



# FY22 Corridor Identification and Development Program Selections

Selections are organized into four categories:

- **New High-Speed Rail.** Services planned to operate at speeds of up to 186 mph or greater, primarily or solely on new, dedicated alignment.
- **New Conventional Rail.** Services generally planned to operate at speeds of up to 79-125 mph, and primarily on existing rail alignments shared with other railroad operations (freight and/or commuter).
- **Existing Routes with Extensions.** Existing intercity passenger rail services with planned extensions, operating at speeds of up to 79-125 mph and primarily on existing shared rail alignments.
- **Existing Routes.** Existing intercity passenger rail services with planned improvements to frequencies, trip times, stations, or other characteristics.

## NEW HIGH-SPEED RAIL

### **Amtrak Texas High-Speed Rail Corridor (Up to \$500,000)**

*Amtrak*

The proposed corridor would connect Dallas and Houston, TX, with a new, dedicated and grade-separated high-speed passenger rail service. The proposed corridor would provide new service on a new alignment, with station stops in Dallas, Brazos Valley, and Houston. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Brightline West High-Speed Corridor (Up to \$500,000)**

*Nevada Department of Transportation*

The proposed corridor would connect Rancho Cucamonga, CA, to Las Vegas, NV, providing new service on a new high-speed rail alignment with intermediate stops at Hesperia and Victorville, CA. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



### **California High-Speed Rail Phase 1 Corridor (Up to \$500,000)**

*California High-Speed Rail Authority*

The proposed corridor would connect San Francisco to Los Angeles/Anaheim, CA. The proposed corridor would provide new service on a blend of new and existing alignments. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Cascadia High-Speed Ground Transportation (Up to \$500,000)**

*Washington State Department of Transportation*

The proposed corridor would connect Vancouver, Canada to Portland, OR, via Seattle, WA, with a potential future extension south to Eugene, OR. The proposed corridor would provide new high-speed rail service on a new alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Charlotte, North Carolina, to Atlanta, Georgia, Corridor (Up to \$500,000)**

*North Carolina Department of Transportation*

The proposed corridor would provide new service on a new high-speed rail alignment between Charlotte, NC, and Atlanta, GA, with potential intermediate stops including Greenville-Spartanburg International Airport in South Carolina and Augusta and Athens, GA, then serving a downtown Atlanta station and terminating at Atlanta's Hartsfield-Jackson International Airport, the world's busiest airport. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Fort Worth to Houston High-Speed Rail Corridor (Up to \$500,000)**

*North Central Texas Council of Governments*

The proposed corridor would connect Fort Worth, Dallas, and Houston, TX, with a new high-speed passenger rail service. The proposed corridor would provide new service on a new alignment, with station stops in Fort Worth, Arlington, Dallas, Brazos Valley, and Houston. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **High Desert Intercity High-Speed Rail Corridor (Up to \$500,000)**

*Antelope Valley Transit Authority*

The proposed corridor would connect Victor Valley to Palmdale, CA. The proposed corridor would provide new high-speed rail service on a new alignment, serving to link two other high-speed rail lines under development: Brightline West (Las Vegas, NV, to Rancho Cucamonga, CA) and California High Speed Rail Phase 1 (San Francisco to Los Angeles/Anaheim, CA). The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



## NEW CONVENTIONAL RAIL

### **Asheville to Salisbury, North Carolina, Corridor (Up to \$500,000)**

*North Carolina Department of Transportation*

The proposed corridor would connect Salisbury to Asheville, NC. The proposed corridor would provide new service on an existing alignment between Asheville and Salisbury in western North Carolina, following a line that last hosted passenger trains in 1975. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Atlanta to Savannah Corridor (Up to \$500,000)**

*Georgia Department of Transportation*

The proposed corridor would connect Atlanta and Savannah, GA. The proposed corridor would provide new service on existing or new alignment, with potential intermediate stops including Athens, Augusta, and Macon, GA. The corridor sponsor would enter Step 2 of the program and continue developing its service development plan that was funded through a previous FRA grant.<sup>1</sup>

### **Atlanta-Chattanooga-Nashville-Memphis Corridor (Up to \$500,000)**

*City of Chattanooga, TN*

The proposed corridor would connect Atlanta, GA, to Chattanooga, Nashville, and Memphis, TN. The proposed corridor would provide new service on existing alignments. The Corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Baton Rouge-New Orleans Corridor (Up to \$500,000)**

*Louisiana Department of Transportation and Development*

The proposed corridor would connect Baton Rouge and New Orleans, LA. The proposed corridor would provide new intercity passenger rail service on an existing alignment that last hosted passenger trains in 1969. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

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<sup>1</sup> A Service Development Plan for the Atlanta to Savannah Corridor is being developed through an existing FRA grant. Because the scope of the Service Development Plan for the corridor is already defined, FRA considers Step 1 complete, and the corridor is expected to move directly into Step 2. FRA would only provide additional funds under the CID program for Step 2 activities if those activities were not funded under the existing grant. Selection into the CID program means the corridor may advance to Step 3 after completion of the Service Development Plan.



**Boston and Albany Corridor (Up to \$500,000)**

*Massachusetts Department of Transportation*

The proposed Corridor would connect Boston, MA, and Albany, NY, via Springfield, MA. The proposed Corridor would provide up to eight daily round-trip passenger trains on an existing alignment that is currently being used by Amtrak's long-distance Lake Shore Limited. The Corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Central Coast Corridor (Up to \$500,000)**

*California Department of Transportation*

The proposed corridor would provide new service over a route currently only served by Amtrak's long-distance Coast Starlight between San Jose and San Luis Obispo, CA, by adding new frequencies. The San Jose to Salinas and Santa Cruz to Watsonville segments would be assessed and phased as part of the larger corridor the applicant plans to implement. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Charlotte to Kings Mountain, North Carolina, Corridor (Up to \$500,000)**

*North Carolina Department of Transportation*

The proposed corridor would connect Kings Mountain to Charlotte, NC. The proposed corridor would provide new service on existing alignment with capacity improvements west of the Charlotte Gateway Station and likely extending service to Kings Mountain, in addition to track, crossover, or signal improvements. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Chicago to Quad Cities Service Extension Program (Up to \$500,000)**

*Illinois Department of Transportation*

The proposed Corridor would connect Chicago to Moline, IL, through Naperville and Wyanet, IL. The proposed corridor would provide new service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Chicago, Fort Wayne, Columbus, and Pittsburgh (Up to \$500,000)**

*City of Fort Wayne, IN*

The proposed corridor would connect Chicago, IL, to Pittsburgh, PA, through Fort Wayne, IN, and Columbus, OH. The proposed corridor would reinstate service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



### **Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor (Up to \$500,000)**

*Ohio Rail Development Commission*

The proposed corridor would connect Cleveland, Columbus, Dayton, and Cincinnati, OH. The proposed corridor would provide new service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Cleveland-Toledo-Detroit Corridor (Up to \$500,000)**

*Ohio Rail Development Commission*

The proposed corridor would connect Cleveland, OH, to Detroit, MI, through Toledo, OH. The proposed corridor would provide new service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Coachella Valley Rail Corridor (Up to \$500,000)**

*California Department of Transportation*

The proposed corridor would provide new service between Los Angeles and Coachella, CA, using existing alignments currently served by Amtrak's long-distance Southwest Chief (Los Angeles to Colton via Fullerton) and Sunset Limited/Texas Eagle (Colton to Coachella), with intermediate stops including Fullerton, Riverside, Palm Springs, and Indio, CA. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Colorado Front Range Corridor (Up to \$500,000)**

*Front Range Passenger Rail District*

The proposed corridor would connect Fort Collins to Pueblo, CO, with intermediate stops in Boulder, Denver, Colorado Springs, CO, and other points. The proposed corridor would provide new service on an existing alignment. The Corridor sponsor would enter Step 2 of the program and continue development of its existing service development plan that was funded through a prior FRA grant.<sup>2</sup>

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<sup>2</sup> A Service Development Plan for the Colorado Front Range Corridor is currently being developed through an existing FRA grant. Because the scope of the Service Development Plan for the corridor is already defined, FRA considers Step 1 complete, and the corridor is expected to move directly into Step 2. FRA would only provide additional funds under the CID program for Step 2 activities if those activities were not funded under the existing grant. Selection into the CID program means the corridor may advance to Step 3 after completion of the Service Development Plan.



**Commonwealth Corridor (Up to \$500,000)**

*Virginia Department of Rail and Public Transportation*

The proposed Corridor would connect Newport News with Richmond, Charlottesville, and the New River Valley in Virginia. The proposed corridor would provide new service on existing alignment, complementing existing state-supported Northeast Regional services connecting Washington, D.C., with Newport News and Roanoke, VA. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Diamond State Line (Up to \$500,000)**

*Delaware Transit Corporation*

The proposed corridor would connect at least one point on the Northeast Corridor in northern Delaware (Newark or Wilmington) with a point in eastern Maryland (Salisbury or Berlin) via central Delaware, including the state capital of Dover. The proposed corridor would provide new service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Eau Claire-Twin Cities Corridor (Up to \$500,000)**

*Eau Claire County, WI*

The proposed corridor would connect St. Paul to Eau Claire, WI. The proposed corridor would provide new service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Fayetteville to Raleigh, North Carolina, Corridor (Up to \$500,000)**

*North Carolina Department of Transportation*

The proposed corridor would provide a new service connecting Fayetteville with Raleigh, NC, with intermediate stops at Lillington and Fuquay-Varina, NC, using an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Gulf Coast Passenger Rail Service (Up to \$500,000)**

*Southern Rail Commission*

The proposed corridor would restore intercity passenger rail service between New Orleans, LA, and Mobile, AL, including station stops in Bay St. Louis, Gulfport, Biloxi, and Pascagoula, MS. This is a portion of a route that Amtrak suspended indefinitely in 2005. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



### **Houston to San Antonio Corridor (Up to \$500,000)**

*Texas Department of Transportation*

The proposed corridor would connect Houston and San Antonio, TX, with a new conventional intercity passenger rail service using the route of Amtrak's existing long-distance Sunset Limited service. The proposed corridor would have additional station stops in Rosenberg, Flatonia, and Seguin, TX. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **I-20 Corridor Intercity Passenger Rail Service (Up to \$500,000)**

*Southern Rail Commission*

The proposed corridor would connect Dallas, TX, to Meridian, MS, and would serve the following cities in Texas: Fort Worth, Mineola, Longview, and Marshall; the following cities in Louisiana: Shreveport, Ruston, and Monroe; and the following cities in Mississippi: Vicksburg and Jackson. The proposed corridor would provide new service on existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. The proposed corridor to be studied has completed prior feasibility studies funded by FRA. Additionally, FRA anticipates including portions of the proposed corridor within the ongoing Amtrak Long-Distance Study.

### **Jacksonville-Orlando-Miami Corridor (Up to \$500,000)**

*Florida Department of Transportation*

The proposed corridor would connect Jacksonville, Orlando, and Miami, FL. The proposed corridor would provide new or enhanced service on one or more existing alignments. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Louisville-Indianapolis Passenger Rail Corridor (Up to \$500,000)**

*Kentuckiana Regional Planning and Development Agency*

The proposed corridor would connect Indianapolis, IN, to Louisville, KY. The proposed corridor would provide new service on an existing alignment over which Amtrak discontinued service in the early 2000s. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.





**Miami-Orlando-Tampa Corridor (Up to \$500,000)**

*Florida Department of Transportation*

The proposed corridor would connect Miami, Orlando, and Tampa, FL. The proposed corridor would provide new or enhanced service on one or more existing alignments, and potentially a new alignment between Orlando International Airport and Tampa. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Milwaukee-Madison-Eau Claire-Twin Cities Corridor (Up to \$500,000)**

*Wisconsin Department of Transportation*

The proposed corridor would connect Milwaukee, WI, to Minneapolis, MN, through Madison and Eau Claire, WI. The proposed corridor would provide new service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Big Sky North Coast Corridor (Up to \$500,000)**

*Big Sky Passenger Rail Authority*

The proposed corridor would restore a connection between Chicago, IL, and Seattle, WA, or Portland, OR, through Milwaukee, WI; La Crosse, WI; Eau Claire, WI; St. Paul, MN; Fargo, ND; Bismarck, ND; Dickson, ND; Glendive, MT; Billings, MT; Bozeman, MT; Butte, MT; Helena, MT; Missoula, MT; St. Regis, MT; Sandpoint, ID; Spokane, WA; and Pasco, WA. The proposed corridor would provide new service (restoring a route that Amtrak discontinued in 1979) on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Northern Lights Express (Up to \$500,000)**

*Minnesota Department of Transportation*

The proposed corridor would connect Minneapolis to Duluth, MN, through Cambridge and Hinckley, MN. The proposed corridor would provide new service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Peoria to Chicago Passenger Rail Service (Up to \$500,000)**

*City of Peoria, IL*

The proposed corridor would connect Peoria to Chicago, IL, through Ottawa, IL. The proposed corridor would provide new service on an existing alignment. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.





**Phoenix-Tucson Corridor (Up to \$500,000)**

*Arizona Department of Transportation*

The proposed corridor would reconnect Phoenix (Buckeye) to Tucson, AZ, with multiple daily frequencies. The proposed corridor would reinstate service on an existing alignment over which Amtrak discontinued service in 1997, rerouting the long-distance Sunset Limited to a more southerly alignment through Maricopa, AZ (the corridor would use the same route as the existing Sunset Limited/Texas Eagle between Picacho and Tucson, AZ). The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Reading-Philadelphia-New York Corridor (Up to \$500,000)**

*Schuylkill River Passenger Rail Authority*

The proposed corridor would connect Reading with Philadelphia, PA, and New York, NY, with new intermediate stops at Pottstown, Phoenixville, and potentially Norristown, PA, then using the Northeast Corridor between Philadelphia and New York. The proposed corridor would provide new service (four to eight daily round trips) on an existing alignment that last hosted passenger trains in 1983. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Scranton to New York Penn Station Corridor (Up to \$500,000)**

*Pennsylvania Department of Transportation*

The proposed corridor would connect Scranton, PA, and New York, NY, with intermediate stops at Stroudsburg and Mt. Pocono, PA, and Blain, Dover, Montclair, Morristown, and Newark, NJ. The proposed corridor would provide new service (three daily round trips) on a mostly existing alignment, plus abandoned track to be rebuilt. The entirety of the alignment for this corridor is under public ownership. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Texas Triangle: Dallas-Fort Worth-Houston Intercity Passenger Rail Corridor (Up to \$500,000)**

*Texas Department of Transportation*

The proposed corridor would connect Fort Worth, Dallas, and Houston, TX, with a new conventional intercity passenger rail service over an existing alignment over which Amtrak discontinued service (between Dallas and Houston) in 1995. The proposed corridor would have additional station stops in Corsicana, Hearne, College Station, and Navasota, TX. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



### **TCMC Service Expansion via La Crosse (Up to \$500,000)**

*Wisconsin Department of Transportation*

The proposed corridor would initiate a new daily round trip between Chicago, IL, and St. Paul, MN, to complement the existing Amtrak long-distance Empire Builder, with an extension to Minneapolis, MN. The proposed corridor would also include a study of potential additional frequencies. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Wilmington to Raleigh, North Carolina, Corridor (Up to \$500,000)**

*North Carolina Department of Transportation*

The proposed corridor would connect Raleigh to Wilmington, NC. The proposed corridor would provide new service on an existing alignment, part of which has been abandoned and would need to be reconstructed, to include new stations. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Winston-Salem to Raleigh, North Carolina, Corridor (Up to \$500,000)**

*North Carolina Department of Transportation*

The proposed corridor would connect Winston-Salem, NC, with Raleigh, NC, with intermediate stops at Greensboro, Burlington, Durham, and Cary, NC, complementing the existing state-supported Piedmont and Carolinian services. The proposed corridor would also include new frequencies, improvements to reliability, and new stations. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

## **EXISTING ROUTES WITH EXTENSIONS**

### **Amtrak to Long Island (Up to \$500,000)**

*Amtrak*

The proposed corridor would better connect Long Island, NY, to the national intercity passenger train network by extending three existing daily Amtrak Northeast Regional round trips between Washington, D.C., and New York, NY, east to Ronkonkoma, NY, with stops at Jamaica (Queens, NY) and Hicksville, NY. The proposed corridor would entail track, station, and infrastructure upgrades to accommodate these trains and better integrate Amtrak service with existing Long Island Railroad commuter service. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



### **Capitol Corridor (Up to \$500,000)**

*California Department of Transportation*

The proposed corridor would enhance the existing state-supported Capitol Corridor between San José and Auburn, CA, with an extension to San Francisco, Salinas, and Novato, CA, and to Reno/Sparks, NV. The proposed corridor would also include new frequencies. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Downeaster Corridor (Up to \$500,000)**

*Northern New England Passenger Rail Authority*

The proposed corridor would improve the existing Amtrak Downeaster corridor, connecting Boston, MA, to Brunswick, ME, via Portland, ME, southwestern coastal Maine and southeastern New Hampshire, with an extension east to Rockland, ME. The proposed corridor would also include added frequencies, reduced travel times, improved reliability, a new infill station at West Falmouth, ME, and technology improvements to make it easier for passengers to connect between the Downeaster and other Amtrak services in Boston (where the Downeaster serves a different station from all other Amtrak routes). The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Green Mountain Corridor (Up to \$500,000)**

*Vermont Agency of Transportation*

The proposed new corridor would connect New York, NY, with Burlington, VT, via Albany, NY, and Rutland, VT, dovetailing with the existing Amtrak Ethan Allen Express by providing new service to communities in southwestern Vermont (including Bennington and Manchester) and east-central New York State (Mechanicville). The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



### **Hannibal Extension of Existing Chicago-Quincy Corridor (Up to \$500,000)**

*Missouri Department of Transportation*

The proposed corridor would connect Hannibal, MO, to Chicago, IL, by extending an existing state-supported route (the Illinois Zephyr/Carl Sandburg between Chicago and Quincy, IL) and the activities undertaken as part of the development of the corridor would result in an extension of an existing route. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Heartland Flyer Extension (Up to \$500,000)**

*Kansas Department of Transportation*

The proposed corridor would connect the existing Heartland Flyer intercity passenger rail service between Fort Worth, TX, and Oklahoma City, OK, with an extension north to Wichita and then Newton, KS. The proposed corridor would include new station stops in Edmond, Perry, and Ponca City, OK, and Arkansas City, Wichita, and Newton, KS. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Kansas City, MO, to St Joseph, MO (Up to \$500,000)**

*Missouri Department of Transportation*

The proposed corridor would connect St. Joseph and Kansas City, MO, and include a connection with the existing state-supported Missouri River Runner route to St. Louis, MO. The activities undertaken as part of the development of the corridor would result in a new proposed route. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor (Up to \$500,000)**

*California Department of Transportation*

The proposed corridor would enhance the existing Pacific Surfliner between San Luis Obispo to San Diego, CA, with an extension south to San Ysidro, CA. The proposed corridor would also include new frequencies and improvements to reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Milwaukee to Green Bay (Hiawatha Service Extension) (Up to \$500,000)**

*Wisconsin Department of Transportation*

The proposed corridor would connect the existing Hiawatha service between Chicago, IL, and Milwaukee, WI, with an extension to Green Bay, WI. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



### **San Joaquin Valley Corridor (Up to \$500,000)**

*California Department of Transportation*

The proposed corridor would provide improvements to the existing state-supported San Joaquins between Sacramento/Oakland and Merced, CA, with an extension north from Sacramento to Chico and Redding, CA. The proposed corridor would also include new frequencies. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Vermont Corridor (Up to \$500,000)**

*Vermont Agency of Transportation*

The proposed corridor would provide improvements to the existing Amtrak Vermonter service between Washington, D.C., and St. Albans, VT, via Philadelphia, PA, New York, NY, Hartford, CT, Springfield, MA, and other intermediate points by adding frequencies (starting with an additional daily round trip between New York, NY, and White River Junction, VT), reducing travel time (by 90 minutes between Springfield, MA, and St. Albans, VT), improving reliability and extending service north to Montreal, Quebec, Canada (with the completion of a new U.S. Customs Preclearance facility at Montreal's Central Station). The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Washington, D.C., to Bristol, VA, Corridor (Up to \$500,000)**

*Virginia Department of Rail and Public Transportation*

The proposed corridor would extend the existing state-supported Amtrak Northeast Regional service between Washington, D.C., and Roanoke, VA, with an extension to Bristol, VA. The proposed corridor would also include new frequencies, improved travel times, improvements to reliability, and new stations, including a new infill station at Bedford, VA. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Wolverine Corridor (Up to \$500,000)**

*Michigan Department of Transportation*

The proposed corridor would connect the existing Wolverine service between Chicago, IL, and Detroit/Pontiac, MI, with an extension to Windsor, Ontario, Canada. The proposed corridor would also include improvements to travel times and reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



## EXISTING ROUTES

### **Adirondack Corridor (Up to \$500,000)**

*New York State Department of Transportation*

The proposed corridor would provide improvements to the existing Amtrak Adirondack service between New York City, NY, and Montreal, Quebec, Canada, via Albany, NY, by completing a U.S. Customs Preclearance facility in Montreal, adding a second daily round trip, and making track and infrastructure improvements to increase reliability, reduce trip times, increase safety, and achieve a state of good repair. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Amtrak Cascades Corridor (Up to \$500,000)**

*Washington State Department of Transportation*

The proposed corridor would provide improvements to the existing state-supported Amtrak Cascades between Vancouver, British Columbia, Canada, and Eugene, OR, including Seattle, WA, Portland, OR, and other intermediate points, by reducing travel times, improving reliability and adding new frequencies. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Anchorage North & South Corridor (Up to \$500,000)**

*Alaska Railroad Corporation*

The proposed corridor would provide improvements to the existing intercity passenger rail services operated by Alaska Railroad Corporation between Fairbanks and Seward, AK, including Anchorage, Whittier, Wasilla, Talkeetna, Denali National Park, Nenana, and other intermediate points in Alaska by adding new frequencies, reducing travel times, and improving reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



**Charlotte, North Carolina, to Washington, D.C., Corridor (Up to \$500,000)**

*North Carolina Department of Transportation*

The proposed corridor would provide improvements to the existing state-supported Carolinian service between Charlotte, NC, and Washington, D.C. (with existing service continuing north to New York, NY), by improving/adding services in Greensboro, Winston-Salem, High Point, Raleigh, Durham, Salisbury, and Burlington, NC, and Petersburg, Richmond, Fredericksburg, and Alexandria, VA, by addressing infrastructure capacity constraints. Improvements include constructing/rehabilitating a partially abandoned alignment between Raleigh, NC, and Petersburg, VA, that is more direct than the existing routing through Rocky Mount, NC, potentially shaving more than an hour off the end-to-end travel time. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Chicago to Carbondale Corridor (Up to \$500,000)**

*Illinois Department of Transportation*

The proposed corridor would provide improvements to the existing Illini/Saluki service between Chicago and Carbondale, IL, by improving travel times and reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Chicago to Grand Rapids Corridor (Up to \$500,000)**

*Michigan Department of Transportation*

The proposed corridor would provide improvements to the existing Pere Marquette service between Grand Rapids, MI, and Chicago, IL, by adding new frequencies and improving reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Chicago to Port Huron Corridor (Up to \$500,000)**

*Michigan Department of Transportation*

The proposed corridor would provide improvements to the existing Blue Water service between Port Huron, MI, and Chicago, IL, by adding new frequencies and improving reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

**Chicago to St. Louis Higher-Speed Rail Corridor (Up to \$500,000)**

*Illinois Department of Transportation*

The proposed corridor would provide improvements to the existing Lincoln service between Chicago, IL, and St. Louis, MO, by improving travel times and reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.





### **Daily Cardinal Service (Up to \$500,000)**

#### *Amtrak*

The proposed corridor would provide improvements to the existing Amtrak Cardinal service between New York City, NY, and Chicago, IL, via Philadelphia, PA, Baltimore, MD, Washington, D.C., and the States of Virginia, West Virginia, Kentucky, Ohio, Indiana, and Illinois (including Cincinnati, OH, and Indianapolis, IN) by increasing service frequency from three days per week to daily. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Daily Sunset Limited Service (Up to \$500,000)**

#### *Amtrak*

The proposed corridor would provide improvements to the existing Amtrak long-distance Sunset Limited service between Los Angeles, CA, and New Orleans, LA, by increasing service frequency from thrice weekly to daily. Intermediate cities served include Houston, San Antonio, and El Paso, TX, and Tucson, AZ. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Empire Corridor (Up to \$500,000)**

#### *New York State Department of Transportation*

The proposed corridor would provide improvements to the existing Amtrak Empire service between New York, NY, and Niagara Falls, NY, via Albany, Utica, Syracuse, Rochester, and Buffalo, NY, by adding frequencies, reducing travel time, and improving reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Hartford Line Corridor (Up to \$500,000)**

#### *Connecticut Department of Transportation*

The proposed corridor would provide improvements to the existing Amtrak Northeast Regional, Springfield Shuttles, Valley Flyer, and CTrail Hartford Line service as well as the Vermonter and future Inland Route corridors between New Haven, CT, and Springfield, MA, inclusive of Hartford, CT, by restoring and constructing new rail infrastructure including track, stations, signal upgrades, and safety enhancements, for the purpose of increasing regional intercity passenger rail service through additional frequencies and improved reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.



### **Indianapolis-Chicago Corridor (Up to \$500,000)**

*Indiana Department of Transportation*

The proposed corridor would provide improvements to the existing Amtrak long-distance Cardinal service between Indianapolis, IN, and Chicago, IL, by adding new frequencies and improving travel times. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. This effort is being undertaken in coordination with Amtrak's Corridor ID project to increase service frequency on the entirety of the New York-Chicago Cardinal route from thrice weekly to daily.

### **Keystone Corridor: Pittsburgh to Philadelphia (Up to \$500,000)**

*Pennsylvania Department of Transportation*

The proposed corridor would provide improvements to the existing Amtrak Keystone and Pennsylvanian services between Philadelphia and Pittsburgh, PA, via Lancaster, Harrisburg, Altoona, and Johnstown, PA, and other intermediate points by adding frequencies (including at least one additional daily round trip between Harrisburg and Pittsburgh), reducing end-to-end travel time, and improving reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

### **Milwaukee to Chicago Hiawatha Service Expansion (Up to \$500,000)**

*Wisconsin Department of Transportation*

The proposed corridor would provide improvements to the existing Hiawatha service between Milwaukee, WI, and Chicago, IL, by adding new frequencies. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

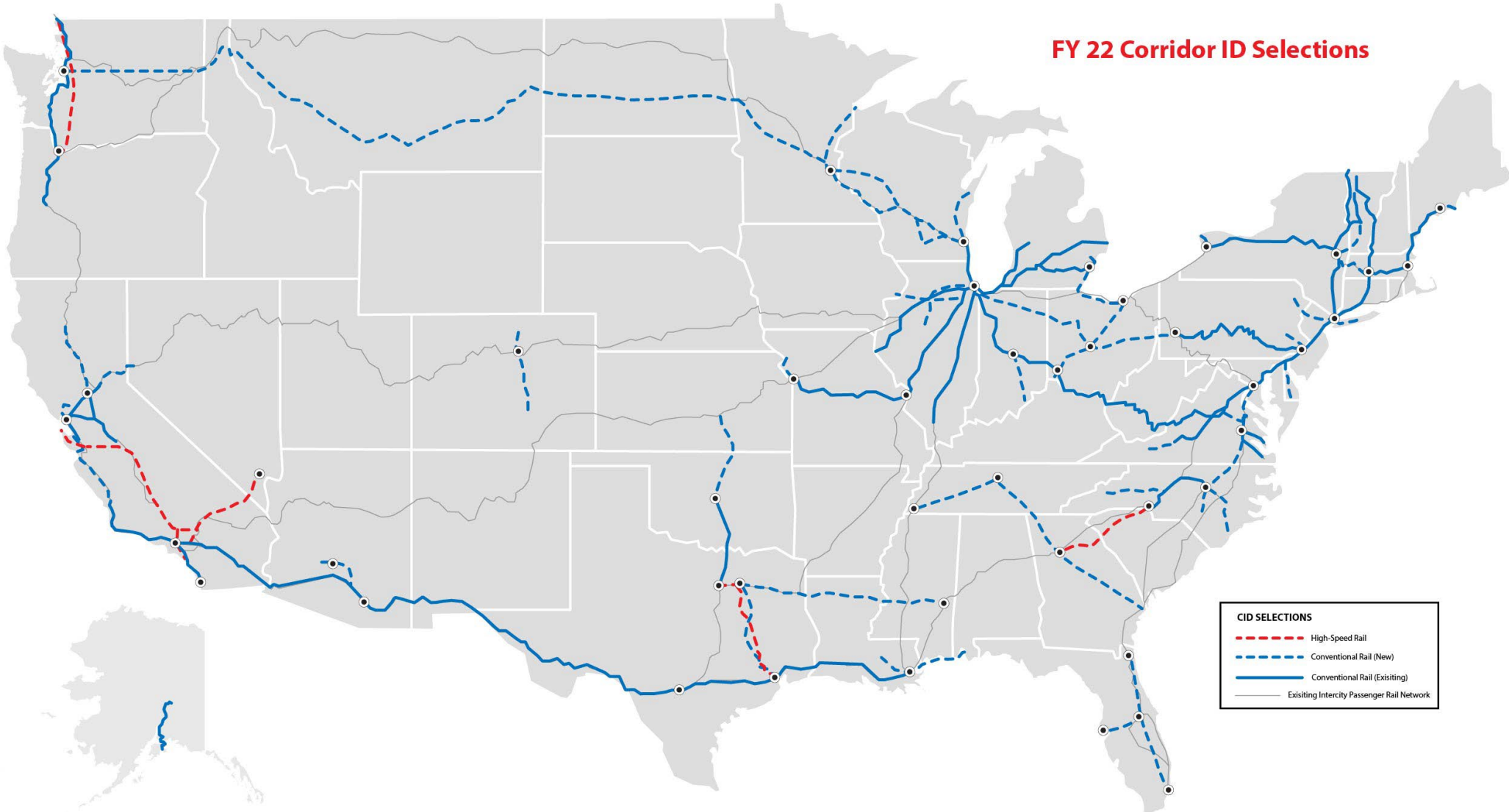


U.S. Department of Transportation  
Federal Railroad Administration

# Investments to Enhance Intercity Passenger Rail

Laying the foundation for world-class rail in America

**FY 22 Corridor ID Selections**



**DISCLAIMER:** This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of cities, project locations, and routes. Cities shown on the map are added to provide geographic reference and are not intended for any other purpose. Every effort has been made to ensure the highest accuracy of all data on this map, but some errors can occur.

DECEMBER 2023