

2026 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 (Partnership-NEC).

Basic Project Information					Partnership-NEC Funded Projects Award Information			Anticipated Application Status			NEC Project Inventory History	
State	Project Sponsor	Project Name	Brief Project Description	Project Type	Total Project Cost Estimate	Lifecycle Stage(s) Funded	Existing (Partnership-NEC) Award Amount	Application Intention	Anticipated Lifecycle Stage(s)	Estimated Federal Funding Request	Included in Nov. '22 Inventory	Included in Apr. '24 Inventory
Projects with an existing FSP-NEC Award(s) and Funded through Construction												
CT	Amtrak	Connecticut River Bridge Replacement Project	Construct a new two-track bascule bridge at MP 106.8 over the Connecticut River on a new alignment south of the existing circa-1907 movable bridge.	Major Backlog	\$ 1,511,000,000	Construction	\$ 826,645,100	Not Anticipated	N/A - Funded through Construction	None	✓	✓
CT	Connecticut DOT	Devon Bridge Interim Repairs	Perform state-of-good-repair work on 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.	Capital Renewal	\$ 157,000,000	Construction	\$ 119,320,000	Not Anticipated	N/A - Funded through Construction	None	✓	✓
CT	Connecticut DOT	Hartford Line (HFL) Rail Program Double Track Phase 3B Project	Improve three single-track sections (approximately 6 route miles) to double track sections with associated track, signal, and interlocking improvements.	Improvement	\$ 323,000,000	Construction	\$ 206,866,000	Not Anticipated	N/A - Funded through Construction	None	✓	✓
CT	Connecticut DOT	New Haven Line Network Infrastructure Upgrade Phase 4	Replace and upgrade fiber optic communication cables and network infrastructure at 60 locations along the New Haven Line in CT. Completes the final phase of upgrades to network infrastructure along the New Haven Line.	Capital Renewal	\$ 29,000,000	Final Design, Construction	\$ 15,400,000	Not Anticipated	N/A - Funded through Construction	None	✓	✓
CT	Connecticut DOT	Walk Bridge Replacement	Replace existing structure over the Norwalk River with new 240' span vertical lift bridge. The replacement bridge will features two movable spans carrying two tracks each, which can be operated individually in the event of a track outage.	Major Backlog	\$ 1,670,000,000	Construction	\$ 465,000,000	Not Anticipated	N/A - Funded through Construction	None	✓	✓
CT, NY	Connecticut DOT	New Haven Line (NHL) Power Improvement Program	Replacement and upgrade of Traction and Signal Power Substations along the NHL, including at Cos Cob, Sasco Creek, Devon, Signal Sub 309, East Port Chester, and Fair Street Signal Sub.	Capital Renewal	\$ 233,000,000	Final Design, Construction	\$ 122,800,000	Not Anticipated	N/A - Funded through Construction	None	✓	✓
DC	Amtrak	Washington Union Station: Near Term Rail Program	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 at the station.	Improvement	\$ 193,000,000	Project Development, Final Design, Construction	\$ 58,797,369	Not Anticipated	N/A - Funded through Construction	None	✓	✓
MD	Amtrak	Baltimore & Potomac Tunnel Replacement Program	Construct a new two-track tunnel for passenger rail use, three ventilation facilities, and an approach track in Baltimore, MD.	Major Backlog	\$ 6,028,000,000	Final Design, Construction	\$ 4,707,571,556	Not Anticipated	N/A - Funded through Construction	None	✓	✓
MD	Amtrak	Baltimore Penn Station: Master Plan	Advance key near-term state-of-good-repair projects while establishing a development framework to leverage underutilized assets and accommodate future growth and redevelopment, potentially through a public private partnership.	Stations	\$ 350,000,000	Final Design, Construction	\$ 231,000,000	Not Anticipated	N/A - Funded through Construction	None	✓	✓
MD	Amtrak	Bridge To Burgos Catenary Renewal	Replace and install new catenary wire and reprofiling of the overhead catenary system from Hanson to Bridge with approximately 140 miles of wire replacements.	Capital Renewal	\$ 121,000,000	Construction	\$ 96,709,440	Not Anticipated	N/A - Funded through Construction	None		✓
MD	Amtrak	Susquehanna River Bridge Replacement Program	Replacement of the existing circa 1917 bridge with a new two track bridge providing two tracks for higher speed operation over the Susquehanna River.	Major Backlog	\$ 2,677,000,000	Final Design, Construction	\$ 2,081,215,100	Not Anticipated	N/A - Funded through Construction	None	✓	✓

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NJ	NJ TRANSIT	Delco Lead	Construct a storage facility on the NEC south of New Brunswick station to protect rail rolling stock against damage resulting from storm surge.	Improvement	\$ 646,000,000	Final Design, Construction	\$ 180,902,767	Not Anticipated	N/A - Funded through Construction	None	✓	✓
NJ	Amtrak	Gateway: Dock Bridge Rehabilitation Project	Decommission the 90-year old, six-track, steel through-truss bridge's lift span. Replace moveable miter rails and associated rail systems with straight steel rails. Perform repairs to concrete piers, remove fenders, and install new dolphins.	Major Backlog	\$ 235,000,000	Construction	\$ 188,000,000	Not Anticipated	N/A - Funded through Construction	None	✓	✓
NJ	Amtrak	Kearny Sub 41 Relocation Design and Construction	Replace the existing Substation 41 at Kearny, NJ with a new substation at a higher elevation to make it more resilient during storm surges.	Capital Renewal	\$ 121,000,000	Construction	\$ 80,277,321	Not Anticipated	N/A - Funded through Construction	None		✓
NJ	NJ TRANSIT	Newark Penn Station Vertical Circulation Improvements	Final design and construction to upgrade, rehabilitate, or replace 11 elevators and 17 escalators within Newark Penn Station in Newark, NJ, as one component of an overall state of good repair program at the station.	Stations	\$ 74,000,000	Final Design, Construction	\$ 59,200,000	Not Anticipated	N/A - Funded through Construction	None	✓	✓
NJ, NY	Gateway Development Commission	Gateway: Hudson Tunnel Project	Construct a new two-track rail tunnel beneath the Hudson River, and rehabilitate and modernize the existing two-track North River Tunnel.	Major Backlog	\$ 16,041,000,000	Final Design, Construction	\$ 3,799,999,820	Not Anticipated	N/A - Funded through Construction	None	✓	✓
NY	Amtrak	East River Tunnel Rehabilitation Project	Design and construction of a comprehensive reconstruction and modernization of the East River Tunnel Lines 1 and 2.	Major Backlog	\$ 1,645,000,000	Final Design, Construction	\$ 1,261,851,977	Not Anticipated	N/A - Funded through Construction	None	✓	✓
NY	NY MTA	Penn Station Access	Provide new Metro-North New Haven Line service to Penn Station NY and bring Amtrak's Hell Gate Line to a state of good repair.	Improvement	\$ 2,867,000,000	Construction	\$ 1,643,579,904	Not Anticipated	N/A - Funded through Construction	None	✓	✓
PA	Amtrak	Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli	Design and construction of a new transmission line to relocate the 138kV transmission line currently located off Amtrak's right-of-way to Amtrak's right-of-way between Zoo and Paoli on Amtrak's Keystone Line.	Capital Renewal	\$ 881,000,000	Final Design, Construction	\$ 397,251,476	Not Anticipated	N/A - Funded through Construction	None	✓	✓
PA	SEPTA	Reconstruction of Cornwells Heights Station	Reconstruct Cornwells Heights Station, with improvements to ADA accessibility and upgrades to include full-length high level platforms, new passenger shelters, security improvements and passenger amenities.	Stations	\$ 61,000,000	Construction	\$ 30,500,000	Not Anticipated	N/A - Funded through Construction	None	✓	✓
High Priority Major Station Projects												
Project Sponsors intend to apply to the upcoming FSP-NEC Notice of Funding Opportunity												
DC	Union Station Redevelopment Corporation	Washington Union Station Stabilization & State of Good Repair	Rehabilitate the Washington Union Station complex, which is in a state of poor repair.	Stations	\$ 278,000,000			Upcoming Partnership-NEC NOFO	Planning, Project Development, Final Design, and Construction	\$ 278,000,000		

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DC	Amtrak	Washington Union Station Subbasement Program	Reconstruct and replace the subbasement structural shoring and track support structure.	Stations	\$ 103,000,000			Upcoming Partnership-NEC NOFO	Construction	\$ 82,400,000		
DC	Union Station Redevelopment Corporation	Washington Union Station Station Expansion Project	Interim renovation to modernize the Washington Union Station complex to improve the passenger experience and enhance safety.	Stations	\$ 100,000,000	Project Development	\$ 24,000,000	Upcoming Partnership-NEC NOFO	Project Development, Final Design, Construction	\$ 100,000,000	✓	✓
			Modernize and expand the Washington Union Station complex to improve the passenger experience and enhance safety.		TBD				Project Development, Final Design, Construction	TBD		
NY	Amtrak	New York Penn Station Transformation	Renovate and modernize the Penn Station complex.	Stations	\$ 250,000,000	Planning, Project Development	\$ 42,951,138	Upcoming Partnership-NEC NOFO	Project Development	\$ 200,000,000	✓	✓
					TBD				Final Design, Construction	TBD		
Major Backlog, Capital Renewal, Improvement, Stations, and Planning Study Projects Project Sponsors intend to apply to the Upcoming FSP-NEC Notice of Funding Opportunity												
NJ	Amtrak	Gateway: Sawtooth Bridges Replacement Project	Replace the Sawtooth Bridges in two phases. The new structures will improve reliability and corridor state of good repair, and allow for increased track speeds from 60 mph to 90 mph.	Major Backlog	\$ 2,062,000,000	Final Design, Early Action Construction	\$ 232,550,759	Upcoming Partnership-NEC NOFO	Construction	\$ 1,650,000,000	✓	✓
CT	Connecticut DOT	SAUGATUCK River Bridge Replacement (TIME-4)	Replace the aging Saugatuck River Bridge (built 1905) with a fixed bridge to improve reliability for Amtrak and Metro-North riders, as well as maritime traffic.	Major Backlog	\$ 1,071,000,000	Planning	\$ 23,000,000	Upcoming Partnership-NEC NOFO	Project Development	\$ 12,000,000	✓	✓
CT	Connecticut DOT	TIME-1	Rebuild four-track mainline in Bridgeport, CT. Reconstruct seven bridges. Realign track. Install a new interlocking and add additional switches to two existing interlocking. Improve catenary infrastructure and rail bed drainage.	Capital Renewal	\$ 1,725,000,000	Construction	\$ 216,000,000	Upcoming Partnership-NEC NOFO	Construction	\$ 1,200,000,000	✓	✓
MD	Amtrak	Mid-Atlantic South Signal System Upgrades to 562 Project	Implement a new Rule 562 cab and wayside signal system to replace the existing 251/261 Automatic Block Signal (ABS), resulting in increased safety and increased operating speed.	Capital Renewal	\$ 49,000,000	Project Development, Final Design	\$ 17,791,015	Upcoming Partnership-NEC NOFO	Construction	\$ 39,000,000		✓
NJ	Amtrak	New York Metro Signal System Upgrades to 562 Program Phase 1: County to Elmora	Design and put into service a new Rule 562 in-cab signal system between County Interlocking and Elmora Interlocking.	Capital Renewal	\$ 89,000,000	Project Development, Final Design	\$ 18,639,205	Upcoming Partnership-NEC NOFO	Construction	\$ 56,000,000	✓	✓
PA	SEPTA	Regional Rail Master Plan Implementation Program	Corridor planning effort to develop and evaluate concepts and alternatives on SEPTA regional rail lines shared with Amtrak services.	Planning Study	\$ 7,000,000	Planning	\$ 3,200,000	Upcoming Partnership-NEC NOFO	Planning	\$ 750,000		✓
NY	Amtrak	Pelham Bay Bridge Interim Repairs Project	Carry out state-of-good-repair activities at the century-old Pelham Bay Bridge over the Hutchinson River in the Bronx NY.	Major Backlog	\$ 25,000,000			Upcoming Partnership-NEC NOFO	Construction	\$ 20,000,000		

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DE, PA	Amtrak	Mid-Atlantic OCS Replacement Program Phase 2: Brill to Landlith	Replace aging overhead catenary structures and wires between Brill Substation and Landlith Interlocking.	Capital Renewal	\$ 400,000,000			Upcoming Partnership-NEC NOFO	Construction	\$ 320,000,000	✓	✓
MA	MBTA	Attleboro Line Concrete Tie and Rail Replacement	Replace aging concrete ties, rail, and ballast between the MA/RI State Line to Forest Interlocking, totaling approximately 70 track miles.	Capital Renewal	\$ 350,000,000			Upcoming Partnership-NEC NOFO	Construction	\$ 280,000,000		
MA	MBTA	Back Bay Station Ventilation Improvements - Phase 3	Design and construct ventilation improvements on concourse level (Phase 1-2) and platform level (Phase 3).	Stations	\$ 59,000,000			Upcoming Partnership-NEC NOFO	Construction	\$ 47,000,000		
MA	MBTA	Widett Layover Facility	Design and construct a new layover facility including new track, communication and signal, power infrastructure, and new facilities for Train & Engine crews, Yardmasters, and Mechanical support staff.	Improvement	\$ 286,000,000			Upcoming Partnership-NEC NOFO	Construction	\$ 229,000,000		
NY	Amtrak	Hudson Yards 33rd Street Egress Ventilation System	Phase 1: Upgrade emergency egress corridor by providing a pressurization system and a re-routed egress path. Improve signage, lighting, and fire hose valve access. Phase 2: Provide additional egress path from North River Tunnels.	Improvement	\$ 33,000,000			Upcoming Partnership-NEC NOFO	Construction	\$ 25,000,000		
NY	NY MTA	Westbound Bypass	The Westbound Bypass will enable NEC passenger trains entering Harold Interlocking from the Hell Gate Line to the north to be routed directly into PSNY conflict free, improving service reliability and eliminating delays.	Improvement	\$ 360,000,000			Upcoming Partnership-NEC NOFO	Construction	\$ 288,000,000		
CT	Connecticut DOT	New Haven Line Station Platform Replacement Program (New Haven)	Replace station platforms and elevators at the New Haven Union Station and New Haven State Street Station.	Stations	\$ 373,000,000			Upcoming Partnership-NEC NOFO	Final Design, Construction	\$ 300,000,000	✓	✓
CT, DC, DE, MA, MD, NY, NJ, PA, RI	Amtrak	Radio Infrastructure Upgrades Project	Upgrade all wayside and office radio equipment systemwide, including replacement of system components and infrastructure.	Capital Renewal	\$ 434,000,000			Upcoming Partnership-NEC NOFO	Final Design, Construction	\$ 175,000,000		
CT, NY	Connecticut DOT	New Haven Line Signal System Replacement: Sections 2 & 3 - Norwalk to New Haven	Replace wayside cab signal system from Norwalk to New Haven with microprocessor-based technology.	Capital Renewal	\$ 170,000,000			Upcoming Partnership-NEC NOFO	Final Design, Construction	\$ 130,000,000		✓
MD	Amtrak	Bush and Chelsea Interlockings and Curve Modifications Project	Retire and relocate Bush interlocking and install a new Chelsea interlocking and reconfigure nearby curves to improve flexibility and operating speeds.	Improvement	\$ 166,000,000			Upcoming Partnership-NEC NOFO	Final Design, Construction	\$ 133,000,000		
MD, PA	Amtrak	Mid-Atlantic Division Static & Transmission Wire Replacement	Replace static lines and 138kV transmission lines from Richmond to Substation 30 (Frankford) and Substation 30 (Frankford) to Substation 32 (Cornwells), both in PA, and from Substation 18 (Gunpow) to Substation 19 (North Point) in MD.	Capital Renewal	\$ 169,000,000			Upcoming Partnership-NEC NOFO	Final Design, Construction	\$ 135,000,000		
NJ	Amtrak	Kearny Transmission Upgrades Project	Condition assessment and repair/replacement of Amtrak's existing transmission structures from milepost 12.2 to milepost 6.6 that includes shared right-of-way along Conrail's freight railroad in northern NJ.	Capital Renewal	\$ 93,000,000			Upcoming Partnership-NEC NOFO	Final Design, Construction	\$ 74,000,000		

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PA	Amtrak	Richmond Static Frequency Converter #4 Renewal	Replace the existing static frequency converter at Richmond to ensure the safe, reliable provision of electric traction power throughout the Mid-Atlantic region.	Capital Renewal	\$ 62,000,000			Upcoming Partnership-NEC NOFO	Final Design, Construction	\$ 50,000,000		
RI	Rhode Island DOT	Westerly Station Platform Improvements	Platform improvements including repairs to platform edge and installation of 50-foot long mini-high boarding assists.	Stations	\$ 7,000,000			Upcoming Partnership-NEC NOFO	Project Development, Final Design, Construction	\$ 5,000,000		
MA	MBTA	South Station Expansion	Design and construct an expanded South Station to increase terminal rail capacity and associated layover capacity, and meet current and anticipated future MBTA and Amtrak service.	Stations	\$ 2,250,000,000			Upcoming Partnership-NEC NOFO	Project Development, Final Design	\$ 8,000,000	✓	✓
NJ	NJ TRANSIT	Hunter Flyover	Construct an elevated viaduct to allow for NJT's Newark-bound Raritan Valley Line trains to cross above the NEC tracks to merge with the NEC's eastbound local track in order to continue their movement towards Newark.	Improvement	\$ 600,000,000			Upcoming Partnership-NEC NOFO	Project Development	\$ 10,000,000	✓	✓
PA	SEPTA	Harrisburg Line: Atglen Turnback and Associated Infrastructure	Install a new siding at Atglen, which is required for the turnback of SEPTA commuter trains when service is provided to Coatesville, PA.	Improvement	\$ 30,000,000			Upcoming Partnership-NEC NOFO	Project Development	\$ 2,000,000		
Major Backlog, Capital Renewal, Improvement, Stations, and Planning Study Projects Project Sponsors intend to apply to future FSP-NEC Notice of Funding Opportunities												
CT	Connecticut DOT	COS COB Bridge Replacement (TIME-8)	Replace the existing Cos Cob Bridge that carries four tracks over the Mianus River in Greenwich, CT.	Major Backlog	\$ 3,354,000,000	Planning	\$ 6,417,600	Future Partnership-NEC NOFO			✓	✓
CT	Connecticut DOT	DEVON Bridge Replacement	Replace the 111-year-old Devon Bridge, which carries four New Haven Line tracks over the Housatonic River and is deteriorated.	Major Backlog	\$ 3,074,000,000	Project Development, Final Design	\$ 245,920,000	Future Partnership-NEC NOFO			✓	✓
MD	Amtrak	Bush River Bridge Replacement Program	Replace Amtrak's existing two-track movable Bush River Bridge with a new crossing.	Major Backlog	\$ 1,944,000,000	Planning, Project Development	\$ 18,800,000	Future Partnership-NEC NOFO			✓	✓
MD	Amtrak	Gunpowder River Bridge Replacement Program	Replace Amtrak's existing two-track Gunpowder River Bridge with a new crossing.	Major Backlog	\$ 2,446,000,000	Planning, Project Development	\$ 30,000,000	Future Partnership-NEC NOFO			✓	✓
NY	Amtrak	Pelham Bay Bridge Replacement Project	Replace the century-old movable Pelham Bay Bridge over the Hutchinson River in the Bronx NY.	Major Backlog	\$ 720,000,000	Final Design	\$ 58,272,368	Future Partnership-NEC NOFO			✓	✓
CT	Connecticut DOT	Hartford Station Relocation	Relocate Hartford Station and coordinate with the relocation of I-84 through Hartford.	Stations	\$ 628,000,000	Planning	\$ 2,560,000	Future Partnership-NEC NOFO			✓	✓

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CT	Amtrak	Springfield Line: Connecticut River Crossing Improvement Project	Project planning and conceptual design for an improvement or replacement of an existing Connecticut River crossing on the Amtrak Springfield line.	Capital Renewal	TBD	Planning	\$ 8,000,000	Future Partnership-NEC NOFO			✓	✓
NJ	Amtrak	County-Newark Catenary Upgrades	Replace catenary structures along a 23-mile stretch between New Brunswick and Newark, NJ.	Capital Renewal	\$ 501,000,000	Project Development, Final Design	\$ 13,418,592	Future Partnership-NEC NOFO			✓	✓
PA	Amtrak	Keystone Line Interlocking SOGR Program – Phase 1: Potts	Create a new interlocking called POTS at milepost 28 on the Harrisburg line. Construction will include installing four crossovers between tracks 1, 2, and 4.	Improvement	\$ 107,000,000	Project Development, Final Design	\$ 7,432,544	Future Partnership-NEC NOFO			✓	✓
CT, RI	Amtrak	New Haven to Providence Capacity Planning Study	Develop and evaluate alternatives to build rail capacity and improve rail performance along the CT and RI shoreline between New Haven, CT and Providence, RI.	Planning Study	\$ 5,000,000	Planning	\$ 4,000,000	Future Partnership-NEC NOFO			✓	✓
DC, DE, MD, NJ, PA	Amtrak	Infrastructure Renewal and Speed Improvement Planning Study	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 MD and NJ through infrastructure improvements and renewal.	Planning Study	\$ 27,000,000	Planning	\$ 21,600,000	Future Partnership-NEC NOFO			✓	✓
CT	Amtrak	Hartford Viaduct Rehabilitation and Double Track	Rehabilitate Hartford Viaduct by reinstalling the second track to allow for time until the Hartford Station relocation project can advance.	Improvement	TBD			Future Partnership-NEC NOFO				
CT	Connecticut DOT	Indian River Bridge	Improve or replace the Indian River Bridge and improve or replace associated catenary infrastructure.	Capital Renewal	\$ 17,000,000			Future Partnership-NEC NOFO				
CT	Connecticut DOT	Stamford Catenary Improvements	Upgrade, replacement, and adjust existing Stamford interlocking catenary infrastructure.	Improvement	\$ 521,000,000			Future Partnership-NEC NOFO				✓
CT	Connecticut DOT	Stamford Station Improvements: Phase 2	Renovate the main concourse building and adjacent site areas including station vehicle access, passenger pick-up/drop-off areas, and tunnel level shuttle access.	Stations	\$ 328,000,000			Future Partnership-NEC NOFO				✓
CT	Connecticut DOT	TIME-5	Construct new CP227-228 interlocking as full universal interlocking. Improve track geometry and upgrade signal system (CP223-229). Replace Steamboat Road Bridge. Repair the Arch Street Bridge Deck.	Capital Renewal	\$ 1,271,000,000			Future Partnership-NEC NOFO			✓	✓
CT	Connecticut DOT	TIME-6	Reinstall main track 3 between Devon and Woodmont, reconfigure Milford station platform, and enhance associated interlockings.	Capital Renewal	\$ 909,000,000			Future Partnership-NEC NOFO			✓	✓
CT, NY	Connecticut DOT	New Haven Line (NHL) Power Improvement Program - Phase 2	Replace and upgrade Traction and Signal Power Substations: Cos Cob 310, Sasco Creek 634, Devon 867, Signal Sub 309, East Port Chester 245, Fair Street Signal Sub 1091 (Phase 1). Replace balancing substations in Westport and Greenwich (Phase 2).	Capital Renewal	\$ 92,000,000			Future Partnership-NEC NOFO				

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CT, NY	Connecticut DOT	New Haven Line (NHL) Power Improvement Program - Phase 3	Replacement and upgrade of Traction and Signal Power Substation along the NHL. Cos Cob 310, Sasco Creek 634, Devon 867, Signal Sub 309, East Port Chester 245 and Fair Street Signal Sub 1091. Phase 3 will replace outdated equipment at supply stations.	Capital Renewal	\$ 66,000,000			Future Partnership-NEC NOFO				
DC	Amtrak	Washington Union Station Enabling Project 1 - Catenary Sectionalization	Reconfigure the existing catenary system within the terminal, between K and C Interlockings, and the connection to the NEC, in a series of phases to create independent electrical sections.	Improvement	\$ 30,000,000			Future Partnership-NEC NOFO				
DC	Amtrak	Washington Union Station Enabling Project 2 - Overhead Catenary Support Structures	Design and construct new overhead catenary systems with wider, long span portal frames to accommodate all existing and proposed track layouts at Washington Union Station.	Improvement	\$ 22,000,000			Future Partnership-NEC NOFO				
DC	Amtrak	Washington Union Station Enabling Project 3 - Signal Design for Track Reconfiguration	Design a new, microprocessor-based, solid state signal system within the vicinity of the station that is compatible with proposed terminal infrastructure.	Improvement	\$ 12,000,000			Future Partnership-NEC NOFO				
DC	Amtrak	Washington Union Station Enabling Project 4 - Terminal Switch Modernization	Design and reconstruct of the replacement of 84 existing electropneumatic switches machines within A, K, and C interlockings in the Washington terminal area with electromechanical switches controlled by solid state equipment.	Improvement	\$ 28,000,000			Future Partnership-NEC NOFO				
DC	Amtrak	Washington Union Station Enabling Project 5 - K-Tower Relocation	Relocate K Tower operations, equipment, and connections to the REA Building and CETC, followed by the decommissioning and removal of existing K Tower equipment.	Improvement	\$ 26,000,000			Future Partnership-NEC NOFO				
DC	Amtrak	Washington Union Station Enabling Project 6 - CP Avenue Modifications	Construct new crossovers and switches in the CP Avenue interlocking on approach to Washington Union Station.	Improvement	\$ 34,000,000			Future Partnership-NEC NOFO				
DC	Amtrak	Washington Union Station Enabling Project 7 - Brunswick Lead Modifications	Construct new crossovers and switches between the Brunswick lead track and the station approach tracks at Washington Union Station.	Improvement	\$ 24,000,000			Future Partnership-NEC NOFO				
CT, DC, MA, MD, NJ, NY, PA	Amtrak	NEC Maintenance Facility Capacity Enhancements	Improvements to existing and planned NEC Maintenance Facilities in order to expand the capacity of these facilities and/or to provide flexibility to more broadly service Amtrak's current and future fleet.	Improvement	TBD			Future Partnership-NEC NOFO				
CT, MA, RI	Amtrak	New England Signal System Upgrades to 562 Project	Design and construct a new Rule 562 cab signal system. Includes new interlockings with new signal houses, signal heads, signal track and wires, and switch machines. Project limits are Cove Interlocking (MA) to New Haven Interlocking (CT).	Capital Renewal	\$ 122,000,000			Future Partnership-NEC NOFO				
DC, DE, MD, NJ, NY, PA	Amtrak	Solid State Frequency Converter Hut Replacement Project	Replace signal frequency converter huts and signal power infrastructure, with upgrades to include: feeding unit subs, step-up transformers, signal gantries, circuit breakers, and signal wires.	Capital Renewal	\$ 68,000,000			Future Partnership-NEC NOFO				
MA	MBTA	Readville to Canton Junction Third Track Improvements	Design and construct a new third track and communication, signal and power infrastructure from Transfer Interlocking to Canton Interlocking.	Improvement	\$ 138,000,000			Future Partnership-NEC NOFO			✓	✓

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MA	MBTA	South Station Tie and Rail Replacement	Replace ties, rail, guardrails, clips, paid, insulators, and ballast on Tracks 1 thru 13 at South Station at end of useful life.	Capital Renewal	\$ 25,000,000			Future Partnership-NEC NOFO				
MD	Amtrak	BWI 4th Track Phase 1	Add a third platform edge at BWI Station to a bypass track by modifying the existing three tracks, existing platforms, circulation, and facilities.	Improvement	\$ 443,000,000			Future Partnership-NEC NOFO			✓	✓
MD	Amtrak	Gunpow Substation 18 New Prefabricated Control House	Replace the existing, deteriorated concrete control house, protection equipment, and other associated components.	Capital Renewal	\$ 7,000,000			Future Partnership-NEC NOFO				
MD	Amtrak	Jericho Park Frequency Converter Replacement	Design and construct a new frequency converter station including associated components at the upgraded frequency converter station.	Capital Renewal	\$ 178,000,000			Future Partnership-NEC NOFO				
NJ	Amtrak	Gateway: Newark to Harrison Systems Modernization Project	Modernize catenary. Replace all structures, wires and assemblies for all tracks and turnouts/crossovers. Modernize signal system of interlockings and replace track circuits.	Improvement	TBD			Future Partnership-NEC NOFO			✓	✓
NJ	Amtrak	Newark Penn Station Platform A Extension	Perform a feasibility study that examines the impacts of extending the station's Platform A to accommodate future network capacity. Potentially advance to 30% design.	Improvement	TBD			Future Partnership-NEC NOFO				
NJ	Amtrak	Newark Penn Station: Platform Rehabilitation (A, B, C)	Improve the viaduct. Rehabilitate the canopy. Address settlement at the southern end of the station. Rehabilitate the interior and exterior facades as well as the canopy overhead.	Stations	\$ 14,000,000			Future Partnership-NEC NOFO			✓	✓
NJ, PA	Amtrak	New York Metro Signal System Upgrades to 562 Program Phase 2: West Fair to Holmes	Design, procure, install, test, commission, and closeout all necessary systems to achieve Rule 562 signals between Holmes Interlocking and West Fair Interlocking.	Capital Renewal	TBD			Future Partnership-NEC NOFO				✓
PA	Amtrak	Harrisburg Line Signal Upgrade: Park to Zoo	Design, construct, test, accept and closeout new Rule 562 signals. Includes new interlockings with new signal houses, signal heads, signal and track wires, and switch machines.	Capital Renewal	\$ 64,000,000			Future Partnership-NEC NOFO				✓
PA	Amtrak	Harrisburg PA Train Shed Improvements	Replace existing platform roofing and lighting. Provide new roof drainage, roof access and fall protection. Prepare roof structural supports.	Capital Renewal	\$ 67,000,000			Future Partnership-NEC NOFO				
PA	Amtrak	Keystone Line Interlocking SOGR Program – Phase 2: Wynnefield	Build a new Wynnefield Interlocking to replace existing Overbook Interlocking.	Capital Renewal	\$ 115,000,000			Future Partnership-NEC NOFO			✓	✓
PA	Amtrak	Mid-Atlantic OCS Replacement Program Phase 3: Paoli to Thorn	Replace and upgrade the overhead contact system along SEPTA's Paoli-Thorndale Regional Rail Line and Amtrak's Keystone Corridor from Paoli to Thorn.	Capital Renewal	\$ 200,000,000			Future Partnership-NEC NOFO			✓	✓
PA	Pennsylvania DOT	Parkesburg Station Improvements	Perform station improvements including ADA access with high-level boarding platforms, expanded parking, multimodal connections, and stormwater management.	Stations	\$ 66,000,000			Future Partnership-NEC NOFO			✓	✓

Basic Project Information					Partnership-NEC Funded Projects Award Information			Anticipated Application Status			NEC Project Inventory History	
State	Project Sponsor	Project Name	Brief Project Description	Project Type	Total Project Cost Estimate	Lifecycle Stage(s) Funded	Existing (Partnership-NEC) Award Amount	Application Intention	Anticipated Lifecycle Stage(s)	Estimated Federal Funding Request	Included in Nov. '22 Inventory	Included in Apr. '24 Inventory
PA	Amtrak	William H. Gray III 30th Street Station Redevelopment	Perform station improvements utilizing a private sector partnership which includes a ground lease structure with the master developer.	Stations	\$ 1,010,000,000			Future Partnership-NEC NOFO			✓	✓
RI	Rhode Island DOT	Warwick/T.F. Green Airport Station Expansion	Expand the station with additional track and platform capacity to accommodate turnback operations and electrification of MBTA service.	Stations	\$ 359,000,000			Future Partnership-NEC NOFO			✓	✓

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Guide to Reading the Inventory

I. Background

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

The Federal-State Partnership for Intercity Passenger Rail (Partnership) Grant Program was authorized in the Infrastructure Investment and Jobs Act (IIJA), Title II, §§ 22106 and 22307, Public Law 117–58 (2021); codified at 49 U.S.C. § 24911. Under the Partnership Program, 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. The Federal Railroad Administration (FRA) is delegated the authority to administer the program in 49 CFR 1.89(a).

Under the program, the Northeast Corridor (NEC) is defined as 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) and 49 U.S.C. § 24904(e). A project located on, or in primary use for, the NEC, consistent with 49 U.S.C. § 24911(d)(1), is an “NEC Project”.

B. Northeast Corridor Project Inventory

IIJA established a requirement that, for NEC Projects, FRA must create, publish, and periodically update a predictable project pipeline that will assist Amtrak, States, and the public with long-term capital planning. FRA produces the Northeast Corridor Project Inventory (“NEC Project Inventory” or “Inventory”) to satisfy this statutory requirement. IIJA further instructs FRA to make NEC Project selections consistent with its NEC Project Inventory, which FRA will do pursuant to a Notice of Funding Opportunity (NOFO).

This is FRA’s third NEC Project Inventory publication. It will be the basis for the agency’s third Partnership-NEC funding NOFO. The dates of FRA’s prior Inventory and funding actions are as follows:

First Cycle:

- *Inventory Publication*: November 15, 2022
- *NOFO*: December 27, 2022
- *Selection Announcement*: November 6, 2023

Second Cycle:

- *Inventory Publication*: April 15, 2024
- *NOFO*: May 15, 2024
- *Selection Announcement*: November 15, 2024

More information and links to these prior actions are available on [FRA's program website](#).

C. Northeast Corridor Planning

Per 49 U.S.C. § 24911(e), FRA prepares the NEC Project Inventory in consultation with the Northeast Corridor Commission (NEC Commission). The NEC Commission is comprised of representatives from each of the eight Northeast Corridor states, the District of Columbia, Amtrak, and the U.S. Department of Transportation. The NEC Commission is charged with facilitating a collaborative capital planning process among its members, and it produces documents focused on a five-year and fifteen-year planning horizon, pursuant to 49 U.S.C. § 24904.

In October 2025, the NEC Commission published its latest iteration of the long-term service development and capital investment plan, [CONNECT NEC 2040 \(C40\)](#), pursuant to 49 U.S.C. § 24904(a). The plan provides 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 also publishes and annually updates its [NEC Capital Investment Plan \(CIP\)](#), pursuant to 49 U.S.C. § 24904(b). The Fiscal Year (FY) 2026-2030 NEC CIP presents the infrastructure investment priorities of the NEC owners and operators over the next five years.

II. 2026 Northeast Corridor Project Inventory

This section explains the methodology used to prepare the 2026 NEC Project Inventory, describes FRA's funding priorities and approach to ordering projects on the 2026 Inventory, and describes the project information fields included in the Inventory tables. The 2026 NEC Project Inventory supersedes the 2022 and 2024 NEC Project Inventories and corresponding NOFOs.

A. Methodology

To develop the 2026 Inventory, FRA built off its approach for preparing the 2022 and 2024 Inventory publications. Foundational project information for all three inventories was compiled directly from the NEC Commission's CIP.¹

While using the same data foundation as prior Inventories, for the 2026 Inventory development, FRA piloted a collaborative approach to reviewing and validating CIP data. FRA worked closely with the NEC Commission staff and met directly with Project Sponsors to validate project information and obtain updated information about which projects were intended to be submitted for FRA's next Partnership-NEC NOFO. FRA also met with Project Sponsors to confirm which Lifecycle Stage or Stages the Project Sponsor would likely apply for, as well as their best estimate for the associated Partnership-NEC funding request for the upcoming NOFO.

FRA conducted the following data review process:

¹ The bulk of CIP 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.

- (1) Reviewed preliminary CIP data, beginning in August 2025, with regular meetings with NEC Commission staff to review project updates up until CIP approval and publication in October 2025.
- (2) Notified Project Sponsors that for their projects to be candidates for inclusion on the 2026 Inventory, the project must be located on the NEC, benefit intercity rail passenger transportation, and the Sponsor must indicate interest in the Partnership-NEC program in their CIP data submission.
- (3) Offered optional meetings to every Project Sponsor that indicated an intention to apply to the upcoming Partnership-NEC NOFO for at least one project.
- (4) Offered optional meetings to remaining Project Sponsors who did not indicate an intention to apply for the upcoming Partnership-NEC funding for at least one project.
- (5) Hosted FRA-Project Sponsor project discussion meetings throughout Fall 2025.

The data review process enabled FRA to produce an up-to-date and comprehensive 2026 Inventory. On the 2026 Inventory, FRA identifies all projects: (1) that are reasonably anticipated to be eligible under the Partnership-NEC Program, and (2) for which the Project Sponsor indicated an intent to apply for Partnership-NEC funds in either the upcoming or a future NOFO.

B. Inventory Organization

The 2026 Inventory groups projects as described below. Within these groupings, projects are listed alphabetically by State and then by Project Name. Projects located in multiple States are listed according to their first alphabetical State.

Projects with an existing Partnership-NEC Award and Funded Through Construction

- FRA's overarching goal for the Partnership-NEC Program is to successfully advance its funded portfolio of NEC Projects with efficient and timely project delivery. The 2026 Inventory reflects this program goal by including the Partnership-NEC projects funded through construction.
- FRA does not anticipate an additional application for a project with an existing construction award. After fully funding High Priority Major Station Projects, FRA may prioritize well-justified additional construction funding, as necessary, to complete an ongoing project.

High Priority Major Station Projects: Project Sponsors intend to apply to the upcoming Partnership-NEC Notice of Funding Opportunity

- FRA's primary funding priority for the 2026 Inventory is all of the High Priority Major Station Projects. This prioritization aligns with the Administration's goals of transforming legacy stations into world class transportation hubs while prioritizing fiscal responsibility and private sector expertise.

Major Backlog, Capital Renewal, Improvement, Stations, and Planning Study Projects: Project Sponsors intend to apply to the upcoming Partnership-NEC Notice of Funding Opportunity.

- After fully funding High Priority Major Station Projects, FRA's next funding priority encompasses other projects for which the Project Sponsor has indicated it is likely to apply to the upcoming Partnership-NEC NOFO.

- Projects are organized by project type in the order of (1) Major Backlog, (2) Capital Renewal, Improvement, Stations, and (3) Planning Study Projects and then further organized by Lifecycle Stage of the anticipated application in the order of (1) Construction Stage, (2) Final Design, (3) Project Development, and then (4) Planning Stage.

Major Backlog, Capital Renewal, Improvement, Stations, and Planning Study Projects: Project Sponsors intend to apply to future Partnership-NEC Notices of Funding Opportunity.

- The last group contains all other projects where the Project Sponsor has indicated it does not intend to apply to the upcoming Partnership-NEC NOFO but may apply to future program NOFOs; therefore these projects are not prioritized by FRA. Projects are first grouped by whether or not the project has an existing Partnership-NEC award.
- Projects are organized by project type in the order of (1) Major Backlog, (2) Capital Renewal, Improvement, Stations, and (3) Planning Study Projects.

C. Project Information

The 2026 Inventory provides the project information data fields described below. Most project information is from the NEC Commission's CIP, with some additional information informed by FRA-Project Sponsor discussions as described in the data review process above.

Basic Project Information

- **State:** The State or States, including the District of Columbia, where the project is located.
- **Project Sponsor:** The entity that serves as the lead for developing or delivering the project. The Project Sponsor may also be an applicant seeking or grantee currently receiving Federal financial assistance.
- **Project Name:** The name of the project as provided by the Project Sponsor.
- **Brief Project Description:** A short, high-level summary of the proposed scope of the project. The descriptions provide an informational overview of the project and may not be comprehensive of all proposed scope or project activities. Project descriptions are limited to 250 characters.
- **Project Type:** A categorization of a project as Major Backlog, Capital Renewal, Improvement, Stations, or a Planning Study. Consistent with the 2022 and 2024 Inventories, the 2026 Inventory defines the project types as follows:
 - *Major Backlog:* A project necessary to achieve a SOGR, but that are not undertaken on a routine basis, including rehabilitation or replacement of major bridges and tunnels.
 - *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, include rails, ties, ballast, communication systems, signaling systems, electric traction power systems, and undergrade bridges.

- *Improvement:* A project to repair or enhance existing rail infrastructure, equipment, or facilities, or Construction of new rail infrastructure, equipment, or facilities, that results in added capacity and/or efficiency of the rail system and the safety of those affected by the system.
 - *Stations:* A project 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. A Station Project may include elements relating to investment in transportation-related infrastructure (e.g., tracks, platforms, safety equipment) and/or elements related to station development (e.g., improvements to passenger concourses, amenities, etc.).
 - *Planning Study:* A project that includes only planning activities, such as railroad transportation market forecasting, operations analysis, fleet planning, cost analysis, station and facility planning, environmental resource consideration, and other similar activities. A planning study has no associated construction in its current form.
- **Total Project Cost Estimate:** The aggregate estimated cost for all Lifecycle Stages in year-of-expenditure dollars that accounts for inflation and appropriate contingency amounts. Amounts are rounded to the nearest million.

Partnership-NEC Funded Projects Award Information

- **Lifecycle Stage(s) Funded:** FRA’s Lifecycle Stages refer to the consecutive stages of a Capital Project as it is developed and implemented, consistent with FRA’s [Guidance on Development and Implementation of Railroad Capital Projects](#). Each sequential Lifecycle Stage involves specific activities. In the Inventory data, FRA includes only Lifecycle Stages funded with Partnership-NEC awards; some projects may have Lifecycle Stages funded through other FRA or USDOT programs which are not reflected here. These terms are further defined in [FRA’s Definitions of Key Terms for Discretionary Grant Programs](#).
- **Existing (Partnership-NEC) Award Amount:** The current amount of FY22–25 Partnership-NEC Program funds awarded.

Anticipated Application Status

- **Application Intention:** Whether the Project Sponsor indicated it intends to apply to the upcoming Partnership-NEC NOFO.
- **Anticipated Lifecycle Stage(s):** The Lifecycle Stage for which the Project Sponsor intends to apply, if the Project Sponsor indicated it intends to apply to the upcoming Partnership-NEC NOFO.
- **Estimated Federal Funding Request:** The amount of funding the Project Sponsor is expected to apply for a project. An estimated amount is provided only for projects where the Project Sponsor indicated it intends to apply to the upcoming Partnership-NEC NOFO. Amounts are rounded and reflect FRA’s best understanding at the time of Inventory publication. Actual application requests may differ.

NEC Project Inventory History

- **Included in 2022 Inventory:** This box is checked if the project was included in the 2022 Inventory.
- **Included in 2024 Inventory:** This box is checked if the project was included in the 2024 Inventory.

D. Inventory Updates

Pursuant to 49 U.S.C. § 24911(e), FRA must update and publish an NEC Project Inventory at least every other year. FRA may publish Inventory updates more frequently than every two years. FRA may update more frequently to incorporate updated project information, reflect funding awards, or provide updated program priorities, such as providing funding amounts for the remaining High Priority Major Station Projects.