complete
Construction	Aug 2024 - Sep 2027		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$18,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$98,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Airo Facilities: Ivy City Yard

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Sole intercity
Project Type: Improvement
C37 Project Group: MAS-P09: Washington

General Project Information

Full Project Scope	Scope includes 4 new Maintenance and Inspection (M&I) tracks. 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 3 new Service and Cleaning (S&C) tracks to include: foundations, service platforms, inspection pits, canopy cover, diesel fueling, DEF supply, wayside power, catenary, communications and IT equipment, and associated utilities. Scope also includes upgrade of existing High Speed Rail (HSR) tracks to accommodate new ICT trainset needs. Scope includes demolition and renovation of areas associated with the aforementioned items as well as improvement to landscaping, lighting... [Full scope available on web dashboard]
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 web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$510,000,000**	**Escalated Total Project Cost:**	**$510,000,000**
Funding Sources	**Total Funding to Date:**	**$4,300,000**	**Additional Potential Funding Sources:**	**$9,400,000**
	Amtrak Annual Grant	*$990,000*	*NEC IIJA Supplemental*	*$9,400,000*
	NEC IIJA Supplemental	*$3,300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Oct 2021 - Jun 2023		Complete
Development[1]	Jul 2023 - May 2024		Complete
Final Design	Jun 2024 - Sep 2029		In Progress
Construction	Jun 2024 - Sep 2029		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$9,400,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$290,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Washington Union Station: Claytor Concourse Modernization Program

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAS-P09: Washington

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 passengers. This is followed by a larger "Main Concourse Package" covering the other parts of the concourse. These two packages together enlarge the passenger space and improve the provision of amen... [Full scope available on web dashboard]
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:**	**$170,000,000**	**Escalated Total Project Cost:**	**$170,000,000**
Funding Sources	**Total Funding to Date:**	**$2,400,000**	**Additional Potential Funding Sources:**	**$2,800,000**
	Amtrak Annual Grant	*$2,400,000*	*Amtrak Annual Grant*	*$2,800,000*
	Other Amtrak	*$16,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2015 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Aug 2025		In Progress
Construction	Jan 2024 - Apr 2026		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$2,800,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$160,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Washington Union Station: Subbasement Program

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Capital Renewal
C37 Project Group: MAS-P09: Washington

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, USI Back of House Relocation, USRC Utility Relocation and the Subbasement Structural Replacement. The Track 22 project will provide Amtrak and VRE with an additional revenue track by which to board and alight trains. Also it is a necessary precursor to the Subbasement Structural Replacement, providing an additional run-through track to mitigate the impact of track closures needed for Subbasement Structural Replacement and subsequent projects. The Subbasement work has three stages. First of these is the USI Back of House Relocation project to move existing back of house facilities to enable the second stage, the USRC Utility Relocation, which will move existing station utility infrastructure out of the "Subbasement" space under the track support structure. The Subbasement Structural... [Full scope available on web dashboard]
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:**	**$170,000,000**	**Escalated Total Project Cost:**	**$170,000,000**
Funding Sources	**Total Funding to Date:**	**$56,000,000**	**Additional Potential Funding Sources:**	**$5,500,000**
	Amtrak Annual Grant	*$6,400,000*	*Other Amtrak*	*$550,000*
	Other Amtrak	*$18,000,000*	*Amtrak Annual Grant*	*$4,900,000*
	Other Federal	*$25,000,000*		
	VRE	*$6,300,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge **FY24 Status of Cost Sharing Agreement:** In progress			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Dec 2015 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Sep 2023		Complete
Construction	Mar 2026 - May 2030		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$5,500,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$110,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Washington Union Station: Long Term Station Expansion

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Stations
C37 Project Group: MAS-P09: Washington

General Project Information

Full Project Scope	The Long Term Program is an implementation of the 2012 Washington Union Terminal Master Plan which outlined a long-term vision to redevelop the station to address capacity constraints and aging infrastructure as well as coordinate with the air rights project known as Burnham Place. The Long Term Program consists of a large-scale station expansion including a complete redesign and reconstruction of the rail terminal. This will also accommodate the construction of Burnham Place, which is Akridge's air rights project over the tracks and platforms. This program is currently undergoing an Environmental Impact Statement (EIS), a process being led by the Federal Railroad Administration (FRA) and targeted to be complete in FY24. Once that process has concluded, the Long Term Program will require funding for advanced design and program management to begin implementation of the finalized concept followed by full construction.
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 Station. The purpose is to support current and future long-term growth in rail service and operational needs; ac... [Full Justification available on web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$12,000,000,000**	**Escalated Total Project Cost:**	**$12,000,000,000**
Funding Sources	**Total Funding to Date:**	**$60,000,000**	**Additional Potential Funding Sources:**	**$7,100,000**
	3rd Party	*$1,700,000*	*FRA Federal-State Partnership for ICPR Grant*	
	MARC	*$1,600,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
	Maryland DOT / Maryland Transit Administration	*$620,000*	*Amtrak Annual Grant*	*$7,100,000*
	VRE	*$490,000*		
	Other Amtrak	*$3,500,000*		
	Amtrak Annual Grant	*$52,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule	Planned Status for End of FY24
Planning	Oct 2012 - Sep 2022	Complete
Development[1]	Not Available - Not Available	In Progress
Final Design	Apr 2022 - Jan 2030	In Progress
Construction	Jan 2030 - Sep 2040	Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$7,100,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$3,100,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Washington Union Station: Near Term Rail Program

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: MAS-P09: Washington

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: Renovation of Crew Base, Relocation of Satellite Commissary, Relocation/Replacement of Substation 25A, construction of Patrol Building and construction of a fire pump. This is a multi-year project scheduled to be completed in FY28.
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:**	**$190,000,000**	**Escalated Total Project Cost:**	**$190,000,000**
Funding Sources	**Total Funding to Date:**	**$4,000,000**	**Additional Potential Funding Sources:**	**$10,000,000**
	Other Amtrak	*$2,000,000*	*FRA Federal-State Partnership for ICPR Grant*	
	Amtrak Annual Grant	*$2,000,000*	*Local Match for Federal-State Partnership for ICPR Grant*	
			Amtrak Annual Grant	*$10,000,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, MDOT MTA / MARC, VRE, Union Station Redevelopment Corporation, WMATA, Akridge **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Dec 2015 - Oct 2019		Complete
Development[1]	Feb 2021 - Not Available		Complete
Final Design	May 2021 - Jul 2024		Complete
Construction	Nov 2023 - Mar 2028		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$10,000,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$180,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Washington First Street Tunnel Project

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Shared intercity-commuter
Project Type: Improvement
C37 Project Group: MAS-P09: Washington

General Project Information

Full Project Scope	The objective of the First Street Tunnel Project is to develop and implement improvement concepts for First Street Tunnel. Improvements could include infrastructure improvements that enable capacity and speed increases for both intercity and commuter passenger rail through the tunnel, modernization and improvement of the tunnel life safety, ventilation, drainage, track, communication and signal systems, potential extension of the electric traction system in the tunnel. Improvements may include infrastructure immediately adjacent to the tunnel. The project will focus on the First Street Tunnel, an existing two track, tunnel immediately south of Washington Union Terminal on Amtrak's AH Line. The project planning may encompass work beyond the tunnel, between CP Virginia and CP Ave, and will seek to coordinate with other current and planned infrastructure, facilities and station State of Good Repair and improvement projects in the vicinity. The project is currently in the project planning stage. Future stages will include project development, final design, construction, and commissioni... [Full scope available on web dashboard]
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 web dashboard]

Financial Plan

Project Cost	**Total Project Cost:**	**$100,000,000**	**Escalated Total Project Cost:**	**$120,000,000**
Funding Sources	**Total Funding to Date:**		**Additional Potential Funding Sources:**	**$180,000**
			FRA Federal-State Partnership for ICPR Grant	
			Local Match for Federal-State Partnership for ICPR Grant	
			Amtrak Annual Grant	*$180,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak, VRE **FY24 Status of Cost Sharing Agreement:** Not started			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jan 2024 - Not Available		In Progress
Development[1]	Not Available - Not Available		In Progress
Final Design	Not Available - Dec 2025		In Progress
Construction	Jan 2026 - Sep 2032		Not Started

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$180,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	$33,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

This page intentionally left blank

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Mid-Atlantic South: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
1st Street Tunnel Ventilation Upgrades	Amtrak	The objective for this project is to upgrade the 1st Street Tunnel ventilation system in Washington, DC to mitigate train delays due to ventilation issues.	Oct 2022 - Apr 2026	$8,200,000	$96,000	$600,000
Aberdeen Station SOGR	Amtrak	This is an "ADA Companion" project, design for asset improvement.	Apr 2023 - Sep 2027	$2,400,000	$2,000	$100,000
Aberdeen, MD High Level Platforms Project	Amtrak	This project will construct the high-level side of platforms on Tracks 1 and 4 at the Aberdeen, MD Station.	Nov 2016 - Sep 2028	$27,000,000	$10,000,000	$1,500,000
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.	Oct 2022 - Sep 2029	$10,000,000	$140,000	$250,000
Baltimore Station Canopy Restoration	Amtrak	"Restoration of canopies at platform 1, 3, and 4. Canopy Scope: Remove existing roofing system and flashing and replace with new."	Oct 2023 - Mar 2025	$12,000,000	Not Available	$9,000,000
BWI Station Md - Station Improvements	Amtrak	This is an "ADA Companion" project, design for SOGR.	Oct 2022 - Feb 2025	$3,700,000	$440,000	$100,000
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.	Aug 2021 - Dec 2025	$6,100,000	$510,000	$400,000
Ivy City Yard WAShington DC-Remediation	Amtrak	This project will complete the remedial investigation, execute remedial activities where needed, and cover ongoing monitoring and regulatory reporting at the Ivy City, Washington, DC yard.	Oct 2023 - Sep 2024	$630,000	$380,000	$50,000

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
MARC Martin's Yard: Power-Operated Switch	MDOT MTA / MARC	The Martin's Yard switch replacement project is for the Amtrak-owned and Amtrak-operated switch coming off Track A.	Jan 2022 - Mar 2026	$6,500,000	$6,300,000	$600,000
MARC Martin's Yard: Storage Improvements	MDOT MTA / MARC	The Martin Maintenance Storage Yard Project includes the purchase of private property, electrification of the Martin Yard Lead Track, and the construction of two additional storage tracks.	Jan 2021 - Jan 2027	$23,000,000	$18,000,000	Not Available
MARC Station: Elkton	MDOT MTA / MARC	Conceptual phase activities related to the proposed new MARC station in the town of Elkton, MD within the Amtrak Northeast Corridor right-of-way at MP 45.10.	Feb 2023 - Jun 2024	$2,200,000	Not Available	$1,100,000
New C&S Facility - Middle River, MD	Amtrak	As part of Baltimore Penn Station's (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 2024	$1,500,000	Not Available	$1,500,000
New C&S Facility - Perryville, MD	Amtrak	As part of Baltimore Penn Station's (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 - Dec 2024	$2,600,000	Not Available	$2,600,000
New Carrollton Station: State of Good Repair Improvements	Amtrak	This project consists of several activities to bring the New Carrollton Station to a state of good (SOGR) repair.	Oct 2021 - May 2025	$9,500,000	$2,700,000	$2,600,000
Next Generation Acela Infrastructure Upgrades: Ivy City Yard	Amtrak	This project will satisfy the anticipated facility and infrastructure improvements and maintenance requirements of a new Tier III High Speed Rail (HSR) fleet, the existing Acela fleet and accommodate an increase in service operations.	Jul 2018 - Jan 2024	$44,000,000	$42,000,000	$1,300,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Mid-Atlantic South: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
WAS DC Escalator Enclosures North Hangar	Amtrak	The current escalator enclosures that service Platforms 23/24 & 25/26 are in poor condition and need to be replaced.	Feb 2023 - Mar 2026	$9,700,000	$100,000	$80,000
WAS DC Handrail And Station Improvements	Amtrak	Geotechnical investigation of the concrete retaining wall adjacent to track 20.	Apr 2022 - Sep 2025	$5,700,000	$590,000	$400,000
WAS DC Platform 16/17 Refresh	Amtrak	Existing low level platform has reached its useful life.	Mar 2023 - Apr 2027	$31,000,000	$56,000	$80,000
WAS DC Platform 17/18 Structural Improvements	Amtrak	There are several platform sections of Platform 17/18 that have been temporarily supported for +5 years.	Apr 2023 - Mar 2025	$9,900,000	$120,000	$80,000
Washington DC Canopy Improvements	Amtrak	Acela Platform Canopies (17/18 & 19/20) are beyond useful life.	Feb 2022 - Sep 2024	$780,000	$390,000	$400,000
Washington Terminal Complex Train Control System Renewal	Amtrak	This project will review, investigate, design and construct a renewed train control system for the Washington Terminal Complex (Union Station, Ivy City, Coach Yard) for development of future train control system architecture, cable and equipment layout and recommended staging of installation.	Oct 2022 - May 2025	$1,100,000	$72,000	$400,000
WUT DC Metropolitan Lounge Refresh	Amtrak	The project Phase 1a in FY24/25 scope includes design and limited improvements to customer facing areas and service amenities.	Apr 2022 - Sep 2026	$880,000	$360,000	$120,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Mid-Atlantic South: Future Projects

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost
Anacostia Area Capacity and Resiliency Study	Amtrak	This project will mitigate flooding and improve drainage of the Beaver Dam Creek wateshed in the Anacostia area.	Feb 2025 - Sep 2026	$1,200,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Amtrak System-Wide

Next Generation Acela Infrastructure Upgrades: Safety Mitigation

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Sole intercity
Project Type: Improvement
C37 Project Group: MAS-P14: Acela

General Project Information

Full Project Scope	This project will make several investments to allow Amtrak to permit operation of Tier III Trainsets on the NEC at up to the maximum speed of FRA Tier III standards. Amtrak undertook a detailed and lengthy risk analysis that demonstrates that this standard can be met with a limited investment in infrastructure improvements designed to limit intrusions on to the right of way and/or high- speed tracks in designated high-speed zones expected to be used by Acela. These investments include the following 1. Fence: Install 20 miles of security fencing, 1/2 mile of guardrails, and other provisions associated with the Tier III FRA Waiver.2. PTSO: Develop the conceptual design and functionality of an Enhanced PTC positive Stop Release system that will be deployed throughout Amtrak's locomotive and cab-car fleet.3. LCCAS: Limits Compliance and Collision Avoidance System. Explore technology-based solutions pertaining to engineering department maintenance-of-way (MOW) working limits compliance and collision avoidance along the right of way ("ROW") involving rubber tired, tracked, high-rail, and r... [Full scope available on web dashboard]
Project Justification	To add increased security for accessing the railroad.

Financial Plan

Project Cost	**Total Project Cost:**	**$84,000,000**	**Escalated Total Project Cost:**	**$84,000,000**
Funding Sources	**Total Funding to Date:**	**$76,000,000**	**Additional Potential Funding Sources:**	**$8,300,000**
	Amtrak Annual Grant	*$40,000,000*	*RRIF Loan*	*$1,800,000*
	RRIF Loan	*$35,000,000*	*Amtrak Annual Grant*	*$6,500,000*
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jul 2018 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Nov 2022		Complete
Construction	Sep 2021 -Sep 2024		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$8,300,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Next Generation Acela Infrastructure Upgrades: Tier III Waiver Gates

Project Sponsor: Amtrak
Submitting Agency: Amtrak
Benefit: Sole intercity
Project Type: Improvement
C37 Project Group: MAS-P14: Acela

General Project Information

Full Project Scope	As mandated by the Federal Railroad Administration (FRA) in their August 9, 2016 letter regarding Docket Number FRA-2014-0124, colloquially referred to as the "Tier III Safety Waiver 8(b)" or simply the "Safety Waiver", as a condition of operating the new Acela fleet, Amtrak is required to ensure that unauthorized access through the NEC ROW areas is prohibited by ensuring "...right-of-way access gates are secured at all time...". This program will secure the vehicle access gates and effectively communicate the "close the gate" messaging to all employees. This project will install all necessary equipment needed to secure all viable gates along the NEC ROW. These gates will be secured utilizing Amtrak's Lenel Access Control System, which provides electronic monitoring of the status of the gate, keycard access via Amtrak's SMART-ID badge.
Project Justification	To install vehicle gates and access control in high-speed rail sections

Financial Plan

Project Cost	**Total Project Cost:**	**$60,000,000**	**Escalated Total Project Cost:**	**$60,000,000**
Funding Sources	**Total Funding to Date:**	**$27,000,000**	**Additional Potential Funding Sources:**	**$8,600,000**
	Other Amtrak	*$1,300,000*	*Amtrak Annual Grant*	*$8,600,000*
	Amtrak Annual Grant	*$25,000,000*		
Cost Sharing	**Potential Cost Sharing Partners:** Amtrak **FY24 Status of Cost Sharing Agreement:** Not applicable			

Project Schedule

Phase	Schedule		Planned Status for End of FY24
Planning	Jul 2020 - Not Available		Complete
Development[1]	Not Available - Not Available		Complete
Final Design	Not Available - Feb 2022		Complete
Construction	Dec 2020 -Jan 2025		In Progress

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

FY24-28 Planned Expenditures

FY24 (Oct 1, 2023 - Sep 30, 2024)	$8,600,000
FY24 BCC Eligibility	Not BCC-eligible
FY25-28 (Oct 1, 2024 - Sep 30, 2028)	

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information
Funding sources and costs may not add up to total costs due to rounding

Amtrak System-wide: Active Projects Under $50M

Project Name	Project Sponsor	Abbreviated Scope	Schedule	Total Project Cost	Funding to Date	FY24 Expenditure
High Speed Adjacent Track Signage	Amtrak	On June 27, 2017, two CSX T&E employees were struck and fatally injured while fouling Amtrak's main line outside of Washington DC.	Aug 2022 - Sep 2025	$1,800,000	$8,000	$800,000
Infrastructure Renewal and Speed Improvement Program	Amtrak	"The Infrastructure Renewal and Speed Improvement Program (IRSIP) – 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. The Amtrak Northeast Corridor (NEC) rail system serves a major business route along the eastern United States seaboard."	Mar 2023 - Sep 2035	$27,000,000	$27,000,000	$4,000,000
Next Generation Acela Infrastructure Upgrades: Ride Quality Improvement	Amtrak	This project, which consists of two parts, will establish the means and methodology for performing reference surfacing on the NEC main line with the potential for expansion to other lines and maintenance and construction operations.	Jan 2016 - Jun 2024	$11,000,000	$9,000,000	$2,400,000
Route 128 Station Construction Upgrades	Amtrak	This project addresses the deferred and steady-state State of Good Repair (SOGR) platform canopy issues at RT 128 station in the New England Division that are the responsibility of Stations Department.	Oct 2018 - Dec 2024	$15,000,000	$13,000,000	$250,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Programs by RoW Owner Territory

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

MBTA-Owned Territory: Programs

Program ID	Program Description	BCC Segment	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
MB.0004	Battery Bank Replacement Program	1	100 %	$170,000	$750,000
MB.0043	Grade Crossing Replacement Program	1	2	$1,000,000	Not Applicable
MB.0029	Insulated Joint Program	1	40 Joints	$800,000	$3,500,000
MB.0020	Interlocking Steel Replacement Program	1	5	$360,000	$1,600,000
MB.0022	Joint Elimination Program	1	100	$500,000	$2,200,000
MB.0008	M3 Switch Machine Program	1	5	$200,000	$880,000
MB.0023	Out Of Face Surfacing Program	1	64,000 FT	$1,700,000	$7,500,000
MB.0016	RoW Fence Upgrades Program	1	3,000 FT	$1,100,000	$4,900,000
MB.0050	Southwest Corridor Emergency Egress Upgrades	1	2	$60,000	$310,000
MB.0025	Spot Surfacing Program	1	125,000 FT	$2,500,000	$11,000,000
MB.0026	Spot Undercutting Program	1	10,000 FT	$940,000	$4,200,000
MB.0006	Switch Heater Cabinet / Control Program	1	100 %	$200,000	$880,000
MB.0030	Tie/Timber Program	1	4,500 Ties	$2,400,000	$11,000,000
MB.0049	Track Lead Replacement	1	100 %	$150,000	$660,000
MB.0027	Tree Cutting Program	1	100 %	$250,000	$1,100,000
MB.0048	Turnout Replacement Program	1	3	$4,500,000	$20,000,000

Blank unit measure = Each

CTDOT-Owned Territory: Programs

Program ID	Program Description	BCC Segment	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
CT.0005	Bridge Design Program	6	Not Available	$4,000,000	$4,500,000
CT.0006	Bridge Replacement/Repair Program	6	Not Available	$4,000,000	$7,500,000
CT.0003	Structures (S) Program	6	Not Available	$4,000,000	$10,000,000
CT.0002	Track (C) Program	6	Not Available	$25,000,000	$49,000,000

Blank unit measure = Each

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

MTA Metro-North-Owned Territory: Programs

Program ID	Program Description	BCC Segment	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
MN.0004	Comms & Signal Program	7	Not Available	$500,000	$1,800,000
MN.0005	Structures Program	7	Not Available	$1,200,000	$9,000,000
MN.0007	Systemwide Support Programs	7	Not Available	$450,000	$2,000,000
MN.0006	Track Programs	7	Not Available	$2,000,000	$9,000,000

Blank unit measure = Each

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Amtrak-Owned Territory: Programs

Production Programs

Program Name	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
Fence Upgrades Program	15,000 FT	$20 M	$100 M

BCC Segment	*Work Detail*	*FY Schedule*
4	FEN THAMES RIVER BRIDGE SECURITY FENCE	Aug 2022 - Sep 2024
5	FEN BRANFORD CT TK1-FENCE INSTALL	Mar 2022 - Jun 2024
9	FEN QUEENS 60 CYCLE SUNNYSIDE SUB SEC FE	Oct 2022 - Jul 2024
12	FEN ELIZABETH NJ MP15.1-FENCE INSTALL	Feb 2022 - Jun 2024
22	FEN BMORE GATE MP96 N HOWARD ST	Mar 2023 - Jun 2024
22	FEN AMTRAK SYS FENCE UPG-SURVEY/DSN	Oct 2023 - Sep 2024
25	FEN WALLINGFORD CT-FENCE INSTALL	Feb 2022 - Nov 2023
27	FEN NY 37TH/52ND ST-SEC FENCE INSTALL	Oct 2023 - Sep 2024
27	FEN EMPIRE LINE 72ND/79TH ST SEC FENCE	Oct 2022 - Jul 2024
31	FEN N.E. CORRIDOR COMPREHENSIVE SURVEY	Oct 2022 - Sep 2026
31	FEN NEPA EVALUATION SUPPORT-ONGOING	Feb 2022 - Sep 2024
31	FEN NEPA CORRIDOR - PROGRAMMATIC	Oct 2022 - Sep 2025
31	FEN HELLGATE BRIDGE SECURITY FENCE INST	Jul 2022 - Jul 2024
31	FEN EMERGENCY STAND BY PROJECTS - SYSTEMWIDE	Oct 2023 - Sep 2024
31	FEN AMTRAK SYS FENCE UPG-PROJECT MGMT.	Oct 2023 - Sep 2024
31	FEN AMTRK SYS FENCE UPG-PROJ. CNTRL SUPP	Oct 2023 - Sep 2024
31	AMTRAK SYSTEM FENCE UPGRADES PROGRAM Contingency	Full Fiscal Year
31	FEN AMTRK SYS FEN UPG - PROJECT EXPENSE:	Oct 2023 - Sep 2024
31	FEN AMTRK SYS FEN UPG-UNUSED HOTEL STAYS	Oct 2023 - Sep 2024

Program Name	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
Production High Speed Surfacing Program	2,100,000 FT	$21 M	$94 M

BCC Segment	*Work Detail*	*FY Schedule*
2	GEOM AB LN MP 190.9-185.1 HSS PRDUCTION	Oct 2023 - Mar 2024
3	GEOM AB LN MP185.1- 165.9 HSS PRODUCTION	Oct 2023 - Mar 2024
4	GEOM AB LN MP165.9-143.1 HSS PRODUCTION	Oct 2023 - Mar 2024

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

4	GEOM AB LN MP 143.1-122.9 HSS PRDUCTION	Oct 2023 - Mar 2024
5	GEOM AB LN MP 122.9-72.3 HSS PRODUCTION	Oct 2023 - Mar 2024
8	GEOM AG LN E18.9 - E3.7 HSS PRODUCTION	Oct 2023 - Jun 2024
12	GEOM AN LN MP W0.1 - 11.0 HSS PRODUCTION	Full Fiscal Year
12	GEOM AN LN MP 11.0 - 56.7 HSS PRODUCTION	Full Fiscal Year
14	GEOM AN LN MP 58.3 - 76.0 HSS PRODUCTION	Full Fiscal Year
15	GEOM AN LN MP 76.0 - 82.1 HSS PRODUCTION	Full Fiscal Year
16	GEOM AN LN MP 82.1 - 87.7 HSS PRODUCTION	Full Fiscal Year
18	GEOM AP LN MP 1.4 - 2.7 HSS SURFACING	Full Fiscal Year
19	GEOM AP LN MP 2.7 - 6.4 HSS SURFACING	Full Fiscal Year
19	GEOM AP LN MP 6.4 - 17.1 HSS PRODUCTION	Full Fiscal Year
20	GEOM AP LN MP 17.1 - 29.6 HSS PRODUCTION	Full Fiscal Year
20	GEOM AP LN MP 29.6 - 41.4 HSS PRODUCTION	Full Fiscal Year
21	GEOM AP LN MP 51.0 - 59.4 HSS PRODUCTION	Full Fiscal Year
22	GEOM AP LN MP 59.4 - 79.3 HSS PRODUCTION	Full Fiscal Year
22	GEOM AP LN MP 79.3-131.6 HSS PRODUCTION	Full Fiscal Year
22	GEOM AP LN MP 131.6-135.0 HSS PRODUCTION	Full Fiscal Year
25	GEOM AS LN MP 55.8 - 33.6 HSS PRODUCTION	Oct 2023 - Mar 2024
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	AMTRAK SYSTEM TRACK SURFACING PROGRAM Contingency	Full Fiscal Year
31	GEOM AMTK SYS SURFACING-PROJ. MGMT.	Full Fiscal Year
31	GEOM AMTK SYS SURFACING-EQUIP MAINT	Full Fiscal Year
31	GEOM AMTK SYS SURFACE PROGM. DEVELOP	Full Fiscal Year

Program Name	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
Production Wood Tie/ Timber Replacement Program	2,500 EA	$2.3 M	$10 M

BCC Segment	*Work Detail*	*FY Schedule*
12	TIES TIE/TIMBER REPLACEMENT O-TK HAM INRL	Full Fiscal Year
31	TIES PRODUCTION TIE/TIMB REPLACEMENT-PM	Sep 2023 - Oct 2024
31	TIES PRODUCTION TIE/TIMB RPL-EQUIP MAINT	Full Fiscal Year
31	AMTRAK SYS PRODUCTION WD TIE/TIMBER PRG Contingency	Full Fiscal Year

31	TIES SYS TIE/TIMB REPLACE-EQUIP RENTAL	Full Fiscal Year

Program Name	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
Rail Replacement Program	210,000 FT	$40 M	$180 M

BCC Segment	*Work Detail*	*FY Schedule*
16	Rail AN Line Mantua MP 87.2 to Girard MP87.7 Track 3	Full Fiscal Year
16	Rail AP LN PHL Berry TK #3	Full Fiscal Year
20	RAIL AP LINE PERRYVILLE MP48.64/49.13 EAST TK 3	Full Fiscal Year
20	RAIL AP LINE WILMINGTON MP27 EAST TK 3	Full Fiscal Year
22	Rail AS Line TK 1 MP 8 to 9.5	Full Fiscal Year
22	Rail AP Line TK 2 MP 85.7 to 89.69	Full Fiscal Year
22	Rail AP Line TK 2 MP 134.6 to 131	Full Fiscal Year
22	Rail AP Line TK 3 MP 134.6 to 131	Full Fiscal Year
25	Rail AS Line TK 1 MP 14.11 to 16.63	Full Fiscal Year
25	Rail AS Line TK 1 MP 39.9 to 43	Full Fiscal Year
29	RAIL AH LINE PAOLI MP19.9 TK 1/4	Full Fiscal Year
30	RAIL AH LINE LANCASTER MP50.73/51.65 TK 1	Full Fiscal Year
30	RAIL AH LINE LANCASTER MP59.58/60.6 TK 4	Full Fiscal Year
31	RAIL NEC RAIL REPLACE-CONTRACTOR/PM	Full Fiscal Year
31	AMTRAK SYSTEM RAIL REPLACEMENT PROGRAM Contingency	Full Fiscal Year
31	RAIL AMTRAK SYSTEM - EQUIPMENT RENTAL	Full Fiscal Year
31	Rail Amtrak System CWR Distribution	Full Fiscal Year

Program Name	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
TLS Concrete Tie Replacement Program	340,000 FT; 75,112	$73 M	$530 M

BCC Segment	*Work Detail*	*FY Schedule*
29	TKRH THORN YARD TRACK IMPROVEMENTS	Dec 2022 - Mar 2024
30	TLS CORK TO RHEEMS TK 1 - INSTALL	Apr 2023 - Mar 2024
30	TLS ROY TO STATE TK 1 - INSTALL	Sep 2023 - Mar 2024
30	TLS Cork to Rheems TK 2 - INSTALL	Mar 2024 - Jul 2024
30	TLS Roy to State TK 2 - INSTALL	Jul 2024 - Sep 2024
31	TLS TRACK LAYING SYSTEM-LONG LEAD MAT	Oct 2016 - Sep 2028
31	TLS AMTRAK NEC - EQUIP MAINTENANCE	Oct 2016 - Sep 2028

31	AMTRAK NEC TLS CONCRETE TIE REPLACEMENT Contingency	Full Fiscal Year
31	TLS AMTRAK NEC - CONTRACTOR/PM	Oct 2016 - Sep 2028
31	TLS AMTRAK NEC - SURVEY/DESIGN	Oct 2016 - Sep 2028
31	TLS AMTRAK SYS-TRAILER PROCUREMENT	Full Fiscal Year
31	TLS AMTRAK NEC TLS-EQUIPMENT RENTAL	Oct 2016 - Sep 2028

Program Name	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
Track Rehabilitation Program	Not Available	$6.9 M	$41 M

BCC Segment	*Work Detail*	*FY Schedule*
5	TKRH WEST CLASS YARD TRACK REHAB	Oct 2023 - Sep 2024
22	TKRH ABERDEEN NEW YARD TRACK CONSTRUCTION	Apr 2024 - Sep 2024
29	TRKH THORN YARD TRACK REHAB	Mar 2024 - Sep 2024
31	DRAN TRACK DRAINAGE -STRUCTURAL IMPROVEMENTS	Oct 2023 - Oct 2024
31	TKRH TRACK REHABILITATION PROGRAM PM	Full Fiscal Year
31	TKRH TRK PROGRAM-PROJ. CNTROL SUPP	Full Fiscal Year
31	PRJ GENERAL SCOPE - WBSE NUMBER/FORMAT REQUEST	Full Fiscal Year
31	TKRH REHAB - CONTRACTED BUYER	Full Fiscal Year

Program Name	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
Track Undercutting Program	150,000 FT	$42 M	$190 M

BCC Segment	*Work Detail*	*FY Schedule*
20	BLST Ragan to Davis TK #1 - U/C#2	Apr 2024 - Jun 2024
20	BLST Davis to Bacon TK #1 - U/C #2	Jun 2024 - Sep 2024
22	BLST HALETHORPE MD REMV SPOILS TK1&3	Full Fiscal Year
22	BLSTGunpow to River TK #1 - U/C #2	Sep 2024 - Sep 2024
30	BBLST CORK TO RHEEMS TK1 - UNDERCUTTER U/C #1 + U/C #2	Oct 2023 - Oct 2023
30	BLST ROY to State TK 1 - UNDERCUTTER U/C #1 + U/C #2	Oct 2023 - Nov 2023
30	BLST RHEEMS to CORK TO TK2 - U/C #1 only	Apr 2024 - Aug 2024
30	BLST State to ROY TK 2 - U/C #1 only	Aug 2024 - Dec 2024
31	BLST WAS/NY-UNDERCUTTER VERSE TESTING	Full Fiscal Year
31	BLST AMTK SYS-PROJECT CONTROL SUPPORT	Full Fiscal Year
31	BLST NEC UNDERCUT-EQUIP MAINTENANCE	Full Fiscal Year

31	AMTRAK NEC SYS UNDERCUTTING PROGRAM Contingency	Full Fiscal Year
31	BLST WAS TO NY-UNDERCUTTER PROGRAM PM	Full Fiscal Year
31	BLST WAS-NYP UND-CONTRACTOR EQUIP TRAIN	Full Fiscal Year
31	BLST WAS TO NY UNDERCUTTER-SURVEY/DSN	Full Fiscal Year
31	BLST UNDERCUTTER-CONTRACTOR SERVICES (GPR)	Full Fiscal Year
31	BLST UNDERCUTTER-EQUIPMENT RENTALS	Full Fiscal Year
31	BLST UND-FUTURE CONTRACTED SERVICES	Full Fiscal Year
31	BLST NEC UNDERCUTTER-LAYOVER EQUIP	Full Fiscal Year
31	BLST UNDERCUTTER-UNUSED HOTEL STAYS	Full Fiscal Year
31	PRJ Project Expense	Full Fiscal Year

Program Name	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
Turnout Renewal Program	43 EA	$68 M	$310 M

BCC Segment	*Work Detail*	*FY Schedule*
4	TURN - KINGSTON #12 X/O INSTALL	Apr 2024 - Apr 2024
4	TURN - KINGSTON #12 X/O C&S SUPPORT	Apr 2024 - Apr 2024
4	TURN - KINGSTON #21 X/O INSTALL	Apr 2024 - Apr 2024
4	TURN - KINGSTON #21 X/O C&S SUPPORT	Apr 2024 - Apr 2024
12	TURN ELMORA I/L #W43 X/O-INSTALL	Mar 2024 - Mar 2024
12	TURN ELMORA I/L #W43 X/O-C&S SUPPORT	Mar 2024 - Mar 2024
12	TURN ELMORA I/L #21 X/O-INSTALL	Mar 2024 - Mar 2024
12	TURN ELMORA I/L #21 X/O-C&S SUPPORT	Mar 2024 - Mar 2024
12	TURN ELMORA I/L #91 T/O-INSTALL	Mar 2024 - Apr 2024
12	TURN ELMORA I/L #91 T/O-C&S SUPPORT	Mar 2024 - Apr 2024
12	TURN ELMORA I/L #54 T/O-INSTALL	Apr 2024 - Apr 2024
12	TURN ELMORA I/L #54 T/O-C&S SUPPORT	Apr 2024 - Apr 2024
12	TURN - LINCOLN #34 X/O - INSTALL	Oct 2023 - Oct 2023
12	TURN - LINCOLN #34 X/O C&S SUPPORT	Oct 2023 - Oct 2023
12	TURN - LINCOLN #21 X/O - INSTALL	Oct 2023 - Nov 2023
12	TURN - LINCOLN #21 X/O C&S SUPPORT	Oct 2023 - Nov 2023
12	TURN - LINCOLN #91 T/O INSTALL	Nov 2024 - Nov 2024
12	TURN - LINCOLN #91 T/O C&S SUPPORT	Nov 2024 - Nov 2024
19	TURN - PHIL#45 X/O INSTALL	Nov 2023 - Nov 2023
19	TURN - PHIL #45 X/O C&S SUPPORT	Nov 2023 - Nov 2023
19	TURN - PHIL#S45 X/O INSTALL	Nov 2023 - Nov 2023

19	TURN - PHIL #S45 X/O C&S SUPPORT	Nov 2023 - Nov 2023
19	TURN - PHIL#54 X/O INSTALL	Dec 2023 - Dec 2023
19	TURN - PHIL #54 X/O C&S SUPPORT	Dec 2023 - Dec 2023
22	TURN BAL COMMONS SDG X/O-INSTALL	Aug 2024 - Sep 2024
22	TURN BAL COMMONS SDG X/O-E.T. SUPPORT	Aug 2024 - Sep 2024
22	TURN BAL COMMONS SDG X/O-T&E SUPPORT	Aug 2024 - Sep 2024
22	TURN BAL COMMONS SDG X/O-B&B SUPPORT	Aug 2024 - Sep 2024
22	TURN BAL COMMONS SDG X/O-C&S SUPPORT	Aug 2024 - Sep 2024
22	TURN - C INRL WUT #462B T/O - INSTALL	Oct 2023 - Oct 2023
22	TURN - C INRL WUT #462B T/O - C&S SUPPORT	Oct 2023 - Oct 2023
22	TURN - "C" INRL WUT #462A T/O - INSTALL	Full Fiscal Year
22	TURN - "C" INRL WUT #462A T/O - C&S SUPP	Full Fiscal Year
22	TURN - C INT DC 436/434 DSS	Oct 2023 - Oct 2023
22	TURN - C INT DC 438/436 DSS	Nov 2023 - Nov 2023
22	TURN - "C" INRL WUT #460A T/O - INSTALL	Dec 2023 - Dec 2023
22	TURN - "C" INRL WUT #460A T/O - C&S SUPP	Dec 2023 - Dec 2023
22	TURN - "C" INRL WUT #460B T/O - INSTALL	Dec 2023 - Dec 2023
22	TURN - "C" INRL WUT #460B T/O - C&S SUPP	Dec 2023 - Dec 2023
22	TURN - WYE BRIDGE WUT #614B T/O-INSTALL	Sep 2024 - Sep 2024
22	TURN - C INT DC 436/434 DSS C&S SUPPORT	Oct 2023 - Oct 2023
22	TURN - C INT DC 438/436 DSS C&S SUPPORT	Nov 2023 - Nov 2023
22	TURN - POINT#21 X/O INSTALL	Apr 2024 - May 2024
22	TURN - POINT#21 X/O C&S SUPPORT	Apr 2024 - May 2024
22	TURN - POINT#32 X/O INSTALL	May 2024 - May 2024
22	TURN - POINT#32 X/O C&S SUPPORT	Apr 2024 - May 2024
22	POINT I/L-C&S PREP/TROUGHING/CABLES	Oct 2023 - Mar 2024
23	TURN - K INRL WUT #116A T/O - INSTALL	May 2024 - May 2024
23	TURN - K INRL WUT #116A T/O - C&S SUPPORT	May 2024 - May 2024
23	TURN - K INRL WUT #196 T/O - INSTALL	May 2024 - Jun 2024
23	TURN - K INRL WUT #196 T/O - C&S SUPPORT	May 2024 - Jun 2024
23	TURN - WYE BRIDGE WUT #614B T/O - C&S SUPPORT	Sep 2024 - Sep 2024
24	TURN "A" I/L #19 T/O-INSTALL	Aug 2024 - Aug 2024
24	TURN "A" I/L #17 T/O-INSTALL	Aug 2024 - Aug 2024
24	TURN "A" I/L MP136 #13 T/O-INSTALL	Sep 2024 - Sep 2024
24	TURN "A" I/L MP136 #23 T/O-INSTALL	Sep 2024 - Sep 2024
24	ABS "A" I/L-AIR TO ELEC CONVERSION	Full Fiscal Year

24	TURN - A INRL WUT 15/17 DSS INSTALL	Jul 2024 - Jul 2024
24	TURN - A INRL WUT 15/17 DSS C&S SUPPORT	Jul 2024 - Jul 2024
29	TURN GLEN #99 X/O INSTALL	Full Fiscal Year
29	MAD C&S Support - #15 Turnout B Installation	Full Fiscal Year
29	TURN GLEN #103 T/O - INSTALL	Full Fiscal Year
29	TURN GLEN #103 T/O - C&S SUPPORT	Full Fiscal Year
31	TURN SYSTEM TURNOUT RENEWAL-PM	Full Fiscal Year
31	TURN AMTRAK NEC - PROJECT CONTROL SUPPORT	Full Fiscal Year
31	TURN T/O RENEWAL PROGRAM-EQUIP MAINT	Full Fiscal Year
31	AMTRAK SYSTEM TURNOUT RENEWAL PROGRAM Contingency	Full Fiscal Year
31	TURN SYS TURNOUT RENEWAL-SURVEY/DSN	Full Fiscal Year
31	TURN SYS TURNOUT RENEWAL-EQUIP RENTALS	Full Fiscal Year
31	TURN SYS TURNOUT RENEW PROG-UNUSED HOTEL	Full Fiscal Year

Blank unit measure = Each

All Other Amtrak Programs

Program ID	Program Description	BCC Segment	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
C.EN.100694	ADA Compliance Projects (NEC Region)	31	Not Available	$3,100,000	$59,000,000
C.EN.101657	Amtrak NEC Concrete Tie Replacement	31, 5, 3, 4, 2	11,002	$9,800,000	$44,000,000
C.EN.201034	Amtrak Owned Positive Train CTRL (PTC) Installation Program	31	Not Available	$11,000,000	$51,000,000
C.EN.101902	Amtrak System - Ride Quality Improvement Program	31, 19	29	$6,200,000	$28,000,000
C.MP.100048	Amtrak System Production Structures Program	19, 21, 22, 31, 11, 12, 27, 14, 17	6,678	$51,000,000	$230,000,000
C.MP.100060	Amtrak System Reference Surfacing Program	31, 3, 4	9,440	$5,300,000	$24,000,000
C.PO.100046	Bridges & Tunnels Security Enhancements	31	Not Available	$690,000	Not Available
C.EN.101857	Communications System Upgrades Program	31, 27	Not Available	$11,000,000	$49,000,000
C.EN.101809	Electric Traction System Aerial System Assessment Project	31	5,005	$3,600,000	$16,000,000
C.EN.101659	Engineering Advanced Technology Track Inspection Program	31	Not Available	$7,300,000	$33,000,000
C.EN.101873	ET Linear Assets Research and Development Program	31	Not Available	$630,000	$2,800,000
C.PO.100045	Maintenance Facility Security Enhancements	31	Not Available	$1,000,000	Not Available
C.EN.101767	Mid-Atlantic AMTEC Upgrades	31	Not Available	$1,900,000	Not Available
C.EN.101829	Mid-Atlantic Catenary Program	22, 17, 19, 15, 29, 30, 16, 18, 23, 24, 20, 21, 14, 31	Not Available	$13,000,000	$58,000,000
C.EN.101831	Mid-Atlantic Facilities Program	22, 29, 23, 30, 17, 21, 20, 31	22	$4,500,000	$20,000,000
C.EN.101825	Mid-Atlantic Signals Program	21, 29, 30, 15, 16, 17, 18, 19, 20, 22, 23, 24, 31	49; 13,504 FT	$5,000,000	$23,000,000
C.EN.101833	Mid-Atlantic Structures Program	22, 29, 14, 15, 16, 19, 20, 21, 30, 17, 24, 23, 31	38; 6 FT	$10,000,000	$69,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Program ID	Program Description	BCC Segment	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
C.EN.101834	Mid-Atlantic Substations Program	20, 22, 19, 14, 31, 30, 18, 29, 21	Not Available	$8,400,000	$63,000,000
C.EN.101835	Mid-Atlantic Track Program	29, 30, 14, 15, 16, 17, 18, 22, 23, 24, 20, 19, 21, 31	224,441 FT; 7,611	$110,000,000	$500,000,000
C.EN.101909	NEC Trip Time Reduction	12, 31, 16, 19	Not Available	$1,500,000	$6,800,000
C.EN.101836	New England Catenary Program	4, 5, 3, 31, 2	Not Available	$2,300,000	$10,000,000
C.EN.101837	New England Communications Program	5, 4, 3, 2, 31, 25	213	$3,200,000	$15,000,000
C.EN.101838	New England Facilities Program	25, 4, 2, 31	99	$8,000,000	$36,000,000
C.EN.101839	New England Signals Program	4, 3, 2, 5, 31	65	$3,700,000	$17,000,000
C.EN.101840	New England Structures Program	5, 4, 31, 25, 3	68	$6,000,000	$27,000,000
C.EN.101841	New England Substations Program	31, 4, 5, 3	Not Available	$3,000,000	$14,000,000
C.EN.101842	New England Track Program	5, 4, 3, 2, 25, 31	2,708	$23,000,000	$110,000,000
C.EN.101843	New York Catenary Program	27, 8, 12, 10, 11, 31, 14	532,900 FT; 20	$1,700,000	$7,800,000
C.EN.101845	New York Facilities Program	11, 9, 12, 13, 14, 31, 27	246; 1 FT	$11,000,000	$52,000,000
C.EN.101846	New York Signals Program	11, 12, 9, 14, 31, 10, 8	29	$4,700,000	$21,000,000
C.EN.101847	New York Structures Program	27, 12, 14, 8, 31, 11, 10	370; 5 FT	$15,000,000	$66,000,000
C.EN.101848	New York Substations Program	31, 12, 11, 8, 14, 9, 13	1,007 FT; 47	$7,300,000	$33,000,000
C.EN.101849	New York Track Program	12, 27, 10, 8, 9, 13, 14, 31	7,060; 522,986 FT	$58,000,000	$260,000,000
C.EN.101104	Penn Station NY - Infrastructure Renewal	11	10; 600 FT	$25,000,000	$110,000,000

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

Program ID	Program Description	BCC Segment	FY24 Planned Units	FY24 Planned Expenditure	FY25-28 Planned Expenditure
C.EN.101932	Radio Infrastructure Upgrades Project	31	Not Available	$18,000,000	$330,000,000
C.EN.101794	Rail Grinding Program (Amtrak)	31, 30, 29, 16, 20, 21, 22, 5, 4, 3, 2, 25, 8, 13, 14, 15, 12, 10	5,559,840 FT	$5,800,000	$26,000,000
C.EN.100371	SAFE EMPLOYEE ARC FLASH PROTECTION	31	Not Available	$160,000	$710,000
C.PO.100043	Security Enhancements	31	Not Available	$580,000	Not Available
C.PO.100044	Station Security Enhancements	31	Not Available	$4,400,000	Not Available
C.EN.101433	Sunnyside Yard Service Platform Upgrades	9	Not Available	$3,300,000	Not Available
C.SP.100058	Washington DC Refresh Program	23	Not Available	$9,500,000	$6,000,000
C.EN.100850	Washington Terminal & Ivy City Facility Electrical Upgrades Project	22	Not Available	$200,000	$4,200,000
C.SP.100070	Wilmington Station Refresh Program	20	Not Available	$610,000	$600,000
C.RE.100275	Wilmington Station Water Infiltration & HVAC Improvements	20	Not Available	$1,000,000	$61,000,000

Blank unit measure = Each

Refer to FY24-28 CIP Dashboard on NECC Website for Complete Project & Program Information

FY24 BCC Details

Service operators pay right-of-way owners Baseline Capital Charges (BCCs) for their relative use of NEC infrastructure. Each operator's BCC is determined as a percentage of the corridor's Normalized Replacement Amount and calculated annually through the NEC Cost Allocation Model. Following eligibility criteria outlined in the Cost Allocation Policy, owners use BCCs to fund capital renewal of basic infrastructure. For this plan, owners identified whether investments were BCC-eligible and if so, for which operators' BCCs. The table below shows each owner's anticipated FY24 BCC-eligible expenditure by projects and programs.

New in FY24, capital obligations incorporate stations asset data at 33 percent of total capital normalized replacement allocations. Beyond the four RoW owners, additional agencies listed below are now the recipients of BCCs because of common benefit assets they own or have capital responsibility for at NEC stations. Agencies can elect to not receive FY24 BCCs and thus not be subject to planning and reporting requirements for FY24. These agencies are still responsible for paying other owners' BCCs owed to them, but will not receive BCCs in FY24.

FY24 BCC-eligible Investment by Classification and RoW Owner (Millions)

	Right of Way/Station Owners									
	Amtrak	**MBTA**	**RIDOT**	**CTDOT**	**MTA MNR**	**NJT**	**SEPTA**	**DelDOT**	**MDOT/ MTA**	**Total**
BCC-eligible Investment	**$921.55**	**$30.28**		**$160.31**	**$18.90**					**$1,131.04**
Projects	$175.18	$13.45		$123.31	$14.75					$326.69
Programs	$746.37	$16.83		$37.00	$4.15					$804.35

In general, the Policy requires right-of-way owners to invest operators' BCCs on eligible assets within the operators' service territories during the fiscal year the BCCs are provided. A key purpose of this plan is to facilitate an exchange of information between right-of-way owners and operators regarding the owners' ability to spend operators' BCCs during the upcoming fiscal year. To that end, the following three tables show the difference between owners' planned FY24 BCC-eligible expenditures and agencies' FY24 BCC obligations. For all agencies, the data provided represents a snapshot in time and actual work completed during FY24 and funded with BCCs may vary.

Of the four RoW owners, MBTA and Metro North do not have enough planned spending in FY24 to meet their BCC obligations. As RoW owners, the difference between planned expenditure and the BCC obligation ($4.65M and $2.51M, respectively) will be carried over to their FY25 BCC obligations. Five other agencies also do not anticipate enough BCC-eligible spending in FY24. These other agencies (RIDOT, NJT, SEPTA, DelDOT, and MDOT/MTA) are station owners, who are not RoW owners, may roll over the BCC obligations to FY25 or notify the Commission that unspent BCCs will be expired.

FY24 Planned BCC-eligible Obligations (Millions)

		Right of Way/Station Owner									
		Amtrak	MBTA	RIDOT	CTDOT	MTA MNR	NJT	SEPTA	DelDOT	MDOT/ MTA	Total
Operator	**Amtrak**	$432.90	$12.56	$0.04	$35.54	$3.39	$0.82	$0.19	$0.01	$0.05	**$485.50**
	MBTA	$2.96	$22.37								**$25.33**
	RIDOT	$3.35									**$3.35**
	CTDOT (SLE)	$7.22			$0.60						**$7.82**
	CTDOT (HL)	$9.92			$1.04						**$10.96**
	CTDOT (NHL)				$102.76						**$102.76**
	MTA (MNR)					$18.02					**$18.02**
	MTA (LIRR)	$17.20									**$17.20**
	NJT	$110.15					$3.68				**$113.83**
	SEPTA	$41.61					$0.18	$0.67			**$42.46**
	DelDOT	$4.10							$0.05		**$4.15**
	MDOT/ MTA	$26.24								$0.04	**$26.29**
	VRE	$2.21									**$2.21**
	Total	**$657.86**	**$34.93**	**$0.04**	**$139.94**	**$21.41**	**$4.69**	**$0.86**	**$0.06**	**$0.09**	**$859.87**

FY24 Planned BCC-eligible Expenditure (Millions)

Operator	Right of Way/Station Owner: Amtrak	MBTA	RIDOT	CTDOT	MTA MNR	NJT	SEPTA	DelDOT	MDOT/ MTA	Total
Amtrak	$716.51	$12.56		$35.54	$3.39					**$768.00**
MBTA	$2.96	$17.72								**$20.68**
RIDOT	$3.35									**$3.35**
CTDOT (SLE)	$7.22			$0.60						**$7.82**
CTDOT (HL)	$9.95			$1.04						**$10.99**
CTDOT (NHL)				$123.13						**$123.13**
MTA (MNR)					$15.51					**$15.51**
MTA (LIRR)	$17.21									**$17.21**
NJT	$90.15									**$90.15**
SEPTA	$41.61									**$41.61**
DelDOT	$4.15									**$4.15**
MDOT/ MTA	$26.24									**$26.24**
VRE	$2.21									**$2.21**
Total	**$921.55**	**$30.28**		**$160.31**	**$18.90**					**$1,131.04**

FY24 Planned BCC-eligible Expenditure and BCC Obligation Comparison (Millions)

Operator	Right of Way/Station Owner: Amtrak	MBTA	RIDOT	CTDOT	MTA MNR	NJT	SEPTA	DelDOT	MDOT/ MTA	Total
Amtrak	$283.61		-$0.04			-$0.82	-$0.19	-$0.01	-$0.05	**$282.50**
MBTA		-$4.65								**-$4.65**
RIDOT										
CTDOT (SLE)										
CTDOT (HL)	$0.03									**$0.03**
CTDOT (NHL)				$20.37						**$20.37**
MTA (MNR)					-$2.51					**-$2.51**
MTA (LIRR)										
NJT [1]	-$20.00					-$3.68				**-$23.68**
SEPTA						-$0.18	-$0.67			**-$0.85**
DelDOT	$0.05							-$0.05		
MDOT/ MTA									-$0.04	**-$0.04**
VRE										
Total	**$263.69**	**-$4.65**	**-$0.04**	**$20.37**	**-$2.51**	**-$4.69**	**-$0.86**	**-$0.06**	**-$0.09**	**$271.17**

Table Notes: (1) The $20M discrepancy between NJ TRANSIT's allocations and obligations reflects the NJ TRANSIT-Amtrak BCC variance for Portal North Bridge, approved by the Commission in August 2019.

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.

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, CT*rail* Shore Line East
6. New Haven to CT/NY State Line	Connecticut DOT	Amtrak, Metro-North (on behalf of CTDOT)
7. CT/NY State Line to New Rochelle	Metro-North	Amtrak, Metro-North
8. New Rochelle to Harold	Amtrak	Amtrak
9. Harold to F Interlocking	Amtrak	Amtrak, LIRR
10. F Interlocking to Penn Station New York	Amtrak	Amtrak, LIRR, NJT
11. Penn Terminal	Amtrak	Amtrak, LIRR, NJT
12. Penn Station New York to Trenton	Amtrak	Amtrak, NJT
13. Trenton to Morris	Amtrak	Amtrak, NJT, SEPTA
14. Morris to Holmes	Amtrak	Amtrak, SEPTA
15. Holmes to Shore	Amtrak	Amtrak, SEPTA
16. Shore to Girard	Amtrak	Amtrak, NJT, SEPTA
17. Girard to Philadelphia 30th Street	Amtrak	Amtrak, NJT
18. Philadelphia 30th Street to Arsenal	Amtrak	Amtrak
19. Arsenal to Marcus Hook	Amtrak	Amtrak, SEPTA
20. Marcus Hook to Bacon	Amtrak	Amtrak, SEPTA (on behalf of DelDOT)
21. Bacon to Perryville	Amtrak	Amtrak
22. Perryville to WAS	Amtrak	Amtrak, MARC
23. Washington Union Terminal	Amtrak	Amtrak, MARC, VRE
24. WAS to CP Virginia	Amtrak	Amtrak, VRE
25. Springfield to New Haven	Amtrak	Amtrak, CT*rail* Hartford Line
26. Poughkeepsie - Spuyten Duyvil (exempt from plan)	Metro-North	Amtrak, Metro-North
27. Spuyten Duyvil to Penn Station New York	Amtrak	Amtrak
28. Penn to 36th Street	Amtrak	Amtrak
29. 36th Street to Thorndale	Amtrak	Amtrak, SEPTA
30. Thorndale to Harrisburg	Amtrak	Amtrak
31. Amtrak System-wide	Amtrak	Amtrak

Reference Materials

Glossary

Americans with Disabilities Act (ADA): A civil rights law protecting the rights of people with disabilities in public life, including their access to transportation services.

Automatic Block Signaling (ABS): The system of wayside and/or in-cab signaling that governs train movement between interlockings.

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 this 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, such as track/roadbed, signals, catenary, and undergrade bridges. Capital renewal is sometimes included in a project.

Capital Renewal Program: A combination of capital renewal sections to optimize project delivery and minimize rider impact.

Chokepoint: A capacity constrained location along the railroad due to the overall volume of trains, the mix of services, or the trackwork configuration. Chokepoints create bottlenecks that lead to delays or require service reductions.

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.

Commission Member Agencies: Includes the NEC Commission voting members from each of the NEC states (MA, RI, CT, NY, NJ, PA, DE, and MD), the District of Columbia, Amtrak, and the USDOT as well as representatives from commuter and freight railroads.

CONNECT NEC 2037: A corridor-wide 15-year service development plan for the NEC that describes an initial phase towards advancing the NEC FUTURE vision.

C37 Project Delivery Analysis: Packaging of projects and capital renewal to gain efficiencies in project delivery and optimize the use of available track outages and other railroad resources. Analysis assumes unconstrained funding and railroad resources.

Direct Jobs: Occupations required to deliver the C37 plan, such as project planners, designers,

engineers, and construction workers.

Enabling Project: An improvement to the rail network that supports the construction of, or that is necessary to complement, projects or capital renewal. Enabling projects provide additional network flexibility or capacity during construction and generally provide similar long-term operational benefits.

Environmental Impact Statement (EIS): Documentation associated with one of three classes of action to comply with federal requirements established in the National Environmental Policy Act (42 USC §4332 et seq.) and implementing regulations (40 CFR Parts 1500–1508). An agency decision supported by an EIS is conveyed in a Record of Decision.

Greenhouse Gas (GHG): Gases that trap heat in the atmosphere are called greenhouse gases. CO2 makes up the largest component of GHG emissions. Other prominent transportation GHGs include methane (CH4) and NOx.

Fiscal Year: Refers to the federal fiscal year, beginning on October 1 and ending September 30.

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.

Indirect Jobs: Non-construction jobs at suppliers of materials generated to support infrastructure investment, such as steel, concrete, wood, and specialized railroad equipment.

Induced Jobs: Jobs created by the spending of monies such as project salaries for items such as groceries, gas, and entertainment.

Integrated 2037 Operating Plan (2037 Operating Plan): A comprehensive 24-hour weekday schedule of proposed 2037revenue and non-revenue passenger train movements on the NEC. This is based on service plans and operating assumptions provided by NEC agencies and reflects necessary adjustments to resolve routing schedule conflicts. The integrated operating plan will be regularly updated by NEC agencies and will be incorporated in future CONNECT NEC analyses and plans.

Major Backlog: Projects necessary for achieving a state of good repair, but are not under-taken on a routine basis, such as rehabilitation or replacement of major bridges and tunnels. Major Backlog projects on the NEC are:

1. Frederick Douglass Tunnel Program
2. Bush River Bridge Replacement Program
3. Connecticut River Bridge Replacement Project
4. East River Tunnel Rehabilitation Project
5. Gunpowder River Bridge Replacement Program
6. Pelham Bay Bridge Replacement Project
7. Susquehanna River Bridge Replacement Program
8. COS COB Bridge Replacement

9. DEVON Bridge Replacement

10. SAUGATUCK River Bridge Replacement

11. WALK Bridge Replacement

12. Gateway: Hudson Tunnel Project

13. Gateway: Sawtooth Bridges Replacement

14. Gateway: Portal North Bridge

15. Gateway: Highline Renewal and State of Good Repair

16. Gateway: Highline Renewal and State of Good Repair: Dock Bridge

These projects include capital renewal components and may include improvement com-ponents where replacement as defined by the Policy is impossible or undesirable. When replacing a major structure, it makes sense to scope all contemplated work into a single project to save both time and money.

NEC FUTURE: The Federal Railroad Administration's long-term vision for the NEC to improve the existing NEC and grow the role of rail for both commuter and intercity services. The NEC FUTURE vision is expressed as the Selected Alternative in the NEC FUTURE Record of Decision (2017; https://www.fra.dot.gov/necfuture/).

New Haven Line: The Metro-North Railroad operated and dispatched Northeast Corridor service territory between New Rochelle, NY and New Haven, CT, owned by the New York Metropolitan Transportation Authority for the segment within the State of New York and owned by the Connecticut Department of Transportation within the State of Connecticut.

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.

Northeast Corridor (NEC): Northeast Corridor or NEC refers to the rail line which runs 457 miles from Washington, DC to Boston, MA as well as connecting corridors to Harrisburg, PA; Spuyten Duyvil, NY; and Springfield, MA. Commuter, intercity and freight services all operate on the NEC.

Northeast Corridor Commission: The Northeast Corridor Commission was established by Congress (49 U.S.C. § 24905) in order to develop coordinated strategies that improve the Northeast's core rail network. The membership is comprised of the eight NEC states and the District of Columbia, Amtrak, and the USDOT.

Operating Plan: A more detailed version of a service plan, showing train schedules, train equipment assignments, and (optionally) train cycling through a rail network.

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 Del-aware 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.

Peak Period: The busiest travel periods on the NEC, which are generally 7-9 AM in the morning and 4-6 PM in the evening.

Project Groups: A grouping of projects geographically combined with capital renewal efforts in the same area.

Project List: Compilation of projects included in CONNECT NEC 2037.

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.

Projects: Includes "major backlog projects" which represent the complete overhaul or replacement of major bridges and tunnels, and "improvement projects" aimed at creating new infrastructure above and beyond existing assets or replacing existing structures with markedly superior ones. In some cases, projects include capital renewal work.

Record of Decision (ROD): A lead agency issues a ROD to complete their environmental review under the National Environmental Policy Act after they prepare and issue a Final EIS. The ROD is a document that states what the agency decision is; identifies the alternatives considered, including the environmentally preferred alternative; and identifies required mitigation commitments, including any enforcement and monitoring commitments (CEQ NEPA Regulations, 40 C.F.R. §1505.2).

Region: Five sections of the NEC identified to support the project delivery analysis and to establish service objectives (New England, Connecticut-Westchester, New York City Metro, Mid-Atlantic North, and Mid-Atlantic South). Regions allowed for an integrated analysis where multiple operators share NEC track and facilities.

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.

Route Miles: The distance between mileposts or other landmarks along the rail right-of-way.

Service Plan: Definition of rail service in terms of level of service (trains per hour/trains per day), travel times and station stopping patterns. Service plans do not include train schedules with specific station stopping times.

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.

Station Owner: Means an entity required to implement the Policy that owns or has maintenance responsibility for station assets included in an NEC intercity station. NEC station owners include Amtrak, the Massachusetts Bay Transportation Authority, the Rhode Island Department of Transportation, the Connecticut Department of Transportation, the New York Metropolitan Transportation Authority, New Jersey Transit Corporation, the Southeastern Pennsylvania Transportation Authority, the Delaware Department of Transportation, and the Maryland Department of Transportation.

Track Miles: Defined as the distance between mileposts or other landmarks along the rail right-of-way multiplied by the number of tracks.

Vehicles Miles Traveled (VMT): Measurement of the total vehicle miles traveled for all vehicles within a specific time period.

Image Credits - Main Report and Appendix

Front cover: "Main concourse at Moynihan Train Hall, part of Penn Station in New York City"; Photo by Tim Wildsmith. Used under the Unsplash License. Available at https://unsplash.com/photos/AENglTHi-Sw

Inside cover: "Amtrak train on Northeast Corridor"; Photo by Aries McFadden. Used under CC BY-NC 2.0. Available at https://nextcity.org/urbanist-news/could-the-gateway-project-finally-get-underway-in-the-near-future

Page 9: "Metro-North Train arriving at Bridgeport Station"; by Bill Lipfert

Page 11: "The New WALK Bridge"; Photo by CTDOT. Available at https://walkbridgect.com/

Page 11: "Penn Station Access Renderings", Photo by MTA. Available at https://new.mta.info/project/penn-station-access

Page 11: "Susquehanna River Bridge Project"; Photo by Amtrak. Available at https://media.amtrak.com/2023/05/susquehanna-river-bridge-project-fact-sheet/susquehanna-river-bridge-project-image/

Page 11: "Frederick Douglass Tunnel with Electrified Trains"; Photo by Amtrak. Available at https://media.amtrak.com/2023/05/bp-tunnel-replacement-program-renderings/

Page 14: "Downtown Nashville, TN"; Photo by Cody Lannom. Used under the Unsplash License. Available at https://unsplash.com/photos/A_lrABLgbhk

Page 14: "Baltimore Harbor Overview"; Photo by hestamm. Used under Adobe Stock Photos. Available at https://stock.adobe.com/search/images?k=baltimore&asset_id=5150446

Page 14: [Manhattan, New York City]; Photo by Ivan Rohovchenko. Used under the Unsplash License. https://unsplash.com/photos/EV2JEWjdLu4

Page 14: "PNB-New-Rendering-Acela"; By Amtrak

Page 17: "Acela II Test Run-LR-2004"; By Amtrak

Page 19: [Flooded NJ Transit Tracks]; Photo by NJ Transit

Page 20: Acela II Test Run-HQ-2132; By Amtrak

Page 20: "Aerial view photography of cityscape"; Photo by Benjamin Gremler. Used under the Unsplash License. Available at https://unsplash.com/photos/qONhYBVNz1c

Page 20: "An Amtrak Acela passing SEPTA Prospect Park regional rail station" Photo by jpmueller99, Used under CC BY-SA 2.0 via Wikimedia Commons. Available at https://en.m.wikipedia.org/wiki/File:Amtrak_in_SEPTA_Prospect_Park.jpg

Page 20: Acela II Test Run-LR-1941; By Amtrak

Page 21: "Areal Drone View of Washington Monument in Baltimore City at Sunset on a

Cloudy day" Photo by suraju. Adobe Stock Photo, Available at https://stock.adobe.com/images/aerial-drone-view-of-washington-monument-in-baltimore-city-at-sunset-on-a-cloudy-day/485712658

Page 26: "View to the Boston's Back Bay from Boston Common - Boston, Massachusetts"; Photo by Sean Sweeney. Used under the Unsplash License. Available at https://unsplash.com/photos/Jx9vpP0TnS8

Page 29: "Boston South Station concourse in 2020"; Photo by Kenneth C. Zirkel. Used under CC BY-SA 4.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:Boston_South_Station_concourse_in_2020.jpg

Page 29: "Hartford skyline"; Photo by Alexsanchez124. Used under CC BY-SA 4.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:Downtown_hartford_ct.jpg

Page 29: "MBTA New Pilot Locomotive"; Photo by MassDOT. Used under CC 1.0 via Flickr. Available at https://flic.kr/p/gXz5PC

Page 29: "South Station and Dewey Square in September 2011"; Photo by Tony Hisgett. Used under CC BY 2.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:South_Station_from_Dewey_Square,_September_2011.jpg

Page 30: Connecticut River Bridge Replacement Project; By Amtrak.

Page 32: "Yale University Skyline, New Haven, Connecticut"; Photo by Ali Eminov. Used under CC BY-NC 2.0 via Flickr. Available at https://www.flickr.com/photos/aliarda/2484079145

Page 35: "Tracks and Platforms at New Haven Union Station"; Photo by ZhengZhou. Used under CC BY-SA 4.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:Tracks_and_Platforms_at_New_Haven_Union_Station.jpg

Page 35: "Stamford Transportation Center Metro North Train"; Photo by John9474. Used under CC BY-SA 4.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:Stamford_Transportation_Center_Metro_North_Train.jpg

Page 35: "Norwalk River, South Norwalk, Connecticut"; Photo by Peter Rivera. Used under CC BY 2.0 via Flickr. Available at https://flic.kr/p/6U9Agt

Page 35: "New Haven Union Station in September 2018"; Photo by Pi.1415926535. Used under CC BY-SA 3.0 via Wikimedia Commons. Available at https://upload.wikimedia.org/wikipedia/commons/0/0c/New_Haven_Union_Station%2C_September_2018.JPG

Page 37: "New Haven Line train at Stamford station, September 2018"; Photo by Pi.1415926535. Used under CC BY-SA 3.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:New_Haven_Line_train_at_Stamford_station,_September_2018.JPG

Page 38: "New York City"; Photo by Daniel Lee. Used under the Unsplash License. Available at https://unsplash.com/photos/VyYtycShvV8

Page 41: "Newark Penn Station June 2015 001"; Photo by King of Hearts. Used under CC-BY-SA-3.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:Newark_Penn_Station_June_2015_001.jpg

Page 41: "NJT NEC enters Hudson Palisades"; Photo by Hudconja. Used under CC BY-SA 3.0 via

Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:NJT_NEC_enters_Hudson_Palisades.jpg

Page 41: [Penn Station Access Groundbreaking]; Photo by MTA. Available at https://new.mta.info/document/110661

Page 41: "NYM_2033 - New York Penn Station"; Photo by MTA

Page 42: "People walking near building on the High Line"; Photo by Alex Simpson. Used under the Unsplash License. Available at https://unsplash.com/photos/3RXBdIpqdKc

Page 44: "Urban Core City Center Tall Buildings Downtown Philadelphia Pennsylvania" Photo by Christopher Boswell, Adobe Stock Photo. Available at https://stock.adobe.com/search?k=Philadelphia+skyline&search_type=usertyped&asset_id=233058925

Page 46: "Two trains at Harrisburg station, September 2018"; Photo by David Wilson. Used under CC BY 2.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:Two_trains_at_Harrisburg_station,_September_2018.jpg

Page 47: "Amtrak Train departs 30th Street Station in Philadelphia on Oct. 27, 2021" Photo by Matt Rourke, Associated Press photo, Available at https://newsroom.ap.org/editorial-photos-videos/search?query=Amtrak%20departs%2030th%20street&mediaType=photo&st=keyword

Page 47: "Paoli SEPTA | Amtrak Train Station" photo by Charles Aydlett, Available through Gannett Fleming, Available at https://www.charlesaydlett.com/southeastern-pennsylvania-transportation-authority

Page 47: "Trenton Transit Center"; Photo by Mike Kam. Used under CC BY 2.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:Trenton_Transit_Center_(14324314703).jpg

Page 47: "The east entrance of the 30th Street Station serving Amtrak, SEPTA, and NJ Transit trains in Philadelphia, Pennsylvania, viewed from westbound Pennsylvania Route 3 (John F. Kennedy Boulevard)" Photo by Dough4872 Used under CCC BY 2.0 via Wikimedia Commons. Available at https://en.m.wikipedia.org/wiki/File:30th_Street_Station_east_entrance_from_PA_3_WB.jpeg

Page 48: "Interior of 30th Street Station"; Photo by Difference engine. Used under CC BY-SA 4.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:Interior_of_30th_Street_Station.jpg

Page 50: "Pennsylvania Station, 1515 N. Charles Street, Baltimore, MD". Photo by Eli Pousson. Used under CC BY 2.0 via Flickr. Available at https://flic.kr/p/22nsNjJ

Page 53: DC_Union_Station_Section_no_Labels - Grimshaw Architects https://grimshaw.global/projects/rail-and-mass-transit/washington-dc-union-station-concourse-modernisation/

Page 53: "Amtrak Susquehanna River Bridge"; Photo by Mr. Matte. Used under CC BY-SA 4.0 via Wikimedia Commons. Available at https://commons.wikimedia.org/wiki/File:Amtrak_Susquehanna_River_Bridge_(1),_May_2023.jpg

Page 53: original(3) - Amtrak. Available at https://www.amtrak.com/fdtunnel

Page 53: Penn-Station-1_hero - JacobsWyper Architects. Available at https://www.burns-group.

com/project/amtrak-baltimore-penn-station-next-generation-high-speed-rail-nghsr-station-track-improvements/

Page 54: "Golden hour at Union Station in Washington, DC"; Photo by Caleb Fisher. Used under the Unsplash License. Available at https://unsplash.com/photos/tb8wY39YmcQ

Page 61: "20210515 25 NJ Transit @ Princeton Jct., NJ"; Photo by David Wilson. Used under CC BY 2.0. Available at https://www.flickr.com/photos/davidwilson1949/51239632620/

Page 62: Acela II Test Run-LR-1982; By Amtrak

Page 63: "A large building with a city in the background"; Photo by Catherine Kerr. Used under the Unsplash License. Available at https://unsplash.com/photos/zj6Sgptn0ws

Back cover: Main concourse at Moynihan Train Hall, part of Penn Station in New York City; Photo by Tim Wildsmith. Used under the Unsplash License. Available at https://unsplash.com/photos/AENglTHi-Sw

Appendix cover: Union Station - Washington, D.C.; Photo by Andrea Izzotti. Used under the Shutterstock License. Available at https://www.shutterstock.com/image-photo/washington-usa-april-27-2017-union-687179239

NORTHEAST CORRIDOR COMMISSION