

2024 Northeast Corridor Project Inventory

An updated project pipeline for the Federal-State Partnership for Intercity Passenger Rail Grant Program for projects located on the Northeast Corridor.

I. Overview

A. The Federal-State Partnership for Intercity Passenger Rail Program

The Federal-State Partnership for State of Good Repair Grant Program was reauthorized and revised as the Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP) in the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), Title II, §§ 22106 and 22307, Public Law 117–58 (2021); codified at 49 U.S.C. § 24911. Under the FSP, the Secretary of Transportation is directed to develop and implement a program for issuing grants, on a competitive basis, to fund projects that reduce the State of Good Repair (SOGR) backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service if an eligible applicant is involved. The Federal Railroad Administration (FRA) is delegated this authority in 49 CFR 1.89(a).

Per the authorization, for projects located on the Northeast Corridor (NEC), FRA must, among other requirements: (1) create and publish a predictable project pipeline that will assist Amtrak, States, and the public with long-term capital planning in the form of a Northeast Corridor Project Inventory (NEC Project Inventory or Inventory), and (2) make selections consistent with the NEC Project Inventory.

B. Background on Northeast Corridor Planning

The NEC is the most heavily used passenger rail corridor in the United States.

In 2015, the Northeast Corridor Commission (NEC Commission), comprised of representatives from each of the eight Northeast Corridor states, the District of Columbia, Amtrak, and the U.S. Department of Transportation, approved the [Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy \(the Policy\)](#), which determines and allocates operating and capital costs shared among owners and operators of the NEC that ensures there is no cross-subsidization of commuter passenger rail and intercity passenger rail transportation, consistent with 49 U.S.C § 24905. In October 2020, the NEC Commission approved the Policy for a new five-year term effective October 1, 2020, through September 30, 2025. Capital cost sharing was intended to provide sufficient funding to recapitalize assets on an ongoing basis. The agreement to increase contributions from the States and railroads was based in part on the premise that the Federal government would address decades of underinvestment in the NEC through future grant programs and funding to cover a significant share of the State of Good Repair backlog, as well as some matching share of other investment needs. The BIL provides a unique opportunity for the Federal government to support this policy and position the NEC to meet future travel demands in the Northeast.

In 2017, FRA published [NEC FUTURE](#), a comprehensive plan for the NEC. NEC FUTURE was developed through a public and collaborative process with key stakeholders. NEC FUTURE presented a vision for growth of the NEC and included a completed Tier 1 Environmental Impact Statement. NEC FUTURE created a framework to address challenges facing the NEC, including but not limited to aging infrastructure vulnerable to the effects of climate change, lack of reliability, and inadequate capacity to meet current and projected travel demand. Following NEC FUTURE, the NEC Commission developed an

implementation plan (CONNECT NEC 2035 or C35) to deliver the first 15-year phase of investment to realize the NEC FUTURE vision. Through C35, the NEC Commission identified and provided a sequencing and delivery strategy for completing projects to eliminate the SOGR backlog on—and modernize and make targeted improvements to—the NEC.

The NEC Commission issued C35 in July 2021, and subsequently updated the plan after the enactment of BIL to reflect updated project information and better consider workforce and funding constraints. The NEC Commission updates the CONNECT NEC analysis regularly and issued [C37](#) in November 2023. The NEC Commission also publishes, on an annual basis, an [NEC Capital Investment Plan \(CIP\)](#) pursuant to 49 U.S.C. § 24904(b). The Fiscal Year (FY) 2024-2028 NEC CIP presents the infrastructure investment priorities of the NEC owners and operators over the next five years. These documents, and others outlined below, are collectively referred to herein as the NEC Commission planning documents.

C. Approach to the 2022 NEC Project Inventory and Updates Post-Publication

On June 24, 2022, FRA published a Notice of Proposed Approach to the NEC Project Inventory and FSP titled “Federal-State Partnership for Intercity Passenger Rail Program: Northeast Corridor Project Inventory” at 87 Fed. Reg. 37905 (June 24, 2022) (Notice). The Notice provided transparency and an opportunity to incorporate stakeholder feedback on FRA’s methodology for developing the initial NEC Project Inventory. FRA encouraged interested parties to submit comments regarding its proposed methodology. As a result of the comments received, FRA modified its methodology for developing the first iteration of the NEC Project Inventory.

On November 15, 2022, FRA published the first NEC Project Inventory (the 2022 Inventory). This first Inventory informed the subsequent FY 2022-2023 FSP-NEC Notice of Funding Opportunity (NOFO) and selections totaling \$16.4 billion. Detailed information on the FY 2022-2023 project selections is available on the [FRA FSP program webpage](#).

II. Introduction to the 2024 Northeast Corridor Project Inventory

The 2024 NEC Project Inventory covers the period of January 1, 2024, through December 31, 2025, this timeframe is defined as the “2024 Inventory Period.” The 2024 NEC Project Inventory supersedes the 2022 NEC Project Inventory and Notice.¹ The 2024 Inventory is comprised of two tables. Table 1 is a summary of the projects included on the 2024 Inventory. Table 2 identifies projects for potential Federal investment and includes basic details for each project. Included projects are those that have scheduled activity during the 2024 Inventory Period and whose Project Sponsors noted an intention to apply for FSP funding prior to the expiration of the BIL authorization.

[Table 1. Northeast Corridor Project Inventory Summary](#)

[Table 2. Northeast Corridor Project Inventory](#)

How to Read the NEC Project Inventory

This section provides a guide to reading the NEC Project Inventory. [Section III\(B\)](#) presents FRA’s intended project order prioritization, the identification of anticipated project outcomes, and FRA’s method

¹ For purposes of FRA’s “Advance and Pre-Award Costs for the Federal-State Partnership for Intercity Passenger Rail Program: Northeast Corridor Grants” policy, the earliest date that a cost may be incurred and still be considered eligible for reimbursement through FRA grant funds is the issuance date of the first NEC Project Inventory in which the project received an Anticipated Obligation.

and plan for apportioning funding allocations. Generally, amounts listed in the 2024 Inventory are rounded to the nearest million. Selections under the forthcoming FSP-NEC NOFO will be for exact amounts.

The NEC Project Inventory organizes projects with scheduled activity during the 2024 Inventory Period by Project Type and by Lifecycle Stage. Each row provides the following specific project details, if applicable:

Project Information

- **State:** the State(s) in which a project is located.
- **Project Name:** the name of the project in the NEC Commission Planning Documents as provided by the Project Sponsor.
- **Project Sponsor:** the entity identified in the NEC Commission Planning Documents as the lead for developing or delivering the project. The Project Sponsor may also be an applicant seeking or grantee receiving Federal financial assistance.
- **Capital Cost Estimate:** the aggregate estimated cost for all Lifecycle Stages in year-of-expenditure dollars that accounts for inflation and appropriate contingency amounts either calculated by the Project Sponsor or the NEC Commission. For projects that received Construction awards under the FY 2022-2023 FSP-NEC NOFO, the Capital Cost Estimate is from the selected project's prior application and not the FY 2024 NEC Commission Planning Documents.
- **FY 2022- 2023 Phased Funding Agreement or Letter of Intent:** as announced in the FY 2022-2023 selections. For more information on these funding tools see [Appendix A](#).

Funding Information

- **Funding Available:** Funding available for the 2024 NEC Project Inventory includes advance and annual appropriations for FY 2024 and FY 2025. As of March 2024, this includes advance appropriations for FY 2024 and FY 2025 and annual appropriations for FY 2024.
- **Funding Need:** the unfunded portion of the Capital Cost Estimate that is necessary for the Lifecycle Stage(s) the project is scheduled to begin by, or in, the 2024 Inventory Period. If a project is listed on this Inventory without a funding need, FRA has determined that there is no anticipated unfunded work within the 2024 Inventory Period. However, if the project schedule changes, the sponsor may apply based on the NEC Project Inventory's inclusion of the project.
- **Allocation:** the amount or range that FRA has allocated to a project based on its Funding Need for this Inventory. For some projects, an allocation range from 50 percent to 80 percent is shown.

Anticipated Obligations

- An **Anticipated Obligation** is the amount of funding anticipated for obligation during the 2024 Inventory period. This includes Anticipated Obligations of contingent commitments made through Phased Funding Agreements. Listed amounts are not obligations of the Federal government. Actual selections and obligations may differ from the listed amount.

III. NEC Project Inventory Methodology

The purpose of the NEC Project Inventory is to create a predictable pipeline that will assist Amtrak, States, and the public with long-term capital planning for the NEC. This section presents FRA's updated methodology to develop the NEC Project Inventory, consistent with 49 U.S.C. § 24911(e). Capitalized terms used throughout this document are defined in [Appendix A](#).

In developing the NEC Project Inventory, FRA used data from the NEC Commission planning documents. The bulk of this data is provided directly by Project Sponsors, with NEC Commission-defined protocols for standard treatment and approaches for resolving missing or incomplete data. The NEC Commission coordinates a peer review process among its members to resolve data inconsistencies or issues. FRA used the best available information from the NEC Commission as of November 20, 2023, following publication of the most recent CIP. During the evaluation of applications responsive to the forthcoming FSP NOFO for projects located on the NEC, FRA will review the following items to confirm consistency with the NEC Project Inventory: Project Sponsor, Capital Cost Estimate, Funding Need, Lifecycle Stage, Schedule, and Scope. Applications require sponsors to provide FRA with comprehensive project information. Project Sponsors will have the opportunity to provide additional data and justification in their application to inform FRA's selection and evaluation process. More information on the application process can be found in [Section IV](#).

Projects included on the NEC Project Inventory are sole-benefit intercity passenger rail projects or shared-benefit intercity passenger rail and commuter passenger rail transportation projects that are reasonably anticipated to be eligible projects in the FSP program. Project Sponsors identified on the NEC Project Inventory are, or are reasonably anticipated to be, eligible applicants for FSP funding for their respective projects. Inclusion on the NEC Project Inventory is not a determination of project or applicant eligibility for the FSP program. However, to be eligible for the FSP program, a project must be located on the NEC and must be listed on the 2024 NEC Project Inventory.

To receive an award, a Project Sponsor must submit an application in response to the FSP-NEC NOFO and be selected for funding. FRA will make FSP selections and awards following review of applications in response to the forthcoming FSP-NEC NOFO. Selections and award amounts may differ from the Allocations and Anticipated Obligations identified in the NEC Project Inventory. Funding Allocations specified on the NEC Project Inventory are not commitments, selections, or obligations of Federal funding.

A. Identification of Projects

Using NEC Commission planning documents and other information as appropriate, FRA identified and included on the NEC Project Inventory all projects that, based on FRA's assessment of project information included in NEC Commission planning documents: (1) are reasonably anticipated to be eligible under the FSP Program, and (2) where the Project Sponsor indicated an intent to apply for funding under the FSP during the five-year BIL authorization period.

FRA did not include projects on the NEC Project Inventory where:

- (1) the Project Sponsor or NEC Commission's planning documents indicated the project was a sole-benefit commuter rail passenger transportation project, since sole benefit commuter rail passenger transportation projects are not eligible to receive FSP funding, or
- (2) the Project Sponsor indicated that it would not seek FSP funding prior to the expiration of the BIL authorization period.

B. Order of Projects

This section outlines how projects are ordered on the NEC Project Inventory. Additionally, Figure 1, Figure 2, and Figure 3 provide a high-level summary of the order of projects for Major Backlog projects (first priority), Capital Renewal, Improvement, and Station Projects (second priority), and Planning Studies (third priority) respectively.

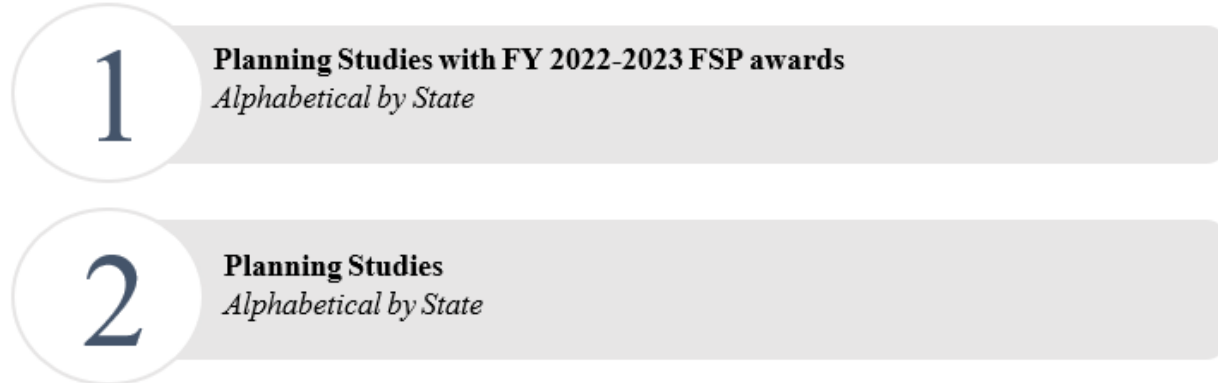
Figure 1: Order of Major Backlog Projects

- 1** **Projects with FY 2022-2023 FSP Construction awards**
Alphabetical by State, then alphabetical by project name
- 2** **Projects anticipating being in or beginning Final Design or Construction work before December 31, 2025**
Alphabetical by State, then alphabetical by project name
- 3** **Projects anticipating being in or beginning Project Development work before December 31, 2025**
Alphabetical by State, then alphabetical by project name

Figure 2: Order of Capital Renewal, Improvement, and Station Projects

- 1** **Projects with FY 2022-2023 FSP Construction awards**
Alphabetical by State, then alphabetical by project name
- 2** **Projects anticipating being in or beginning Final Design or Construction work before December 31, 2025**
Alphabetical by State, then alphabetical by project name
- 3** **Projects anticipating being in or beginning Project Development work before December 31, 2025**
Alphabetical by State, then alphabetical by project name
- 4** **Projects with no anticipated work before December 31, 2025**
Alphabetical by State, then alphabetical by project name

Figure 3: Order of Planning Studies



In general, and based on NEC Commission planning documents and/or other sources of information, FRA specified the order of funding for the identified projects by Project Type and then Lifecycle Stage within the 2024 Inventory Period. Within Project Type, the order is: (1) those already selected through Construction (2) those projects beginning or in a Final Design or Construction Stage by the end of 2025 (3) those beginning or in a Project Development Lifecycle Stage by the end of 2025, and (4) those not anticipating work to begin by the end of 2025. For Planning Studies, projects are divided into two groups: those selected through project completion and those with an identified Funding Need. While FRA relied on NEC Commission planning documentation data to order the identified projects on the 2024 Inventory, FRA will check applications submitted in response to the forthcoming FSP-NEC NOFO for consistency with such project data.

- i. **Project Types:** FRA divided projects into three categories based on Project Type. Bucket 1 comprises the first funding priority: Major Backlog projects. Bucket 2 comprises FRA’s second funding priority: Capital Renewal, Improvement, and Stations Projects with no priority given to any one Project Type over another within this bucket. Bucket 3 comprises of Planning Studies.
- ii. **Lifecycle Stages:** Within each of Buckets 1 and 2, for projects ready to continue or begin an eligible Lifecycle Stage activity during the 2024 Inventory period, FRA first prioritizes those projects in the Construction Stage, followed by those projects in Final Design, Project Development, and then the Planning Stage.²

Bucket 2 projects seeking FSP funding are listed by Lifecycle Stage, alphabetically by State, and then by project name. Bucket 1 projects, regardless of Lifecycle Stage, remain FRA’s first priority. FRA will conduct a competitive process through the FSP application and evaluation processes to determine order of priority for funding awards for Bucket 2 projects.



C. Additional Distinctions for Bucket 2 Projects

Distinctions have been introduced to the Bucket 2 projects with an unfunded Lifecycle Stage to represent FRA’s understanding of the anticipated outcomes of a project, highlight construction-ready projects, and reflect the thoroughness of the data submission FRA used to develop the NEC Project Inventory. For the anticipated project outcomes, FRA assessed whether the project is likely to produce the following outcomes: a reduction in State of Good Repair backlog, higher operating speeds, or a reduction in delays.



² Within Bucket 2, FRA prioritizes projects that are ready to begin or continue activity in a Lifecycle Stage during the 2024 Inventory period over those projects for which Project Sponsors have not indicated they are ready to begin an eligible activity.

The project outcome assessment and inclusion of project distinctions focused on likely anticipated outcomes based on data provided by Project Sponsors that informed the NEC Commission planning documents. Distinctions shown in the Inventory are not definitive or authoritative determinations. They represent FRA's understanding of a project and how it meets the goals of the FSP Program. FRA anticipates prioritizing projects that advance these outcomes in the forthcoming FY 2024 FSP-NEC NOFO. Evaluation and selection criteria related to these outcomes will be provided in the forthcoming FSP-NEC NOFO, and all selections and awards will be governed by applicant responses to those criteria, not whether the project received one or more distinctions in the NEC Project Inventory.

The distinctions associated with certain service-related outcomes on the 2024 Inventory are defined below.

- i. Reduction in SOGR Backlog 
Includes projects to replace, rehabilitate, or repair infrastructure, equipment, or facilities used for providing intercity passenger rail service. Projects with this distinction likely have a primary focus on bringing such assets into a State of Good Repair and are anticipated to reduce the existing corridor-wide SOGR backlog. A project's impact on SOGR backlog was determined by reviewing data provided by the Project Sponsor including, but not limited to, Project Type, project scope, and project justification. In cases of limited data, FRA relied on the professional judgment of its staff.
- ii. Higher Operating Speeds and Reduction in Delays 
Includes projects that improve intercity passenger rail service performance by enabling higher operating speeds or mitigating service delays. Projects with this distinction are likely to produce measurable increases in train speeds or reductions in infrastructure-related delays in the project area, or both. A project's likely impact on speeds and delays was determined by reviewing data provided by the Project Sponsor including, but not limited to, Project Type, project scope, and project justification. In cases of limited data, FRA relied on the professional judgment of its staff.

In addition to the service-related outcomes, two submission-based distinctions are included for Bucket 2 projects:

- iii. Construction Anticipated During the Inventory Period 
Includes projects with schedules indicating entering or being in Construction Stage prior to the end of the 2024 Inventory Period (December 31, 2025). FRA relied on the Sponsor-provided timelines to make these determinations.
- iv. Data Confidence and Thoroughness 
The accuracy and utility of the NEC Project Inventory depends on the provision of clear and accurate data from Project Sponsors. To encourage the submission of comprehensive data, FRA recognized that the projects that provided clear and distinct start and end dates for Lifecycle Stages permitted the NEC Commission and FRA to have more confidence in understanding what stage of work is planned within the 2024 Inventory Period. In addition, projects with clear cost estimates for the active Lifecycle Stage(s) within the 2024 Inventory Period reinforced FRA's confidence in the project's inventory details on the 2024 Project Inventory. The presence of these data points reflects a

comprehensive submission, which contributes to a deeper understanding of the project's upcoming funding needs but does not signify greater project merit. The lack of a distinction denotes that either or both of the NEC Commission and FRA may have made assumptions or interpolations due to limitations of the provided data and suggests that a Project Sponsor should ensure heightened clarity in their response to the forthcoming FSP-NEC NOFO and data calls from the NEC Commission to be used in connection with FRA development of the future NEC project inventories.

D. Method and Plan for Apportioning Funds

In the NEC Project Inventory, FRA has proposed an Allocation only for those projects where Project Sponsors indicate they plan to work on a Lifecycle Stage during the two-year period of the NEC Project Inventory.³ As noted, Allocations on the NEC Project Inventory are not commitments, selections, or obligations of Federal funding. Selections and award amounts may differ from the Allocations and Anticipated Obligations identified in the NEC Project Inventory. Inclusion on the NEC Project Inventory does not limit Project Sponsors' ability to pursue and receive Federal funding through other programs.

For Bucket 1 projects, the NEC Project Inventory allocates a Federal share up to 80 percent of the Funding Need for the active Lifecycle Stage during the 2024 Inventory Period and provides Anticipated Obligations for the period. For such projects anticipated to begin the Construction Stage, FRA may use Phased Funding Agreements (PFAs), as authorized by 49 U.S.C. 24911(g). For those projects anticipated to begin pre-Construction Lifecycle Stages, FRA may use Letters of Intent (LOIs), as authorized by 49 U.S.C. § 24911(g). If a PFA was awarded in a previous cycle, then the Major Backlog project will have its combined contingent commitments for 2024 and 2025 listed as an Anticipated Obligation. LOI amounts will not be listed as an Anticipated Obligation, as they are not binding commitments and the applicant is still required to apply for funding beyond an initial award.

For Bucket 2 projects the NEC Project Inventory allocates a Federal share of up to 50 to 80 percent of the Funding Need but does not provide Anticipated Obligations for the 2024 Inventory period. Given the established program priorities and the likelihood that application requests will significantly exceed the availability of funding, Project Sponsors will be encouraged in the forthcoming FSP-NEC NOFOs to propose a greater than 20 percent non-Federal share.

E. Future Inventories

FRA will publish the updated NEC Project Inventory no less often than every other year. Variation or updates in amounts allocated on the NEC Project Inventory and the amounts requested in applications or awarded by FRA may result in NEC Project Inventory updates more frequently than every two years.

Projects and Allocations in the NEC Project Inventory are **not** funding commitments and Project Sponsors must proceed through a competitive grant process and be selected for funding. Future inventories may change Allocations for projects or identify projects not receiving an Allocation in the 2024 NEC Project Inventory.

IV. Federal State Partnership for Intercity Passenger Rail Grant Program

Following publication of the 2024 NEC Project Inventory, FRA will publish an FSP-NEC NOFO soliciting applications for eligible projects identified on the 2024 NEC Project Inventory. The

³ FRA did not include an Allocation for Lifecycle Stages starting after the two-year period of this NEC Project Inventory (i.e., after 2025).

forthcoming FSP-NEC NOFO will describe the FSP Program requirements as well as the evaluation and selection criteria that FRA will use to determine grant selections. In the FY 2024 FSP-NEC NOFO, FRA anticipates making funds available that are appropriated in FY 2024 annual appropriations and in Division J of the BIL. Should additional FSP funds become available after the release of the FY 2024 FSP-NEC NOFO, FRA may elect to award such additional funds to applications received under that NOFO. Annual appropriations may have different funding restrictions and requirements than currently available funding. If applicable, these differences will be summarized in the FSP-NEC NOFO.

Appendix A

This appendix consolidates the terms and definitions used in this NEC Project Inventory.

Definitions

Allocation: See definition in [“How to Read the NEC Project Inventory”](#)

Anticipated Obligation: See definition in [“How to Read the NEC Project Inventory”](#)

Capital Cost Estimate: See definition in [“How to Read the NEC Project Inventory”](#)

Capital Renewal: To repair, replace, or modernize basic infrastructure assets along a corridor section that is executed in accordance with a defined scope, schedule, and budget. Basic infrastructure assets include rails, ties, ballast, communication systems, signaling systems, electric traction power systems, and undergrade bridges.

Construction Stage: This means the Lifecycle Stage of a Capital Project during which the Capital Project is completely built, installed, and placed in use, and is further described in FRA’s Guidance on Development and Implementation of Railroad Capital Projects (Jan. 12, 2023, 88 FR 2163).

Capital Renewal: A project to repair, replace, or modernize basic infrastructure assets along a corridor section that is executed in accordance with a defined scope, schedule, and budget. “Basic infrastructure assets” as used within this definition includes rails, ties, ballast, communication systems, signaling systems, electric traction power systems, and undergrade bridges.

Final Design: The Lifecycle Stage of a Capital Project during which the project design is advanced to be ready for the Construction Stage and is further described in FRA’s Guidance on Development and Implementation of Railroad Capital Projects (Jan. 12, 2023, 88 FR 2163).

Funding Need: See definition in [“How to Read the NEC Project Inventory”](#)

Improvement: To repair or enhance existing rail infrastructure, equipment, or facilities, or Construction of new rail infrastructure, equipment, or facilities, that results in efficiency of the rail system and the safety of those affected by the system.

Inventory Period: The two-year lifespan of an NEC Project Inventory. For the purposes of the 2024 NEC Project Inventory, the Inventory Period is January 1, 2024, through December 31, 2025.

Letter of Intent (LOI): A non-binding letter from FRA to a grantee announcing an “intention to obligate” an amount to a Major Capital Project from future budget authority, consistent with 49 U.S.C. § 24911(g)(1).

Lifecycle Stage: This means each of the consecutive stages of a Capital Project as it is developed and implemented that include Systems Planning, Project Planning, Project Development, Final Design, Construction, and Operation. Each sequential stage involves specific activities.

Major Backlog Projects: This means projects necessary to achieve a State of Good Repair, but that are not undertaken on a routine basis, including rehabilitation or replacement of major bridges and tunnels. As of the publication of the 2024 Inventory, the NEC Commission has identified Major Backlog Projects on the NEC as:

1. Baltimore and Potomac Tunnel Replacement
2. Bush River Bridge Replacement
3. Connecticut River Bridge Replacement
4. Cos Cob Bridge Replacement
5. Devon Bridge Replacement
6. East River Tunnel Rehabilitation
7. Gunpowder River Bridge Replacement
8. Highline Renewal and State of Good Repair: Dock Bridge
9. Hudson Tunnel Project
10. Pelham Bay Bridge Replacement
11. Portal North Bridge Project
12. Saugatuck River Bridge Replacement
13. Sawtooth Bridges Replacement Project
14. Susquehanna River Bridge Replacement
15. Walk Bridge Program

Major Capital Project: A Capital Project with a capital cost estimate equal to or greater than \$500 million and with at least \$100 million awarded or being sought in federal assistance under the FSP Program

NEC Project Inventory Allocation: FRA's anticipated maximum eligible Federal funding amount for a specific project under the FSP Program. For the 2024 NEC Project Inventory, this is the expected combined amount from FY 2024 and FY 2025 appropriations.

Northeast Corridor: The main rail line between Boston, Massachusetts, and the District of Columbia; the branch rail lines connecting to Harrisburg, Pennsylvania, Springfield, Massachusetts, and Spuyten Duyvil, New York; and facilities and services used to operate and maintain the main and branch rail lines described above, consistent with 49 U.S.C. § 24911(a)(3)⁴.

Northeast Corridor Capital Investment Plan (NEC CIP): The planning document developed by the NEC Commission pursuant to 49 U.S.C. § 24904(b) and any subsequent updates to such document.⁵

Northeast Corridor Project (NEC Project): A project located on, or in primary use for, the NEC, consistent with 49 U.S.C. § 24911(d)(1).

Northeast Corridor Service Development Plan: The planning document developed by the NEC Commission pursuant to 49 U.S.C. § 24904(a) and any subsequent updates to such document or associated analyses. At the time of this Notice, the existing Northeast Corridor Service Development Plan is known as CONNECT NEC 2037 or C37.

Phased Funding Agreement (PFA): An agreement under the FSP Program that obligates initial funding from available funds and makes a contingent commitment to obligate future funds when they become available, consistent with 49 U.S.C. § 24911(g)(2). FRA may enter into a PFA with an applicant for highly rated Major Capital Projects under the FSP Program.

Planning Studies: Those projects which include only planning activities, such as railroad transportation market forecasting, operations analysis, fleet planning, cost analysis, station and facility planning,

⁴ While other definitions for the NEC exist, this definition is used in the FSP Program and is consistent with definition used in 49 U.S.C. § 24904(e).

⁵ Subsequent updates are available at <http://nec-commission.com/documents/>.

environmental resource consideration, and other similar activities. Planning Studies have no associated construction in their current form.

Project Development Stage: The Capital Project Lifecycle Stage during which (1) the environmental review process required under NEPA and other related environmental laws is completed, and the permitting processes are advanced as appropriate; (2) Preliminary Engineering and other preliminary design is completed to support the environmental review and preparation of estimates of risk, costs, benefits, and impacts; (3) a Project Management Plan is prepared that, among other things, identifies procurement requirements and strategies; (4) the detailed project schedule and cost estimate is prepared; and (5) a financial plan for Major Capital Projects and other necessary plans are prepared.

Project Planning Stage: The Lifecycle Stage of a Capital Project during which the Project Sponsor identifies Capital Project concepts to adequately address transportation needs and opportunities, and is further described in FRA’s Guidance on Development and Implementation of Railroad Capital Projects (Jan. 12, 2023, 88 FR 2163).

Project Sponsor: See definition in [“How to Read the NEC Project Inventory”](#)

Project Type: A categorization of a project as either Major Backlog, Capital Renewal, Improvement, Stations, or Planning Studies. FRA recognizes that a single project may have elements of multiple Project Types.

Shared Benefit Projects: Projects that benefit both intercity passenger rail transportation and commuter passenger rail transportation.

Stations Projects: Those projects (or portions of 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. Stations Projects may include elements relating to improvements of transportation-related infrastructure (e.g., tracks, platforms, safety equipment) and/or elements related to station development (e.g., improvements to passenger concourses, amenities, etc.).

State of Good Repair (SOGR): A condition in which physical assets, both individually and as a system, are performing at a level at least equal to that called for in their as-built or as-modified design specification during any period when the lifecycle cost of maintaining the assets is lower than the cost of replacing them, and is sustained through regular maintenance and replacement programs, consistent with 49 U.S.C. § 24102(12).

Tier 1 Environmental Impact Statement (EIS): NEPA requires Federal agencies to consider the environmental consequences of proposed projects. NEPA provides flexibility to assess projects in a tiered approach. Tier 1 is a programmatic level analysis that addresses broad initiatives and was issued in the development of NEC FUTURE.

Table 1. Northeast Corridor Project Inventory Summary*All Amounts in Millions (\$M, \$000,000s).*

	# of Projects	Capital Cost Estimate	NEC Project Inventory for 2024-2025		Anticipated Obligations	Potential Phased Funding Agreements or Letters of Intent
			Funding Need	Allocation <i>Up to 80% Funding Need</i>	Combined Appropriations for FY 2024 & 2025 <i>(Est. \$8,966 M Available)</i>	
Bucket 1: Major Backlog Projects	15					
Funded through Construction [1]	8	\$30,289	N/A	N/A	\$4,479	\$0
In Construction/ Final Design by 2025	2	\$2,822	\$96	\$76	\$76	\$0
In Project Development by 2025	5	\$11,124	\$475	\$380	\$380	\$3,776
Not Started by 2025	0	\$0	\$0	\$0	\$0	N/A
Bucket 2: Capital Renewal, Improvement, Station Projects	60			<i>50%</i>	<i>80%</i>	
Funded through Construction [1]	9	\$4,012	\$179	\$90	\$144	\$457
In Construction/ Final Design by 2025	35	\$37,355	\$9,700	\$4,850	\$7,760	\$0
In Project Development by 2025	10	\$16,008	\$1,880	\$940	\$1,504	\$0
Not Started by 2025	6	\$4,970	\$0	\$0	\$0	\$0
Bucket 3: Planning Studies	3	\$41	\$4	\$2	\$3	\$0
Total:	78	\$106,622	\$12,334	\$6,338 [2]	\$9,867	\$5,392
						\$3,776

[1] The "Funded through Construction projects" that have Anticipated Obligations are FY 2022-2023 PFA selectees; the amounts shown are the contingent commitments to these projects for FY 2024 and FY 2025.

[2] The total for the 50% share allocation column includes the Bucket 1 allocations (80%) and Bucket 2 allocations (50%).

Table 2. Northeast Corridor Project Inventory

For the two-year period beginning January 2024. All amounts in millions (\$M; \$000,000s).

Bucket 1: Major Backlog Projects										
Project Information							NEC Project Inventory for 2024 - 2025		Anticipated Obligations [2]	
State	Project Sponsor	Project Name	Capital Cost Estimate	FY 2022 -2023 FSP Award [1]	FY 2022 -2023 Phased Funding Agreement or Letter of Intent Selectee	Funding Need	Allocation (up to 80% of funding need)	Potential Phased Funding Agreement or Letter of Intent	Combined Appropriations for FY 2024 and 2025 (Est. \$8,966 M available)	
Funded through Construction	CT	Amtrak	Connecticut River Bridge Replacement Project	\$1,033	\$827	N/A	Not Applicable			
	CT	Connecticut DOT	Walk Bridge Replacement	\$581	\$465	N/A				
	MD	Amtrak	Frederick Douglass Tunnel Program	\$5,884	\$4,708	PFA				\$1,538
	MD	Amtrak	Susquehanna River Bridge Replacement Program	\$2,602	\$2,081	PFA				\$1,041
	NJ	Amtrak	Gateway: Highline Renewal and State of Good Repair: Dock Bridge	\$375	\$300	N/A				
	NJ	NJ Transit	Gateway: Portal North Bridge	\$2,183	N/A	N/A				
	NY	Amtrak	East River Tunnel Rehabilitation Project	\$1,577	\$1,262	N/A				
	NY, NJ	Gateway Development Commission	Gateway: Hudson Tunnel Project	\$16,053	\$3,800	PFA				\$1,900
In Final Design or Construction by 2025	CT	Connecticut DOT	Saugatuck River Bridge Replacement	\$760	\$23	N/A	\$96	\$76	\$76	
	NJ	Amtrak	Gateway: Sawtooth Bridges Replacement	\$2,062	\$133	LOI	\$0	\$0		
In Project Development by 2025	CT	Connecticut DOT	Cos Cob Bridge Replacement	\$4,251	\$0	N/A	\$475	\$380	LOI	\$380
	CT	Connecticut DOT	Devon Bridge Replacement	\$4,327	\$246	LOI	\$0	\$0		
	MD	Amtrak	Bush River Bridge Replacement Program	\$744	\$19	LOI	\$0	\$0		
	MD	Amtrak	Gunpowder River Bridge Replacement Program	\$1,306	\$30	LOI	\$0	\$0		
	NY	Amtrak	Pelham Bay Bridge Replacement Project	\$498	\$58	LOI	\$0	\$0		

[1] FY 2022-2023 award column includes PFA amounts, when applicable.

[2] [3] For projects selected for a PFA, the Anticipated Obligation shown in the table represents the proposed contingent commitments to these projects for FY 2024 and FY 2025. Actual obligations may differ from these amounts.

Table 2. Northeast Corridor Project Inventory (continued)

For the two-year period beginning January 2024. All amounts in millions (\$M; \$000,000s).

Bucket 2: Capital Renewal, Improvement, and Station Projects											
Project Information							NEC Project Inventory for 2024-2025				Anticipated Obligations [3]
State	Project Sponsor	Project Name	SOCR	Speed/Delay	Construction	High Data Confidence	Capital Cost Estimate	Funding Need	Allocation [4] (Up to 80% of Funding Need)		Combined Appropriations for FY 2024 & 2025 (est. \$8,966 M Available)
									50% Share	80% Share	
Funded Through Construction [5]	CT	Connecticut DOT	Devon Bridge Interim Repairs				\$149	\$0	\$0	\$0	
	CT	Connecticut DOT	Hartford Line Rail Program Double Track (Phase 3B) [6]				\$210	\$63	\$0	\$63	
	CT	Connecticut DOT	New Haven Line Network Infrastructure Upgrade Phase 4				\$19	\$0	\$0	\$0	
	CT	Connecticut DOT	New Haven Line Power Improvement Program				\$154	\$0	\$0	\$0	
	MD	Amtrak	Baltimore Penn Station: Master Plan [6]			Not Applicable	\$252	\$116	\$18	\$93	
	NJ	NJ TRANSIT	Delco Lead				\$457	\$0	\$0	\$0	
	NJ	NJ TRANSIT	Newark Penn Station Vertical Circulation Improvements				\$74	\$0	\$0	\$0	
	NY	MTA	Penn Station Access				\$2,637	Selected for FY 2022-2023 Phased Funding Agreement			\$457
	PA	SEPTA	Reconstruction of Cornwells Heights Station				\$61	\$0	\$0	\$0	
In Final Design or Construction by 2025	CT	Connecticut DOT	Hartford Station Relocation	✘			\$628	\$109	\$55	\$88	
	CT	Connecticut DOT	New Haven Union Station Improvements			ℙ	\$77	\$77	\$38	\$61	
	CT	Connecticut DOT	Stamford Catenary Improvements	✘		ℙ	\$85	\$85	\$43	\$68	
	CT	Connecticut DOT	TIME-1 [7]	✘	⊕	ℙ	\$1,128	\$993	\$496	\$794	
	CT	Connecticut DOT	TIME-5	✘	⊕	ℙ	\$1,386	\$234	\$117	\$187	
	CT	Connecticut DOT	TIME-6		⊕	ℙ	\$169	\$28	\$14	\$23	
	CT, NY	Connecticut DOT	New Haven Line Signal System Replacement: Sections 2 & 3 - Norwalk to New Haven	✘	⊕	ℙ	\$185	\$166	\$83	\$133	
	DC	Amtrak	Washington First Street Tunnel Project	✘			\$124	\$23	\$12	\$18	
	DC	Amtrak	Washington Union Station: Long Term Station Expansion	✘	⊕		\$11,645	\$192	\$96	\$153	
	DC	Amtrak	Washington Union Station: Near Term Rail Program	✘		ℙ	\$193	\$189	\$94	\$151	
	MA	MBTA	High Capacity Signaling: Boston to Canton Junction	✘	⊕	ℙ	\$16	\$3	\$2	\$3	
	MA	MBTA	Massachusetts Third Track: Readville to Canton		⊕		\$201	\$37	\$18	\$29	
	MA, RI	MBTA	Providence-Boston Traction Power Upgrades				\$693	\$123	\$62	\$98	
	MD	Amtrak	Bridge To Burgos Catenary Renewal	✘	⊕	ℙ	\$115	\$115	\$58	\$92	
	MD	MDOT MTA / MARC	Martin Airport Station Accessibility Improvements	✘			\$103	\$18	\$9	\$14	
	MD	Amtrak	Mid-Atlantic South Signal System Upgrades to 562 Project	✘	⊕	ℙ	\$87	\$82	\$41	\$66	
	MD	MDOT MTA / MARC	Penn-Camden Connector				\$356	\$54	\$27	\$43	
	NJ	Amtrak	County-Newark Catenary Upgrades	✘	⊕		\$611	\$101	\$50	\$81	
	NJ	NJ TRANSIT	Choke Point Relief: Westbound Waterfront Connection			ℙ	\$603	\$603	\$302	\$483	
	NJ	Amtrak	Gateway: Harrison Fourth Track	✘		ℙ	\$184	\$178	\$89	\$142	
	NJ	NJ TRANSIT	Gateway: Portal South Bridge	✘	⊕		\$2,509	\$341	\$171	\$273	
	NJ	NJ TRANSIT	Hunter Flyover		⊕	ℙ	\$445	\$445	\$222	\$356	
	NJ	Amtrak	Kearny Sub 41 Relocation Design and Construction	✘		ℙ	\$138	\$65	\$33	\$52	
	NJ	NJ TRANSIT	Newark Penn Station: Master Plan and Reimagined Icon	✘			\$669	\$30	\$15	\$24	
	NJ	NJ TRANSIT	Newark Penn Station: Platform Rehabilitation	✘			\$42	\$16	\$8	\$13	
	NJ	Amtrak	New York Metro Signal System Upgrades to 562 Program Phase 1: County to Elmora	✘	⊕	ℙ	\$104	\$100	\$50	\$80	
	NY	Amtrak	Gateway: New York Penn Station Expansion		⊕		\$10,903	\$1,558	\$779	\$1,246	
	NY	NJ TRANSIT	New York Penn Station: Central Concourse	✘		ℙ	\$538	\$538	\$269	\$430	
	PA	Pennsylvania DOT	Downingtown Station Improvements	✘	⊕	ℙ	\$170	\$150	\$75	\$120	
	PA	Amtrak	Harrisburg Line Signal Upgrade: Park to Zoo	✘	⊕	ℙ	\$90	\$72	\$36	\$58	
	PA	Amtrak	Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli	✘		ℙ	\$289	\$279	\$140	\$223	
	PA	Pennsylvania DOT	Parquesburg Station Improvements	✘	⊕	ℙ	\$78	\$75	\$37	\$60	
PA	Amtrak	Philadelphia 30th Street District Plan			ℙ	\$2,379	\$2,246	\$1,123	\$1,797		
PA, DE	Amtrak	Mid-Atlantic OCS Replacement Program Phase 2: Brill to Landlith	✘		ℙ	\$381	\$374	\$187	\$299		
RI	Rhode Island DOT	Providence Station Improvements	✘		ℙ	\$29	\$0	\$0	\$0		

Table 2. Northeast Corridor Project Inventory (continued)

For the two-year period beginning January 2024. All amounts in millions (\$M; \$000,000s).

Bucket 2: Capital Renewal, Improvement, and Station Projects (continued)											
Project Information							NEC Project Inventory for 2024-2025			Anticipated Obligations	
State	Project Sponsor	Project Name	SOGR	Speed/Delay	Construction	High Data Confidence	Capital Cost Estimate	Funding Need	Allocation (Up to 80% of Funding Need)		Appropriations for FY 2024 & 2025 (est. \$8,966 M Available)
									50% Share	80% Share	
In Project Development by 2025	CT	Connecticut DOT	New Haven Line Station Platform Replacement Program (New Haven)	✘			\$435	\$63	\$31	\$50	
	CT	Amtrak	Springfield Line: Connecticut River Bridge Replacement Project	✘	⊕		\$546	\$103	\$51	\$82	
	CT	Connecticut DOT	Stamford Station Improvements: Master Plan Elements	✘			\$350	\$65	\$32	\$52	
	MD	Amtrak	BWI 4th Track Phase 1	✘	⊕		\$583	\$108	\$54	\$86	
	NJ	NJ TRANSIT	Gateway: NJ TRANSIT Gateway Storage Yard		⊕		\$2,351	\$396	\$198	\$317	
	NJ	NJ TRANSIT	Gateway: Secaucus Station and Loop Tracks		⊕		\$3,484	\$401	\$201	\$321	
	NJ	NJ TRANSIT	Midline Loop		⊕		\$853	\$136	\$68	\$108	
	NJ	Amtrak	Newark Penn Station: Platform Rehabilitation (A, B, C)	✘			\$18	\$18	\$9	\$14	
	NY	MTA [8]	New York Penn Station Reconstruction	✘			\$7,100	\$535	\$268	\$428	
RI	Rhode Island DOT	Warwick/T.F. Green Airport Station Expansion	✘	⊕		\$289	\$57	\$29	\$46		
Not Started by 2025	DE	Amtrak	Landlith Interlocking - Wine Interlocking NEC Section Improvement Project	✘	⊕		\$1,329	\$0	\$0	\$0	
	MA	MBTA	Boston South Station Expansion				\$3,038	\$0	\$0	\$0	
	NJ, PA	Amtrak	New York Metro Signal System Upgrades to 562 Program Phase 2: West Fair to Holmes	✘	⊕		\$110	\$0	\$0	\$0	
	PA	Amtrak	Keystone Line Interlocking SOGR Program – Phase 1: Potts	✘	⊕		\$40	\$0	\$0	\$0	
	PA	Amtrak	Keystone Line Interlocking SOGR Program – Phase 2: Wynnefield	✘	⊕		\$171	\$0	\$0	\$0	
	PA	Amtrak	Mid-Atlantic OCS Replacement Program Phase 3: Paoli to Thorn	✘	⊕		\$283	\$0	\$0	\$0	

[4] For Bucket 2 projects, the NEC Project Inventory allocates a Federal share range from 50 percent to 80 percent of the Funding Need. FRA will determine awards for these projects, if any, and the associated Federal share through the FSP-NEC NOFO application and evaluation process.

[5] For projects that received Construction awards under the FY 2022-2023 FSP-NEC NOFO, the Capital Cost Estimate is from the selected project's prior application and not the FY 2024 NEC Commission Planning Documents.

[6] "Funded through Construction" projects that did not receive their full funding request under the FY 2022-2023 FSP-NEC NOFO show a remaining Funding Need. The Funding Need award for these projects excludes the amount of the previous award and the associated non-Federal share. The allocations for these projects were calculated based on their Capital Cost Estimate in lieu of the Funding Need to show allocation amounts under the 2024 Inventory. Actual obligations may differ from these amounts; however, for these partially funded projects the sum of all Federal funds must not exceed 80% of the Capital Cost Estimate.

[7] TIME-1 is comprised of two projects listed on the 2022 NEC Project Inventory, TIME-1 and TIME-3. This change is consistent with the FY 2022-FY 2023 award.

[8] MTA has indicated to FRA that they will be the project sponsor for NEPA and preliminary design activities for this project.

Table 2. Northeast Corridor Project Inventory (continued)

For the two-year period beginning January 2024. All amounts in millions (\$M; \$000,000s).

Bucket 3: Planning Studies						
Project Information				NEC Project Inventory for 2024-2025		Anticipated Obligations (est. \$8,966 M available)
State	Project Sponsor	Project Name	Capital Cost Estimate	Allocation Funding Need (up to 80% of Funding Need)		
Funded through Completion						
MD	Amtrak	Infrastructure Renewal and Speed Improvement Program	\$30	\$0	\$0	
RI,CT	Amtrak	New Haven - Providence Capacity Planning Study	\$7	\$0	\$0	
Other Planning Studies						
PA	SEPTA	Regional Rail Master Plan Implementation	\$4	\$4	\$3	
GRAND TOTAL (ALL PROJECTS):			\$106,622	\$12,334	\$9,867	\$5,392