



Bipartisan Infrastructure Law Already Advancing Critical Projects

Increased infrastructure investment provided in the Infrastructure Investment and Jobs Act (IIJA)—in combination with annual appropriations approved by Congress—is already resulting in tangible improvements to the U.S. rail network and national rail fleet.

The IIJA provides \$66 billion in guaranteed capital funding for rail over the five-year life of the bill, with another \$9.6 billion enacted by Congress through annual appropriations for capital programs and operating funds (another \$16 billion is authorized in the final two years of the bill). The U.S. Department of Transportation has already awarded nearly \$30 billion in rail grants since the law's enactment, funding tangible improvements to America's rail network.

Modernizing Amtrak's Fleet: IIJA funding enables Amtrak to begin replacing its 20th century fleet on long-distance, State supported, and NEC services. Amtrak is projected in 2024 to introduce the first of 28 next-generation high-speed trains to replace the current fleet of Acelas. They continue to roll out new state-owned Siemens Venture trainsets and to refurbish existing long-distance equipment. And they are expected to award a contract for the manufacture of the next-generation long-distance trainsets—all built right here in America.

Siemens Manufacturing Facility – North Carolina: Siemens announced in March 2023 that it is building a \$220 million advanced manufacturing and rail services facility in Lexington, NC in response to increased U.S. rail investment. The facility will begin production in 2024, create more than 500 new jobs by 2028, and grow the state's economy by \$1.6 billion over 12 years.

ADA Stations: With more than \$1 billion of ADA station accessibility projects in the pipeline, Amtrak has 136 in-progress ADA station design projects, with 40 in-progress station construction projects, and 212 station construction projects scheduled through 2029.

Nevada – Brightline West High-Speed Rail: This project received \$3 billion in FSP-NN funding for right-of-way acquisition, final design, and construction activities for the 218-mile corridor between Las Vegas and Southern California. This Public-Private Partnership will begin construction in 2024, and is projected to begin service by 2028.

Pennsylvanian Rail Modernization Project: This project will fund right-of-way acquisition and final design and construction activities for track and signal-related improvements along Norfolk Southern Railway's main line between Pittsburgh and Harrisburg. It will improve both passenger and freight service along the entire corridor, with construction starting in 2024.

Hudson River Tunnel Project – New York + New Jersey: The Gateway Development Commission will begin major construction activities on new intercity and transit rail tunnels between New York and New Jersey, adding redundancy to the current 112-year-old tunnels. This project will create 72,000 jobs while improving reliability along the entire East Coast.

Gulf Coast Rail Restoration – Louisiana + Mississippi + Alabama: Amtrak is working with CSX Transportation, Norfolk Southern and the Port of Mobile to construct a layover track and station facilities in Mobile, AL that will finally allow for the restoration of passenger rail service along the Gulf Coast Corridor, knocked offline by Hurricane Katrina. Amtrak is scheduled to launch service by the end of 2024 and will rely on federal grants for construction work.

Transforming Rail in Virginia: with construction scheduled to begin in 2024, this FSP-NN-funded project will add new track and bridges at L’Enfant station, as well as the new Long Bridge over the Potomac River and three passing sidings.

B&P Tunnel Project – Maryland: Amtrak received \$4.7 billion in FY22-23 FSP-NEC funds for final design and construction to replace a 1.4 mile, 150-year-old tunnel, eliminating a critical NEC chokepoint. Amtrak has awarded two of three major construction contracts for the project, with contractors advancing construction on a new ADA-accessible West Baltimore MARC Station, new tracks and rail systems from the MARC station to the new tunnel, replacement of several bridges, and constructing the tunnels themselves.

Corridor Identification and Development Program

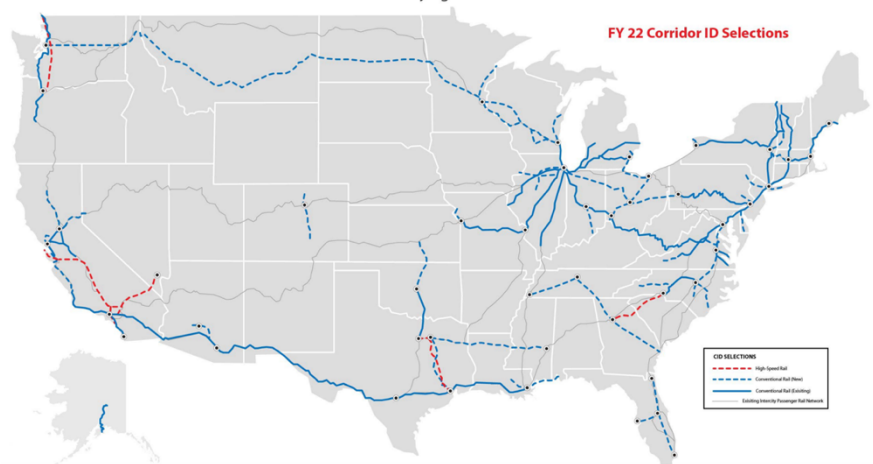
Congress established the Corridor ID Program to facilitate planning and development for intercity passenger rail corridors across the country and to establish a pipeline of capital projects ready to build.

The Federal Railroad Administration chose 69 corridors across the U.S. as part of its inaugural selection in Dec. 2023. Each corridor received \$500,000 for planning activities, including scoping, schedule development, and preparing a cost estimate for advancing a service development plan.



Investments to Enhance Intercity Passenger Rail

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