

2025

The Importance of Passenger Rail



American Public Transportation Association
High-Speed and Intercity Passenger Rail

Story Board

A. Legacies:

- 1) Jefferson - canals**
- 2) Lincoln – Transcontinental railroad**
- 3) Eisenhower – Interstate highway system**

B. Purpose and Need

C. Benefits

D. Projects completed

E. Projects under construction

F. Projects in the planning pipeline

Corridor Identification and Development Program (Planning pipeline)

In November 2021, the Infrastructure Investment and Jobs Act), also known as the Bipartisan Infrastructure Law, (IIJA; P.L. 117-58) was signed into law. The law contained a five-year reauthorization of surface transportation programs, including those for freight and passenger rail. The IIJA provided record levels of funding to support the development and expansion of passenger rail service across the country. Besides setting authorized funding levels subject to the availability of future appropriations, it directly appropriated \$66 billion for passenger rail, to be made available to recipients on a yearly basis through FY2026. Of that \$66 billion, barring any future rescissions, at least \$18 billion would be made available for costs directly related to expanding passenger rail service to new corridors.

As discussions for reauthorization of surface transportation funding comes into focus this year, it is important to reflect on the successes of the IIJA and notably the positive impact it is having on the improvement and continued development of an expanded intercity passenger rail network. High-speed and intercity passenger rail projects support economic development and expand access to economic and educational opportunities and specialized health care delivery services in larger urban areas from rural communities. An expanded passenger rail system creates jobs in the rail industry and related sectors like manufacturing and tourism. Passenger rail can reduce traffic on roads and improve safety by diverting people from driving cars to riding on trains. Train travel allows passengers to connect to wi-fi to catch up on e-mail and read or simply relax, eat, or drink while viewing the American countryside pass-by at ground level without having to navigate interstate highways choked by congestion and heavy volumes of truck traffic.

One of the programs established by the legislation is the Corridor Identification and Development Program (Corridor ID or CID) administered by the Federal Railroad Administration (FRA). The purpose of the program is to identify a “comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation.”

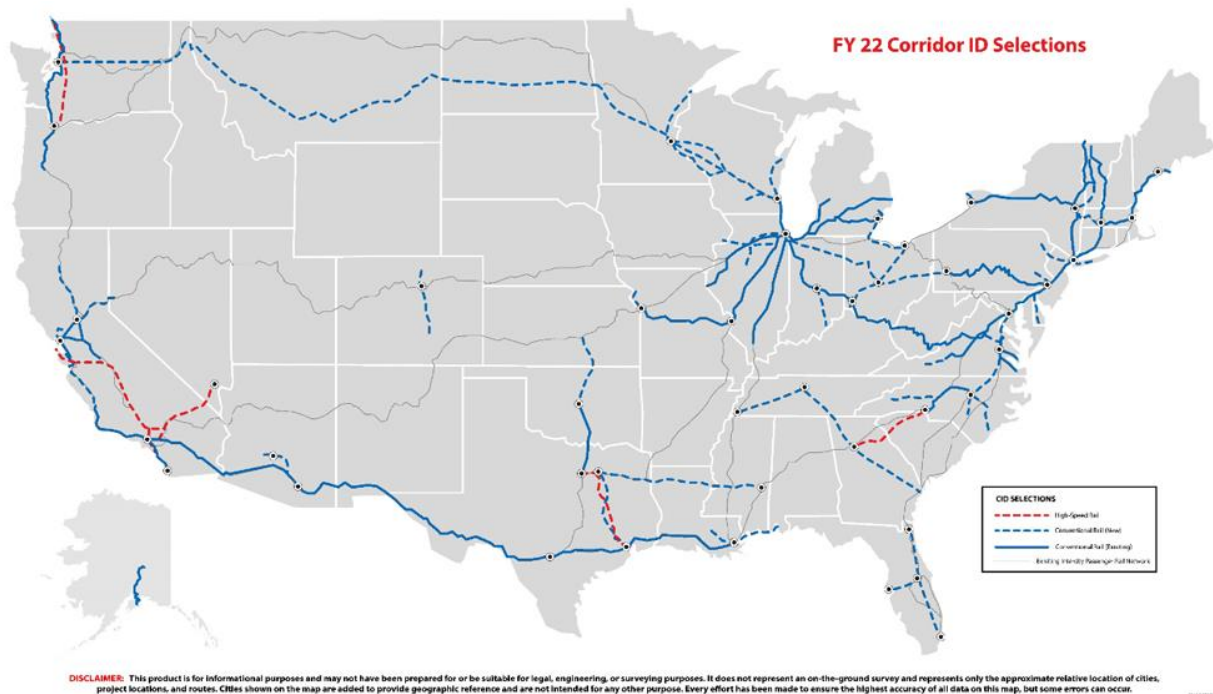
The FRA has established a three-step process for the program. The first step of the process is for the project sponsor to develop a scope of work, schedule and cost estimate for the preparation of a Service Development Plan (SDP). The SDP is a long-standing FRA planning document that encompasses many different activities including Purpose & Need, Alternatives Analysis, project planning, implementation planning, environmental planning, coordination with host railroads and robust public engagement. The FRA awards up to \$500,000 to each CID project to support the Step 1 scoping process. Step 2 of the CID process is the preparation of the SDP. Upon completion of the SDP, projects are eligible to move forward in Step 3 project development, which encompasses preliminary engineering and environmental clearance.

In December 2023, the FRA awarded grants to 69 CID program applicants across 44 states and the District of Columbia under the FY 2022 Notice of Solicitation of Corridor Proposals and Funding Opportunity for the Corridor Identification and Development Program (Notice). There were over 100 grant applications received by FRA for the CID program. This is a testament to the popularity of passenger rail projects and the latent demand for passenger rail travel across a broad spectrum of states and communities in the United States.

CID funding is organized into four categories of projects:

- 1) **New High-Speed Rail:** Services planned to operate at speeds of up to 186 mph or greater, primarily or solely on new, dedicated alignment.
- 2) **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).
- 3) **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.
- 4) **Existing Routes:** Existing intercity passenger rail services with planned improvements to frequencies, trip times, stations, or other characteristics

The map below shows the breadth of projects in the CIDP pipeline.



Each of the 69 corridors approved into the program are described below with a status of each grant award and project.

Project Name	Applicant	Project Description
Anchorage North and South Corridor	Alaska Railroad	The proposed Corridor spans 470 miles between Fairbanks and Seward, AK, including Anchorage, Whittier, Wasilla, Talkeetna, Denali National Park, Nenana, and other intermediate points. The project would provide improvements to the existing intercity passenger rail services operated by Alaska Railroad Corporation by adding new frequencies, reducing travel times and improving reliability. Funding for Step 1 was obligated in May 2024. The Alaska Railroad requested proposals in late August 2024 from consulting firms interested in providing planning and engineering services to prepare a

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		comprehensive intercity passenger rail service development plan under the CID program.
National Railroad Passenger Corporation (Amtrak)		<p>Amtrak is thrilled to contribute to the development and expansion of America’s passenger rail network in partnership with states through the Federal Rail Administration’s (FRA) Corridor Identification and Development (CID) Program. This transformative program will determine the future playbook for Amtrak’s growth across the country and we believe we are uniquely equipped to support current and future partners in growing American intercity passenger rail.</p> <p>Amtrak received grants for four services: daily Cardinal, daily Sunset Limited, Long Island Northeast Regional extension, and Texas High-Speed Rail service. Amtrak is also working with current and potential state partners to support other proposed corridors.</p> <p>As of December 2024, Amtrak’s Texas High Speed Rail project is the only project to be obligated in all three steps of the CID Program. Amtrak’s Long Island Extension, Daily Cardinal, and Daily Sunset Limited projects have all been obligated in Step 1, and Amtrak’s Network Development team is working with the FRA to get those services obligated in Step 2 soon.</p>
Daily Cardinal Service		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, DC, 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. Funds for Step 1 were obligated in July 2024. Amtrak is seeking consultant assistance to complete Step 2 of the program to develop a service development plan. Amtrak is coordinating with INDOT on the Chicago – Indianapolis corridor and KIPDA on the Louisville – Indianapolis Corridor.
Daily <i>Sunset Limited</i> Service		The proposed Corridor would provide improvements to the existing Amtrak long-distance <i>Sunset Limited</i> 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. Funding was obligated for Step 1 in August 2024. Amtrak is seeking consultant support for completing the service development plan to restore daily service to the <i>Sunset Limited</i> .
Long Island Extension		The proposed Corridor would better connect Long Island, NY to the national intercity passenger train network by extending three existing daily Amtrak <i>Northeast Regional</i> roundtrips between Washington, DC 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. Step 1 for the Corridor which included development of a scope, schedule, and cost estimate for preparing a service development plan is complete. Amtrak advertised for services to support Step 2 in November 2024 and is evaluating proposals from qualified consulting teams.
Texas High-Speed Rail Corridor (Dallas – Houston)		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. Amtrak contracted with AECOM to assist them in completing Step 1 of the program to develop a scope, schedule, and cost estimate for

Project Name	Applicant	Project Description
		preparing, completing, or documenting its service development plan. Upon completion of Step 1, Amtrak was permitted to enter Step 2 of the process and AECOM prepared the SDP in compliance with current FRA guidance. This project is now in Step 3 project development with a funding obligation of \$63.9 million as of September 2024.
Phoenix - Tucson Corridor	Arizona Department of Transportation	The proposed Corridor would connect Phoenix 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 <i>Sunset Limited</i> to a more southerly alignment through Maricopa, AZ (the corridor would use the same route as the existing <i>Sunset Limited/Texas Eagle</i> between Picacho and Tucson). Funding for Step 1 was obligated in May 2024. The Arizona DOT contracted with a consultant team led by WSP and supported by AECOM to assist them in completing Step 1 of the CID program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. Step 1 tasks have been completed and forwarded to FRA for approval to move into Step 2.
High Desert Intercity High-Speed Rail Corridor	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 together 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). Funding for Step 1 was obligated in August 2024. On October 1, 2024, the FRA approved the High Desert Corridor (HDC) Step 1 scope of work, schedule and budget paving the way for the HDC and Metro to complete the HDC Service Development and Funding Plan in 2025. InfraStrategies has been supporting the HDC JPA with grant administration and financial planning support services.
California Corridors California Department of Transportation (Caltrans)		Caltrans is the sponsor for all five corridors listed. They have received feedback from FRA on their gap analyses for all corridors and are now finalizing the statement of work, schedule, and budget with the respective lead project partners for each of the corridors with a goal of submitting to the FRA by early 2025. Caltrans did not utilize consultants for Step 1 Scoping. They anticipate beginning Step 2 by March 2025 for all corridors. Caltrans and Corridor Partners will collaborate to utilize subject matter expertise within each agency to lead the development of specific tasks and subtasks outlined in the FRA Framework for SDP. Caltrans will provide contract management for FRA and consultant support. Caltrans will select consultants to assist them in preparing the Step 2 SDP for each of the corridors. Through the SDP process, a phased implementation plan will be developed with prioritized infrastructure investments for each corridor.
San Joaquin Valley Corridor		The proposed Corridor would provide improvements to the existing state-supported <i>San Joaquins</i> between Sacramento/Oakland and Merced, CA with an extension north from Sacramento to Chico and Redding, CA. The proposed Corridor would also include added service frequencies. The San Joaquin Regional Rail Commission is the Caltrans project partner. Funds for Step 1 were obligated in May 2024. As indicated, Step 1 activities are nearing completion.
Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor		The proposed Corridor would enhance the existing <i>Pacific Surfliner</i> between San Luis Obispo to San Diego, CA, with an extension south to San Ysidro, CA. The proposed Corridor would also include additional service frequencies and improvements to reliability. The LOSSAN Rail Corridor Agency (Agency) is a joint powers authority formed to manage the coastal rail line between San Diego, Los Angeles and San

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		Luis Obispo. The LOSSAN Agency is staffed by the Orange County Transportation Authority. The Agency is the Caltrans partner working to deliver improvements to the LOSSAN corridor. Funds for Step 1 were obligated in May 2024. As indicated, Step 1 activities are nearing completion.
Coachella Valley Rail Corridor		The proposed Corridor would provide new service between Los Angeles and Coachella, CA using existing alignments currently served by Amtrak’s long-distance <i>Southwest Chief</i> (Los Angeles to Colton via Fullerton) and <i>Sunset Limited/Texas Eagle</i> (Colton to Coachella), with intermediate stops including Fullerton, Riverside, Palm Springs and Indio, CA. The Riverside County Transportation Commission (RCTC) is the project partner working with Caltrans to deliver this project. Funds for Step 1 were obligated in May 2024. As indicated, Step 1 activities are nearing completion.
Central Coast Corridor		The proposed Corridor would provide new service over a route currently only served by Amtrak’s long-distance <i>Coast Starlight</i> 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 Caltrans and project partners plan to implement. The San Luis Obispo Council of Governments (SLOCOG) and Coast Rail Coordinating Council (CRCC) are project partners. Funds for Step 1 were obligated in May 2024. As indicated, Step 1 activities are nearing completion.
Capitol Corridor		The proposed Corridor would enhance the existing state-supported Capitol Corridor between San Jose 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 Capitol Corridor Joint Powers Authority (CCJPA) is the project partner working with Caltrans. Funds were obligated for Step 1 in May 2024. As indicated, Step 1 activities are nearing completion.
California High-Speed Rail Phase 1 Corridor	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. Funds for Step 1 were obligated in March 2024. By adding the California high-speed rail’s Phase 1 Corridor to the CID Program, the project was added to the federal list of projects in the program pipeline, which will be used by FRA for prioritizing future federal funding decisions over the long term. AECOM is the program delivery management consultant.
Colorado Front Range Corridor	Front Range Passenger Rail District	The Front Range Corridor would connect Fort Collins to Pueblo, CO, with intermediate stops at Boulder, Denver, Colorado Springs and other points. The proposed Corridor would provide new service on an existing alignment. The FRA grant would allow the project to enter Step 2 of the CID program and continue development of its existing SDP that was funded through a prior FRA grant. That SDP is being prepared by HNTB, Steer and others and is administered by CDOT. The CDOT SDP grant award predates the CID program and formation of Front Range Passenger Rail District who is technically the CID program grantee. AECOM and HDR (separately) are also under a Project Development MSA with the Front Range Passenger Rail District.
Hartford Line Corridor	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

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		reliability.. The Step 1 obligation from FRA was received by CTDOT on March 27, 2024. At the current time, CTDOT is working internally to move forward with the Phase 1 SDP scoping, scheduling, and cost estimating process.
Diamond State Line	Delaware Transit Corporation (DTC)	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 Diamond State Line seeks to address the acute shortage of viable transportation options in a corridor that lacks both a direct interstate highway connection and the passenger rail option that other Northeast states and regions enjoy. It would restore passenger rail access to and from Delaware’s largest cities and provide opportunities for multimodal connections to the communities that swell during the summer. This project supports DelDOT’s goals of enhancing equity by serving historically underserved communities with better access to opportunities. Funds for Step 1 were obligated in March 2024. The DTC selected Rummel, Klepper & Kahl (RK&K) to assist with Step 1 of the CID program and develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
Florida Corridors Florida Department of Transportation (FDOT)		FDOT applied for five corridors and received grants for two. The five corridors were: <ol style="list-style-type: none"> 1) Miami – Orlando 2) Miami – Jacksonville 3) Miami - Tampa 4) Orlando – Tampa 5) Orlando – Jacksonville Several of these corridors were combined for the Corridor ID program and included the Miami – Orlando – Tampa and Jacksonville – Orlando – Miami Corridors listed below.
Miami-Orlando-Tampa “Sunshine” Corridor		The proposed Corridor would connect Miami, Orlando and Tampa, FL. The proposed Corridor would provide new or enhanced service on one or more existing. Funds were obligated for Step 1 in August 2024. FDOT is working with project partners in Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. Amtrak’s <i>Silver Meteor</i> and <i>Floridian</i> (temporarily replacing the <i>Silver Star</i>) trains operate over this route between Miami and Tampa via Orlando. Brightline operates passenger rail service between Miami – Orlando.
Jacksonville-Orlando-Miami Corridor		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. Funds for Step 1 were obligated in September 2024. FDOT is working with project partners for Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. Amtrak’s <i>Silver Meteor</i> and <i>Floridian</i> (temporarily replacing the <i>Silver Star</i>) trains operate over this route between Jacksonville and Miami via Orlando. Brightline operates passenger rail service between Miami – Orlando.
Atlanta to Savannah Corridor	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 project entered Step of the CID program via a CRISI grant. GDOT contracted with WSP to prepare its service development plan (SDP) and the initiation of the environmental process. The SDP is funded with \$8 million in Congressionally Directed Spending (CDS) identified by Senator Jon Ossoff and \$2 million in state

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		<p>matching funds from GDOT, for a total cost of \$10 million. The SDP will identify the costs and potential funding sources for future activities beyond the study including environmental approval, design, construction, right-of-way acquisition, operation, and maintenance. A variety of federal, state, local, and private sources will be considered to develop a financial plan for the project. The SDP commenced in late 2023 and is expected to be completed by early 2028.</p>
Pioneer Corridor	Idaho Department of Transportation (ITD)	<p>Idaho Transportation Department (ITD) submitted grant applications for the Corridor ID program in March 2023. The application was for potential re-establishment of a route from Salt Lake City to Boise (previously the “Pioneer” route under Amtrak). Partners included UTA, UDOT, and City of Boise. The grant was not awarded. ITD mistakenly submitted its application to the Federal-State Partnership for Intercity Passenger Rail grant program rather than the Corridor ID program. The error was not discovered until after the deadline had passed, and ITD’s application was not considered under Corridor ID. ITD is working with the Utah Department of Transportation on initial system planning to prepare for future CID program grant applications.</p>
Illinois Corridors Illinois Department of Transportation (IDOT)		<p>IDOT has a long history of developing state-supported corridor services. Illinois pays capital and operating subsidies to provide service for the <i>Lincoln</i> (Chicago – St. Louis), <i>Illinois Zephyr/Carl Sandburg</i> (Chicago – Quincy), <i>Illini/Saluki</i> (Chicago to Carbondale). In addition, Wisconsin and Illinois support the <i>Hiawatha</i> service (Chicago – Milwaukee).</p> <p>The City of Peoria separately submitted a CID program grant application for new service. IDOT submitted CID program grant applications to FRA for development funding in four corridors in 2023. Only three of the four grant applications were awarded.</p> <p>Chicago to Quad Cities - intercity passenger rail expansion. Chicago to Carbondale – intercity passenger rail improvements. Chicago to Rockford – Intercity Passenger Rail Expansion (not awarded). Chicago to St. Louis – intercity passenger high-speed rail improvements.</p>
Peoria to Chicago Passenger Rail Service	City of Peoria	<p>The proposed Corridor would connect Peoria, IL to Chicago, IL through Ottawa, IL. The proposed Corridor would provide new service on an existing alignment. Funds for Step 1 were obligated in March 2024. The Corridor sponsor contracted with Chicago-based Patrick Engineering (now RINA, SpA) and Hanson Professional Services in Peoria to assist them with Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.</p>
Chicago to Quad Cities Service Extension Program	IDOT	<p>The proposed Corridor would provide new service on an existing alignment connecting Chicago, IL to Moline, IL through Naperville, IL and Wyanet, IL. AECOM was IDOT’s Program Management Consultant for the corridor from 2011 to 2015. The AECOM team prepared preliminary engineering, NEPA (Categorical Exclusion) for the improvements on BNSF between Chicago to Aurora and improvements at the BNSF Eola Yard. Work was underway on preliminary engineering and NEPA for the improvements on Iowa Interstate Railroad between Wyanet and Moline until the project was put on hold. Railroad agreements for final design, construction, and operations and maintenance with Iowa Interstate Railroad are still not fully negotiated. This continues to linger. Funds awarded for Step 1 have not been obligated. IDOT has selected consulting teams for the various steps in the Corridor ID program. Quandt is the Program Management Consultant for Step 1 project planning and Step 2 service development planning. RINA, SpA (formerly Patrick Engineering) was selected as Program Management Consultant for Final Design &</p>

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		Permitting in Step 3. AECOM is on the RINA team for Final Design and was selected as prime for Construction Management.
Chicago to Carbondale Corridor	IDOT	The proposed Corridor would provide improvements to the existing Illini/Saluki service between Chicago, IL and Carbondale, IL by improving travel times and reliability. Funds for Step 1 were obligated in June 2024. Illinois DOT contracted with Quandel to assist them with 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 Corridor	IDOT	The proposed Corridor would provide improvements to the existing Lincoln Service between Chicago, IL and St. Louis, MO by improving travel times and reliability. Funds for Step 1 were obligated in June 2024. The Corridor sponsor contracted with WSP to assist them with Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan for service improvements in this corridor. WSP has been the Program Manager for Chicago – St. Louis Corridor improvement projects for the past decade.
Indiana Corridors		There are several corridors in Indiana that have received FRA grants to complete Step 1 of the CID program. Amtrak is studying the daily <i>Cardinal</i> that serves Indiana. The City of Fort Wayne along with its project partner the Mid-Ohio Regional Planning Commission (MORPC) is studying a corridor that links Chicago – Fort Wayne – Columbus - Pittsburgh and the Kentuckiana Regional Planning and Development Agency (KIPDA) is studying the restoration of the <i>Kentucky Cardinal</i> on the Louisville – Indianapolis segment while InDOT studies the Chicago – Indianapolis <i>Hoosier</i> segment.
Chicago, Fort Wayne, Columbus, and Pittsburgh	City of Fort Wayne	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. Funds were obligated for Step 1 in March 2024. The City of Fort Wayne and its project partner the Mid-Ohio Regional Planning Commission (MORPC) contracted with HNTB to assist them in completing Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. HNTB has engaged local stakeholders and briefed them on the project.
Indianapolis - Chicago Corridor (<i>Hoosier</i>)	Indiana Department of Transportation (InDOT)	The proposed Corridor would provide improvements to the existing Amtrak long-distance <i>Cardinal</i> service between Indianapolis, IN and Chicago, IL by adding new frequencies and improving travel times. Funding for Step 1 was obligated in March 2024. InDOT has contracted with WSP to assist them with 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 <i>Cardinal</i> route from thrice weekly to daily and with the KIPDA Louisville – Indianapolis project.
Louisville-Indianapolis Passenger Rail Corridor (<i>Kentucky Cardinal</i>)	Kentuckiana Regional Planning and Development Agency (KIPDA)	The proposed Corridor would restore the <i>Kentucky Cardinal</i> service and 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. Funding was obligated in March 2024. KIPDA contracted with AECOM to assist them in completing Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. AECOM completed the assigned tasks in Step 1. KIPDA is awaiting FRA approval to enter Step 2 and is seeking approval from local agencies for funding commitments for the local share required to complete the service development plan. KIPDA has

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		received support letters from Amtrak and the Louisville and Indiana Railroad.
Heartland Flyer Extension	Kansas Department of Transportation (KDOT)	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, KS and then Newton, KS. The proposed Corridor would include new station stops in Edmond, OK, Perry, OK, Ponca City, OK, Arkansas City, KS, Wichita, KS, and Newton, KS. Funding for Step 1 was obligated in May 2024. KDOT contracted with DB-Eco to assist them with 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	Louisiana Department of Transportation and Development	HNTB prepared a feasibility study in 2019 to identify infrastructure improvements necessary to re-introduce intercity passenger rail service from Baton Rouge to New Orleans on tracks owned by Canadian Pacific Kansas City (CPKC). The proposed project would provide new intercity passenger rail service on an existing alignment that last hosted passenger trains in 1969. Funding for Step 1 was obligated in June 2024. The Louisiana DOT hired HNTB to assist them with Step 1 of the CID program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
Boston and Albany Corridor	Massachusetts Department of Transportation (MassDOT)	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. MassDOT has completed Step 1 of the program which included development of a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. In early July 2024, MassDOT solicited services to support Step 2 of the CID process. An award was made in early August to Vanasse Hangen Brustlin, Inc. (VHB) to support the state with the preparation of the SDP pending approval by the FRA for MassDOT to enter Step 2 of the program.
Downeaster Corridor	Northern New England Passenger Rail Authority (NNEPRA)	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 completed Step 1 of the program which included development of a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. NNEPRA advertised for Step 2 services in late July 2024. An award was made by NNEPRA in early October 2024 to DB Eco North America for support moving forward with Step 2 pending FRA approval.
Michigan Corridors Michigan Department of Transportation (MDOT)		MDOT sponsors three intercity passenger rail routes that serves 22 station communities. The services are operated by Amtrak. MDOT provides capital and operating assistance, technical support and safety oversight of Michigan's passenger rail system. In addition, MDOT owns a segment of the rail corridor that connects Chicago and Detroit/Pontiac. It funds all capital and maintenance work on the segment of the corridor between Kalamazoo and Dearborn. Currently, efforts are focused on increasing passenger speeds up to 110 mph in this area. Passenger trains have traveled up to 110 mph since 2012 on the Amtrak-owned portion of the rail corridor between Kalamazoo, Michigan, and Porter, Indiana.

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Chicago to Detroit/Pontiac Corridor (<i>Wolverine</i>)		The 304-mile corridor between Detroit/Pontiac, Michigan and Chicago, Illinois is part of the “Chicago Hub” Passenger Rail Network and is a federally designated High-Speed Rail Corridor. This existing corridor is one of several major branches in the hub and spoke passenger rail system centered on Chicago, as identified in the Midwest Regional Rail Plan, published by FRA in 2021. The corridor features operating speeds of up to 110 mph. The proposed Corridor would connect the existing <i>Wolverine</i> service with an extension to Windsor, Ontario, Canada. The proposed Corridor would also include improvements to travel times and reliability. Funding for Step 1 was obligated in June 2024. MDOT contracted with HNTB to assist with Step 1 of the CID program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
Chicago to Grand Rapids Corridor (<i>Pere Marquette</i>)		The 176-mile corridor between Grand Rapids, Michigan and Chicago, Illinois is part of the Chicago Hub Passenger Rail Network. This existing corridor is one of several branches in the hub and spoke passenger rail system centered on Chicago, as identified in the Midwest Regional Rail Plan, published by FRA in 2021. The proposed corridor improvements would provide added new frequencies and improving reliability to the existing <i>Pere Marquette</i> service between Grand Rapids, MI and Chicago, IL. Funds for Step 1 were obligated in June 2024. MDOT contracted with HNTB to assist with Step 1 of the CID program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
Chicago to Port Huron Corridor (<i>Blue Water</i>)		The 319-mile corridor between Port Huron, Michigan and Chicago, Illinois is part of the Chicago Hub Passenger Rail Network. This existing corridor is also one of several branches in the hub and spoke passenger rail system centered on Chicago, as identified in the Midwest Regional Rail Plan, published by FRA in 2021. The proposed Corridor would provide improvements to the existing <i>Blue Water</i> service between Port Huron, MI and Chicago, IL by adding new frequencies and improving reliability. Funds for Step 1 were obligated in June 2024. MDOT contracted with HNTB in October 2024 to assist with Step 1 of the CID program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
<i>Northern Lights Express</i>	Minnesota Department of Transportation	The proposed Corridor would connect Minneapolis, MN to Duluth, MN through Cambridge, MN and Hinckley, MN. The proposed Corridor would provide new service on an existing alignment. Quandel Consultants is the consultant team providing project and program management oversight for the <i>Northern Lights Express</i> (NLX) project and is assisting MnDOT with Step 1 of the CID program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. Funding for Step 1 was obligated in March 2024
Kansas City, MO to St Joseph, MO	Missouri Department of Transportation (MODOT)	The proposed Corridor would connect St. Joseph, MO and Kansas City, MO, and include connection with the existing state-supported <i>Missouri River Runner</i> route to St. Louis, MO. The activities undertaken as part of the development of the Corridor would result in a new proposed route. Funding for Step 1 was obligated in March 2024. MODOT selected Crawford, Murphy & Tilly (CMT) to assist with Step 1 of the CID program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. Quandel Consultants is part of the team.

Project Name	Applicant	Project Description
Hannibal Extension of Existing Chicago-Quincy Corridor	MODOT	The proposed Corridor would connect Hannibal, MO to Chicago, IL by extending an existing State-supported route (the <i>Illinois Zephyr/Carl Sandburg</i> 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. Funding for Step 1 was obligated in March 2024. MODOT selected Crawford, Murphy & Tilly (CMT) to assist with Step 1 of the CID program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. Quandel Consultants is part of the team.
North Coast Hiawatha	Big Sky Passenger Rail Authority	The proposed new rail service would restore a route that Amtrak discontinued in 1979 on an existing alignment. Grant funding for Step 1 of the CID program was obligated in March 2024. On July 30, 2024 the Big Sky Passenger Rail Authority announced it had hired a consultant team led by David Evans and Associates, including Quandel Consultants, KLJ Engineering, and the Steer Group for work in developing the Service Development Plan for the North Coast Hiawatha Corridor.
North Carolina Corridors North Carolina Department of Transportation (NCDOT)	Mott MacDonald was hired by NCDOT to be the program manager for all Corridor ID projects. Step 1 is underway for each corridor. Statewide agreements are being entered into for reviews with NS, CSX, North Carolina Railroad Company and RJ Corman who has a line involved from Raleigh to Fayetteville. Step 1 for each corridor was assigned to a separate consulting team to complete the scope, schedule and budget for the corridor SDP.	
Wilmington to Raleigh Corridor	The proposed Corridor would connect Raleigh, NC 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. Funding for Step 1 was obligated on June 5 th . NCDOT selected Stantec to prepare the Step 1 deliverables including a scope, schedule, and cost estimate for preparing a service development plan.	
Fayetteville to Raleigh Corridor	The proposed Corridor would provide a new service connecting Fayetteville, NC with Raleigh, NC, with intermediate stops at Lillington, and Fuquay-Varina, NC, using an existing alignment. Funding for Step 1 was obligated in June 2024. On June 5 th , funding was obligated for Step 1 of the CID program. NCDOT selected Jacobs to prepare the Step 1 deliverables including a scope, schedule, and cost estimate for preparing a service development plan.	
Charlotte to Kings Mountain Corridor	The proposed Corridor would connect Kings Mountain, NC 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. Funding for Step 1 was obligated in April 2024. NCDOT selected Moffatt and Nichol to prepare the Step 1 deliverables including a scope, schedule, and cost estimate for preparing a service development plan.	
Asheville to Salisbury Corridor	The proposed Corridor would connect Salisbury, NC 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. On June 5 th , funding was obligated for Step 1 of the CID program. NCDOT selected Pinecone Transportation Professionals to prepare the Step 1 deliverables including a scope, schedule, and cost estimate for preparing a service development plan.	

Project Name	Applicant	Project Description
Winston-Salem to Raleigh Corridor		The proposed Corridor would connect Winston-Salem, NC with Raleigh, NC, with intermediate stops at Greensboro, Burlington, Durham, and Cary, complementing the existing state-supported Piedmont and Carolinian services. The proposed Corridor would also include new frequencies, improvements to reliability, and new stations. On June 5 th , funding was obligated for Step 1 of the CID program. NCDOT selected AECOM to prepare the Step 1 deliverables including a scope, schedule, and cost estimate for preparing a service development plan.
Charlotte to Atlanta High-Speed Rail Corridor		The proposed 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. NCDOT selected WSP to assist with the Step 1 task deliverables to develop a scope, schedule, and cost estimate for preparing a service development plan.
Charlotte to Washington, DC Corridor		The proposed Corridor would provide improvements to the existing state-supported <i>Carolinian</i> service between Charlotte, NC and Washington, DC (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, Virginia 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. Funding for Step 1 was obligated in March 2024. Mott Macdonald was contracted for this corridor.
Brightline West High-Speed Rail Corridor	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. Funding for Step 1 has not been obligated. Brightline West officially broke ground on the nation's first true high-speed rail system in April 2024. Construction is estimated to take four years, and service is expected to be inaugurated in time for the 2028 Los Angeles Olympic games.
New York State Corridors New York State Department of Transportation (NYSDOT)	Amtrak operates the following state supported services in New York:	<ul style="list-style-type: none"> • <i>Adirondack</i> (daily New York-Albany-Saratoga Springs-Westport/Lake Placid-Montreal) • <i>Empire Service</i> (multiple frequencies New York-Albany-Syracuse-Buffalo-Niagara Falls) • <i>Ethan Allen Express</i> (three daily round trips New York-Albany-Rutland) • <i>Maple Leaf</i> (daily New York-Albany-Syracuse-Buffalo-Niagara Falls-Toronto)
Empire Corridor		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 by adding frequencies, reducing travel time, and improving reliability. HNTB has been engaged in working on the Empire Corrido for many years. HNTB prepared the Final EIS for the High-Speed Empire Corridor in January 2023. FRA issued a Record of Decision (ROD) of the proposed improvements to intercity passenger rail services along the 464-mile Empire Corridor, connecting Pennsylvania (Penn) Station in New York City with Niagara Falls International Railway Station and Transportation Center in Niagara Falls, New York. The ROD was signed in April 2023. HNTB was selected by the NYSDOT to assist them with Step 1 of the CID program to develop a scope, schedule, and cost

Project Name	Applicant	Project Description
		estimate for preparing, completing, or documenting its service development plan. Funding for Step 1 was obligated in March 2024.
Adirondack Corridor		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 Pre-Clearance 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. NYSDOT selected HNTB to assist with Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan. Funding for Step 1 was obligated in March 2024.
Ohio Corridors Ohio Rail Development Commission (ORDC)		Ohio has a mixed history of passenger rail development. Gov. Taft commissioned a study of passenger rail services in several Ohio corridors in the early 2000s. The Ohio Hub Study was completed under Gov. Strickland. The Ohio Hub Study recommended the reintroduction of passenger rail service on the 260-mile corridor connecting Cleveland, Columbus, Dayton and Cincinnati. The plan included station and infrastructure improvements, such as track speed improvements, grade crossing safety improvements, and new stations. The plan included speeds up to 110 mph. Gov. Strickland applied for \$400 million in American Recovery and Reinvestment Act (ARRA) funding for the 3C “Quick Start” project. The project was awarded ARRA funding in 2009. The project was not implemented because incoming Gov. Kasich refused to accept and use the funds for passenger rail improvements. The Ohio funds were re-directed to Michigan. In 2022, Gov. DeWine instructed ORDC to submit grant applications for Step 1 on two corridors. The Northeast Ohio Areawide Coordinating Agency (NOACA), the MPO for Cleveland, submitted three CID program grant applications to FRA. The NOACA grant applications sought funding to study capacity enhancements permitting added daytime service frequencies on existing Amtrak routes serving Cleveland. The two applications submitted by ORDC were awarded grants. ORDC bundled the two corridors in one procurement for Step 1 of the CID program. It is expected that Step 2 will be separate procurements for the SDP. NOACA did not receive any grants. Neither ORDC nor Ohio DOT provided letters of support for the NOACA grant applications.
Cleveland-Columbus-Dayton-Cincinnati Corridor (3C&D)		The proposed Corridor would connect Cleveland, OH, Columbus, OH, Dayton, OH, and Cincinnati, OH. The proposed Corridor would provide new service on an existing alignment. Funding for Step 1 was obligated in March 2024. ORDC hired HDR to assist them in completing 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		The proposed Corridor would connect Cleveland, OH to Detroit, MI through Toledo, OH. The proposed Corridor would provide new service on an existing alignment. Funding for Step 1 was obligated in April 2024. The ORDC hired HDR to assist them with Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
Keystone Corridor: Pittsburgh to Philadelphia	Pennsylvania Department of Transportation (PennDOT)	The proposed Corridor would provide improvements to the existing Amtrak <i>Keystone</i> and <i>Pennsylvanian</i> services between Philadelphia and Pittsburgh, PA via Lancaster, Harrisburg, Altoona, Johnstown 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. Funding for Step 1 was obligated in May 2024. 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. See the article on the Keystone Corridor improvements on page XX of this issue of SPEEDLINES.

Project Name	Applicant	Project Description
Scranton to New York Penn Station Corridor	PennDOT	The proposed Corridor would connect Scranton, PA and New York, NY, with intermediate stops at Stroudsburg and Mt. Pocono, PA; Blairstown, Dover, Montclair, Morristown and Newark, NJ. The proposed Corridor would provide new service (three daily roundtrips) on a mostly existing alignment, plus abandoned track to be rebuilt. The entirety of the alignment for this corridor is under public ownership. Funding for Step 1 was obligated in May 2024. The Corridor sponsor completed Step 1 of the program. In October 2024, nearly \$9 million in Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant funds was programmed to be used to upgrade railroad infrastructure along the Pennsylvania segment of the right-of-way, including bridge and track improvements. With this CRISI grant, federal and state funding toward restoring passenger rail in the corridor totals more than \$20 million. FRA approved the Step 1 scope, schedule and budget and awarded PennDOT a grant in January 2025 to complete the SDP in Step 2 of the CID program. The estimated \$5.46 million cost of the SDP will be 90 percent federally funded with PennDOT matching 10 percent.
Reading - Philadelphia - New York Corridor	Schuylkill River Passenger Rail Authority (SRPRA)	The proposed Corridor would connect Reading, PA 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 roundtrips) on an existing alignment that last hosted passenger trains in 1983. Funding for Step 1 was obligated in March 2024. The SRPRA hired AECOM to assist them with 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	Southern Rail Commission	The proposed Corridor would connect Dallas, TX to Meridian, MS and plans to 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. Funding for Step 1 was obligated in August 2024. 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.
Gulf Coast Passenger Rail Service	Southern Rail Commission	The Gulf Coast passenger rail project 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 the <i>Sunset Limited</i> route that Amtrak suspended indefinitely in 2005 after Hurricane Katrina. Grant funding for Step 1 has not been obligated. However, Amtrak continues to advance this project now that the Surface Transportation Board (STB) proceedings have been resolved and local communities have committed funding for station improvements. The project received a \$178.4 million CRISI grant to support infrastructure improvements in the corridor that were agreed to by Amtrak and the Class I railroads. Service is scheduled to commence in 2025. The Gulf Coast passenger rail service was awarded a \$21 million grant that will support the operating cost of Amtrak service. The grant was awarded through the FRA's Restoration and Enhancement program,

Project Name	Applicant	Project Description
Atlanta-Chattanooga-Nashville-Memphis Corridor	City of Chattanooga	The proposed Corridor would connect Atlanta, GA to Chattanooga, Nashville, and Memphis, TN. The proposed Corridor would provide new service on existing alignments. Funding for Step 1 was obligated in May 2024. The City contracted with WSP to assist them with 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	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. Funding for Step 1 of the CID program were obligated on May 16, 2024. The project sponsor selected HNTB to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan for the Fort Worth – Dallas segment of the Dallas - Houston HSR project. HNTB was already conducting the EA for the Fort Worth – Dallas segment.
Texas Triangle: Dallas-Fort Worth – Houston Intercity Passenger Rail Corridor	Texas Department of Transportation (TXDOT)	The proposed corridor would connect Fort Worth, Dallas and Houston, Texas with a new conventional speed (79 mph) 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. Funding for Step 1 was obligated in July 2024. 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	TXDOT	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.
Salt Lake City - Las Vegas Corridor <i>Desert Wind</i>	Utah Department of Transportation (UDOT)	UDOT submitted grant applications for the Corridor ID program in March 2023. UDOT’s application was for potential re-establishment of a route from Salt Lake City to Las Vegas (previously the <i>Desert Wind</i> route under Amtrak). The grant was not awarded. FRA told UDOT that a future application would benefit from additional quantitative data (e.g. projected ridership, estimated costs and benefits). UDOT recently selected AECOM to conduct a high-level statewide passenger rail feasibility study to gather more information on the potential for passenger rail in Utah and to prepare for future Corridor ID grant opportunities. The study will explore a variety of destination/route options, which could include new routes; evaluate both conventional (<80 mph, using shared freight track) and high-speed (>125 mph, using dedicated track) options; quantify the costs and benefits of potential passenger rail services and gather additional information needed to support a potential future Corridor ID application.
Virginia Corridors Virginia Department of Rail and Public Transportation (DRPT)	“Transforming Rail in Virginia” is a \$3.7 billion program changing the future of rail transportation in Virginia by acquiring railroad right-of-way, increasing rail capacity, and reworking passenger and freight operations to improve reliability and increase rail service in Virginia. DRPT submitted two applications for the FRA CID program. One application was for the east-to-west Commonwealth Corridor between Hampton Roads and the New River Valley, and the second application was for the corridor between Washington, D.C., and Bristol, VA. DRPT will continue coordination with the Virginia Passenger Rail Authority, North Carolina DOT and Tennessee DOT to explore opportunities for connections with adjoining passenger rail corridors under development.	

Project Name	Applicant	Project Description
Washington, DC to Bristol Corridor		The proposed Corridor would extend the existing state-supported Amtrak Northeast Regional service between Washington, DC 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. Funding for Step 1 was obligated on May 14, 2024. The VRDRPT contracted with AECOM to complete Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
Hampton Roads – New River Valley Commonwealth Corridor		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, DC with Newport News and Roanoke, VA. Funding for Step 1 was obligated on May 12, 2024. The VRDRPT contracted with AECOM to complete Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
Vermont Corridor	Vermont Agency of Transportation (VTrans)	The proposed Corridor would provide improvements to the existing Amtrak Vermonter service between Washington, DC 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). Funding for Step 1 was obligated on May 8, 2024. In mid-August, VTrans solicited for the Step 1 services for this corridor jointly with the Green Mountain Corridor. The contract was awarded in late September to Cambridge Systematics (CS). They are currently moving forward with the development of the SDP scope, schedule, and cost estimate.
Green Mountain Corridor	VTRans	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). Vermont previously completed a study of passenger rail service to the southwestern corner of the state in 2014. The intent of the current proposal is to inaugurate a new train that would start at New York Penn and travel up the Empire Corridor in New York as the Ethan Allen service currently does. It would diverge from the current route at Schenectady to serve Mechanicville (NY), North Bennington and Manchester on its way up the west side of Vermont to Rutland where it would rejoin the Ethan Allen corridor to Burlington. The Rutland to Burlington segment of the Ethan Allen service was introduced in July 2022 and has been highly successful. Should the proposed new service prove feasible, it would restore passenger rail service to Bennington County for the first time since the Rutland Railroad ended all passenger service in 1953. The Step 1 obligation from FRA was received by VTrans on May 8, 2024. In mid-August, VTrans solicited for the Step 1 services for this corridor jointly with the Vermonter Corridor. The contract was awarded in late September to Cambridge Systematics (CS). They are currently moving forward with the development of the SDP scope, schedule, and cost estimate.

Project Name	Applicant	Project Description
Cascadia High-Speed Ground Transportation Corridor	Washington State Department of Transportation (WSDOT)	The Cascadia high-speed ground transportation project would connect Seattle to Portland and Vancouver with trains traveling up to 250 mph. The proposed Corridor includes a potential future extension south to Eugene, OR. The proposed Corridor would provide new high speed rail service on a new alignment. WSDOT completed Step 1 of the CID. Funding in the amount of \$49.7 million was obligated for Step 2 of the CID program in November 2024 for preparing a service development plan (SDP). The federal funding will be supported by \$5.6 million from WSDOT. Consultant services will be advertised to assist WSDOT in completing the SDP.
Cascades Corridor	WSDOT	The proposed Corridor would provide improvements to the existing state-supported Amtrak <i>Cascades</i> 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. Funding was obligated for Step 1 of the CID program in March 2024. WSDOT had been preparing a service development plan (SDP) for the Cascades Corridor. A gap analysis is being conducted to determine the level of effort needed to complete the SDP. AECOM supported WSDOT in completing a Preliminary SDP, which was published in June 2024.
Wisconsin Corridors		Wisconsin has a long history of supporting passenger rail service, especially in the Hiawatha Corridor connecting Chicago and Milwaukee. The successful introduction of the Amtrak <i>Borealis</i> train between Chicago – Milwaukee and Minneapolis/St. Paul suggests that passenger rail service expansion is necessary to support changing travel patterns and needs of a growing region. WisDOT and project partners applied for a total of five FRA Corridor Identification and Development (CID) grants.
Twin Cities – Milwaukee – Chicago (TCMC) Service Expansion via La Crosse	Wisconsin Department of Transportation (WisDOT)	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. Funding for Step 1 was obligated in June 2024. HDR was selected by WisDOT to assist in preparing the Step 1 work tasks to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.
Milwaukee to Green Bay (Hiawatha Service Extension)	WisDOT	The proposed Corridor would connect the existing Hiawatha service between Chicago, IL and Milwaukee, WI with an extension to Green Bay, WI. Funding for Step 1 was obligated on May 17, 2024. WisDOT contracted with AECOM to assist them in completing 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	WisDOT	The proposed Corridor would provide improvements to the existing <i>Hiawatha</i> service between Milwaukee, WI and Chicago, IL by adding new frequencies. Funding for Step 1 was obligated in April 2024. 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. Quandel Consultants has been under contract to WisDOT to develop an Environmental Assessment (EA) and SDP for a proposed increase in passenger rail service on Amtrak’s <i>Hiawatha</i> Service between Chicago and Milwaukee. The EA will analyze the environmental impacts that result from increasing the number of intercity daily round trips from 7 to 10 and from increasing speeds from a maximum of 79 MPH to a maximum of 90 MPH.

Project Name	Applicant	Project Description
Milwaukee – Madison – Eau Claire – Twin Cities Passenger Rail Extension	WisDOT	The proposed Corridor would connect Milwaukee, WI to Minneapolis, MN through Madison, WI and Eau Claire, WI. The proposed Corridor would provide new service on an existing alignment. Funds for Step 1 were obligated on May 1, 2024. WisDOT selected HNTB to assist in preparing the Step 1 scope, schedule, and cost estimate for preparing, completing, or documenting a service development plan.
Eau Claire-Twin Cities Corridor	Eau Claire County, WI	The proposed Corridor would connect St. Paul, MN to Eau Claire, WI. The proposed Corridor would provide new service on an existing alignment. Funds for Step 1 were obligated on June 24, 2024. Eau Claire County selected a team led by HDR with HNTB to complete Step 1 of the CID program for Eau Claire-Twin Cities Passenger Rail Project.