



U.S. Department of Transportation

Federal Railroad Administration

Report to Congress:

**Fiscal Year 2024 Corridor Identification and
Development Project Pipeline Report**

Infrastructure Investment and Jobs Act (IIJA), (Pub. L. 117-58)

The purpose of the CID Program is to develop 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. Unlike previous federal intercity passenger rail planning efforts, the CID Program is intended to support the long-term development of multiple intercity passenger rail corridors from the earliest stages of feasibility analysis through readiness for further federal (and other) design, construction, and implementation funding. The CID Program is intended to become the primary means for directing federal financial support and technical assistance toward the development of proposals for new or improved intercity passenger rail services throughout the United States.

The CID Program is the precursor in the project lifecycle to the FRA's Federal-State Partnership for Intercity Passenger Rail Program (FSP-National), which funds capital projects outside of the Northeast Corridor that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service. In December 2023, in conjunction with the announcement of the 69 corridors selected into the CID Program, FRA also announced \$8.2 billion in new funding under the FSP-National program for 10 passenger rail projects across the country, including the first high-speed rail projects in our country's history. Key selected projects include building a new high-speed rail system between California and Nevada, which will serve more than 11 million passengers annually; advancing a high-speed rail line through California's Central Valley to ultimately link Los Angeles and San Francisco, which will facilitate travel speeds up to 220 mph; and delivering significant upgrades to frequently traveled rail corridors in Virginia, North Carolina, and the District of Columbia. These historic projects are the culmination of years of successful planning and development work undertaken by the project sponsors and are ready to advance into the implementation stage. This up-front, proactive development work exemplifies how FRA and corridor sponsors across the Nation intend to use the CID Program to create a robust pipeline for continued investment in passenger rail across the country.

The CID program represents a major investment in creating a robust national passenger rail network. Corridors selected into the program will connect vibrant small and medium-sized cities to urban cores, and they will connect residents to jobs, family, healthcare, and educational opportunities. These enhanced intercity passenger rail connections will also complement other modes of transportation and offer safe, environmentally friendly travel alternatives. The CID program is focused on strengthening America's rail network. A major goal of the program is to partner with freight railroads, who host a significant portion of our Nation's passenger rail off the Northeast Corridor, and for the freight rail industry to view passenger rail as a positive, attractive, and complementary opportunity. Opportunities exist for corridor sponsors and FRA to partner with the freight rail industry to repair aging infrastructure and to expand capacity and improve operations for both freight and passenger rail. In addition, the CID Program lays the groundwork for the creation of tens of thousands of good paying jobs with the free and fair choice to join a union in construction and related industries.

In response to one of the statutory requirements for this report, on December 8, 2023, FRA announced the selection of 69 corridors into the CID Program. Corridors entering Step 1 of the program are eligible to receive up to \$500,000 for development of the scope, schedule, and budget for preparing the SDP.

For corridors selected for entry into the CID program, FRA has structured the program into three separate steps to help corridors progress through the development process:

1. **Step 1 – Corridor Development Initiation** – Step 1 initiates the grantee’s corridor development efforts by preparing a scope, schedule, and cost estimate for developing a Service Development Plan (SDP), or updating an existing SDP, for the selected corridor. Grants obligated under this Step have a zero non-federal match requirement.
2. **Step 2 – Service Development Plan** – After successfully completing Step 1, the grantee will work with FRA—and relevant States, Amtrak, and other stakeholders, as appropriate—to develop the SDP. The SDP is the foundational planning document that determines and documents how the corridor will be implemented. The SDP will identify the draft purpose and need for intercity passenger rail development and incorporate an analysis of alternatives supported by technical transportation planning, conceptual engineering, high-level analysis and consideration of environmental factors, and public involvement. Grants obligated under this Step have a 10 percent non-federal match requirement.
3. **Step 3 – Project Development** – After successfully completing Step 2, the grantee will commence the preliminary engineering, NEPA, and other activities necessary to advance the corridor’s capital projects to final design and construction. Grants obligated under this Step have a 20 percent non-federal match requirement.

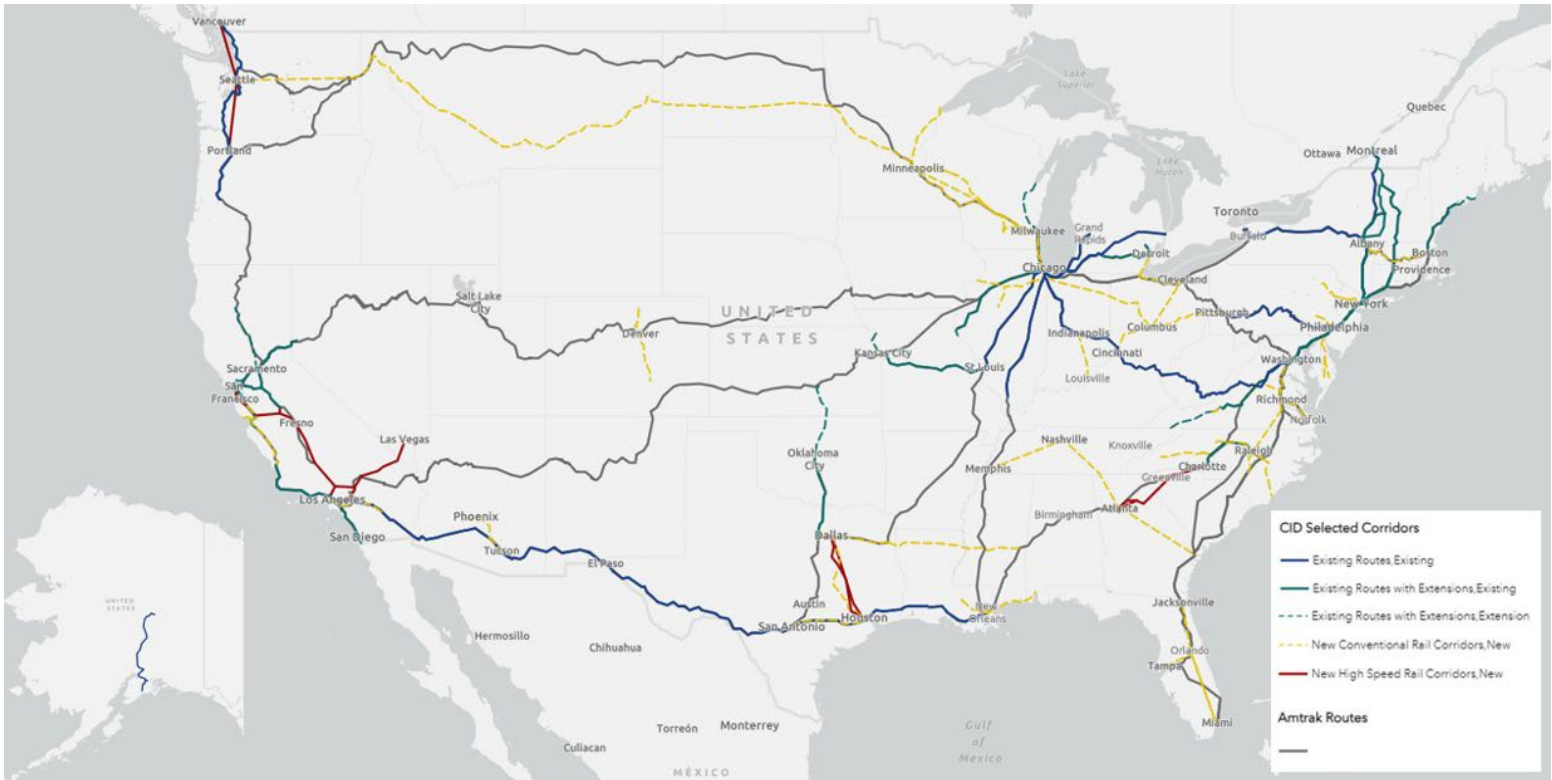
The corridors selected as part of the Fiscal Year 2022 (FY22) CID Program selections are listed below, and a map of the selections is included within this report.

Selections are organized into four categories:

- **New High-Speed Rail.** Services planned to operate at speeds greater than 160 mph, primarily or solely on new, dedicated alignment.
- **New Conventional Rail.** Services generally planned to operate at speeds of up to 79-125 mph and primarily on existing rail alignments shared with other railroad operations (freight and/or commuter).
- **Existing Routes with Extensions.** Existing intercity passenger rail services with planned extensions, operating at speeds of up to 79-125 mph and primarily on existing shared rail alignments.
- **Existing Routes.** Existing intercity passenger rail services with planned improvements to frequencies, trip times, stations, or other characteristics.

As the CID Program spans multiple states, FRA has consolidated the selections of corridors into geographical regions across the country. Below is a map of the FY22 CID Program selections as well as summaries of those selections organized by geographical regions. In addition, a complete list of all corridor selections is included with this report as Attachment 1.

Figure 1. Map of FY22 Corridor Identification and Development Selections



Midwest

In the Midwest, project sponsors will continue focused planning efforts to study a series of projects aimed at addressing key bottlenecks associated with accessing the **Chicago Hub** from south of Lake Michigan, which are required to improve access and performance of the existing Midwest corridor network. State sponsors will partner with FRA to assess improved connections to **St. Louis** and **Carbondale** in Illinois and improve performance from **Chicago to Detroit**, Port Huron, and Grand Rapids in Michigan. In addition, the Michigan Department of Transportation will partner to examine the requirements for an extension from Detroit to Windsor that would provide a **direct connection to Canada’s passenger rail network**.

Project sponsors selected into the CID Program will study requirements for daily, multifrequency service from **Chicago to Indianapolis**, increased frequencies from **Chicago to Milwaukee** and the **Twin Cities**, and fund planning and development efforts for a new service between **Twin Cities and Duluth, MN**, called the **Northern Lights Express**. Under the CID Program, potential service sponsors will study new markets for future development, including potential service to **Peoria** and **Moline** in IL; **Madison** and **Eau Claire** in WI; **Toledo, Cleveland, Columbus, Cincinnati**, and **Dayton** in OH; and **Fort Wayne, IN** and **Louisville, KY**. Missouri Department of Transportation, working with FRA, will examine potential extensions of existing River Runner (**St. Louis, MO** to **Kansas City, MO**) service to **St. Joseph, MO** and the Illinois Zephyr service from **Quincy, IL** to **Hannibal, MO**.

Amtrak will examine the potential to provide improvements to the existing Amtrak long-distance **Cardinal** 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.

Southeast

In the Southeast, the North Carolina Department of Transportation will assess a potential high-speed rail connection between **Atlanta** and **Charlotte** as part of an interconnected Southeast Corridor. North Carolina and Virginia will partner to extend the Southeast rail network to several new markets, including potential service to **Asheville, Kings Mountain, Fayetteville, Wilmington,** and **Winston-Salem** in North Carolina, the **New River Valley** in Virginia, and **Bristol, TN**. Project sponsors are also partnering to assess service from **Atlanta** to **Savannah,** and **Atlanta** to **Nashville** and **Memphis** via **Chattanooga**. In Florida, the Florida Department of Transportation will assess the expansion and further connecting of the Florida Intercity Rail network between the key travel markets of **Tampa, Jacksonville, Orlando,** and **Miami**.

Northeast

In the Northeast, multiple current and potential sponsors of intercity rail will study upgrading, expanding, and initiating service to new markets. The New York State Department of Transportation will examine improvements to the existing service between **New York City, NY** and **Montreal, Quebec,** Canada via **Albany, NY,** including **planning for a U.S. Customs Pre-Clearance Facility** in Montreal and adding a second daily round-trip service. The Vermont Department of Transportation will examine extending the Vermonter service north to **Montreal, Quebec,** Canada with the completion of a new U.S. Customs preclearance facility at Montreal's Central Station.

Under the CID Program, the sponsor of the **Downeaster** corridor, connecting **Boston, MA** to **Brunswick, ME** via **Portland, ME** will examine adding frequencies, reducing travel times, improving reliability, the creation of 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).

Project sponsors will also assess potential improvements or new service through the CID Program planning framework to markets including **Niagara Falls, Albany, Utica, Syracuse, Rochester, Buffalo,** and **Long Island** in New York; **New Haven** and **Hartford** in Connecticut; and **Springfield, MA**. Planning efforts will seek to examine the feasibility of a connecting **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 and east-central New York State. Project sponsors will study connecting **Northern Delaware** with the Northeast Corridor (NEC), as well as connecting **Reading, Philadelphia,** and **Scranton, PA** to the NEC.

South Central

Under the CID Program, planning and development activities are advancing for **Texas high-speed rail** by funding the strategic, business, finance, and operational plans for high-speed rail

between **Dallas/Fort Worth** and **Houston**, TX with a new, dedicated and grade-separated high-speed passenger rail service. The Texas Department of Transportation will study a connection between **Fort Worth, Dallas** and **Houston**, TX using a new conventional intercity passenger rail service over an existing alignment as well as a new conventional intercity passenger rail service to connect **Houston** and **San Antonio**, TX using the route of Amtrak's existing long-distance ***Sunset Limited*** service. The Southern Rail Commission will seek to connect **Dallas**, TX to **Meridian**, MS.

Through the activities in the CID Program, the Louisiana Department of Transportation will connect **Baton Rouge**, LA and **New Orleans**, LA. FRA will work with potential project sponsors to restore intercity passenger rail service between **New Orleans**, LA and **Mobile**, AL, including station stops in **Bay St. Louis, Gulfport, Biloxi** and **Pascagoula**, MS.

Southwest

In addition to FRA's significant investment in California's high-speed rail network, project sponsors of California's extensive conventional rail network will improve and expand service and connectivity throughout the state and the southwest region. The California Department of Transportation will examine the feasibility of increasing frequencies and extending the existing state-supported ***Capitol Corridor*** between **San Jose** and **Auburn**, CA to **San Francisco, Salinas**, and **Novato**, CA and to **Reno/Sparks**, NV. The existing ***Pacific Surfliner*** service between **San Luis Obispo** to **San Diego**, CA will study the potential of additional frequencies, improving reliability and adding an extension south to **San Ysidro**, CA. The ***San Joaquins*** corridor between **Sacramento/Oakland** and **Merced**, CA will examine an extension to **Chico** and **Redding**, CA. In addition, the California Department of Transportation will examine providing a new service over a route currently only served by Amtrak's long-distance ***Coast Starlight*** between **San Jose** and **San Luis Obispo**, CA by adding new frequencies and providing a new service between **Los Angeles** and **Coachella**, CA using existing alignments currently served by Amtrak's state-supported and long-distance services. Through the CID Program activities, project sponsors will study the connection between **Victor Valley** and **Palmdale**, CA, with the final goal being to provide new high-speed rail service on a new alignment, as a means to link **Brightline West** and **California High-Speed-Rail in the Central Valley**.

The Arizona Department of Transportation will study plans to connect **Phoenix** to **Tucson**, AZ with multiple daily frequencies. Continuing work already underway, project sponsors in Colorado will study the advancement of the ***Front Range Corridor*** from **Fort Collins** to **Pueblo**, CO, with intermediate stops at **Boulder, Denver**, and **Colorado Springs**.

Amtrak will examine the potential to provide improvements to the existing Amtrak long-distance ***Sunset Limited*** between **Los Angeles**, CA and **New Orleans**, LA by increasing service frequency from thrice weekly to daily. Intermediate cities served would include **Houston, San Antonio** and **El Paso**, TX and **Tucson**, AZ.

Northwest

In the Northwest, the Washington Department of Transportation will undertake a significant planning study for the Cascadia high-speed rail program, which seeks to connect **Vancouver**, Canada to **Portland**, OR, via **Seattle**, WA. The proposed corridor would provide new high-speed rail service on a new alignment. In addition, Amtrak seeks to improve the existing

conventional, state-supported **Cascades** service between **Vancouver, British Columbia**, Canada, and **Eugene**, OR, including **Seattle**, WA, **Portland**, OR and other intermediate points by reducing travel times, improving reliability, and adding new frequencies.

The Alaska Railroad Corporation will study improvements to the existing intercity passenger rail services between **Fairbanks** and **Seward**, AK, including **Anchorage** and other intermediate points by adding new frequencies, reducing travel times, and improving reliability.

Through the CID Program activities, project sponsors will study the restoration of the **North Coast Hiawatha** between Chicago, IL to Seattle, WA through multiple rural communities in North Dakota and Montana that are currently not served by passenger rail.

The information identified in 25101(g)(2) through (6) will not be known until at least project sponsors have begun the work required in Step 2 of the CID program to develop an SDP, if not until the completion of the SDP. During the development of the SDP, corridor sponsors will identify and develop the statement of work (SOW) framework. The SOW framework will include elements such as the alternative analysis, transportation planning, environmental planning and the financial planning efforts that will ultimately lead to the corridor being able to identify specific projects along the corridor. Once corridor sponsors have completed the SDP, future iterations of this report will add this information and FRA will continue to work with each corridor sponsor as they progress through Step 1 and into Step 2 of the CID Program.

Enclosure

Table 1. FY22 Corridor Identification and Development Program Selections

Corridor Type	Corridor Title (Proposed)	Applicant	States Traversed by the Corridor
New High-Speed Rail	California High-Speed Rail Phase 1 Corridor	California High-Speed Rail Authority	California
	High Desert Intercity High-Speed Rail Corridor	Antelope Valley Transit Authority	California
	Brightline West High-Speed Corridor	Nevada Department of Transportation	California, Nevada
	Charlotte, North Carolina to Atlanta, Georgia Corridor	State of North Carolina Department of Transportation	Georgia, South Carolina, North Carolina
	Fort Worth-to-Houston High Speed Rail Corridor	North Central Texas Council of Governments	Texas
	Cascadia Ultra-High-Speed Ground Transportation	Washington State Department of Transportation	Oregon, Washington
	Amtrak Texas High-Speed Rail Corridor	National Railroad Passenger Corporation (Amtrak)	Texas
New Conventional Rail	Phoenix-Tucson Corridor	Arizona Department of Transportation	Arizona
	Central Coast Corridor	California Department of Transportation	California
	Coachella Valley Rail Corridor	California Department of Transportation	California
	Colorado Front Range Corridor	Front Range Passenger Rail District	Colorado
	Diamond State Line	Delaware Transit Corporation	Delaware, Maryland
	Miami-Orlando-Tampa Corridor	Florida Department of Transportation	Florida
	Jacksonville-Orlando-Miami Corridor	Florida Department of Transportation	Florida
	Atlanta to Savannah Corridor	Georgia Department of Transportation	Georgia
	Chicago to Quad Cities Service Extension Program	Illinois Department of Transportation	Illinois
	Peoria to Chicago Passenger Rail Service	City of Peoria	Illinois
	Chicago, Fort Wayne, Columbus, and Pittsburgh	City of Fort Wayne	Illinois, Indiana, Ohio, Pennsylvania
	Louisville-Indianapolis Passenger Rail Corridor	Kentuckiana Regional Planning and Development Agency	Indiana, Kentucky
	Baton Rouge–New Orleans Corridor	Louisiana Department of Transportation and Development	Louisiana
	Boston and Albany Corridor	Massachusetts Dept. of Transportation	Massachusetts, New York
	Northern Lights Express	Minnesota Department of Transportation	Minnesota, Wisconsin
	North Coast Hiawatha	Big Sky Passenger Rail Authority	Idaho, Illinois, Minnesota, Montana, North Dakota, Washington, Wisconsin
	Asheville to Salisbury, North Carolina Corridor	State of North Carolina Department of Transportation	North Carolina
Charlotte to Kings Mountain, North Carolina Corridor	State of North Carolina Department of Transportation	North Carolina	
Fayetteville to Raleigh, North Carolina Corridor	State of North Carolina Department of Transportation	North Carolina	

Corridor Type	Corridor Title (Proposed)	Applicant	States Traversed by the Corridor
Existing Routes with Extensions	Wilmington to Raleigh, North Carolina Corridor	State of North Carolina Department of Transportation	North Carolina
	Winston-Salem to Raleigh, North Carolina Corridor	State of North Carolina Department of Transportation	North Carolina
	Cleveland-Columbus-Dayton-Cincinnati (3C&D) Corridor	Ohio Rail Development Commission	Ohio
	Cleveland-Toledo-Detroit Corridor	Ohio Rail Development Commission	Michigan, Ohio
	Reading-Philadelphia-New York Corridor	Schuylkill River Passenger Rail Authority	New Jersey, New York, Pennsylvania
	Scranton to New York Penn Station Corridor	Pennsylvania Department of Transportation	New Jersey, New York, Pennsylvania
	Atlanta-Chattanooga-Nashville-Memphis Corridor	City of Chattanooga	Georgia, Tennessee
	Houston to San Antonio Corridor	Texas Department of Transportation	Texas
	Texas Triangle: Dallas-Fort Worth-Houston Intercity Passenger Rail Corridor	Texas Department of Transportation	Texas
	Commonwealth Corridor	Virginia Department of Rail and Public Transportation	Virginia
	Eau Claire-Twin Cities Corridor	Eau Claire County	Minnesota, Wisconsin
	Milwaukee-Madison-Eau Claire-Twin Cities Corridor	Wisconsin Department of Transportation	Minnesota, Wisconsin
	TCMC Service Expansion via La Crosse	Wisconsin Department of Transportation	Illinois, Minnesota, Wisconsin
	Gulf Coast Passenger Rail Service	Southern Rail Commission	Alabama, Louisiana, Mississippi
	I-20 Corridor Intercity Passenger Rail Service	Southern Rail Commission	Louisiana, Mississippi, Texas
	Capitol Corridor	California Department of Transportation	California
	Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor	California Department of Transportation	California
	San Joaquin Valley Corridor	California Department of Transportation	California
	Heartland Flyer Extension	Kansas Department of Transportation	Oklahoma, Kansas, Texas
	Downeaster Corridor	Northern New England Passenger Rail Authority	Massachusetts, Maine, New Hampshire
	Wolverine Corridor	Michigan Department of Transportation	Illinois, Indiana, Michigan
	Hannibal Extension of Existing Chicago-Quincy Corridor	Missouri Department of Transportation	Illinois, Missouri
	Kansas City, MO to St Joseph, MO	Missouri Department of Transportation	Missouri
	Green Mountain Corridor	Vermont Agency of Transportation	New York, Vermont
	Amtrak Service to Long Island	National Railroad Passenger Corporation (Amtrak)	New York
	Vermont Corridor	Vermont Agency of Transportation	Connecticut, District of Columbia, Delaware, Maryland, Massachusetts, Pennsylvania, New Jersey, New York, Vermont

Corridor Type	Corridor Title (Proposed)	Applicant	States Traversed by the Corridor
	Washington, DC to Bristol, VA Corridor	Virginia Department of Rail and Public Transportation	District of Columbia, Virginia
	Milwaukee to Green Bay (Hiawatha Service Extension)	Wisconsin Department of Transportation	Illinois, Wisconsin
Existing Routes	Anchorage North & South Corridor	Alaska Railroad	Alaska
	Hartford Line Corridor	Connecticut Department of Transportation	Connecticut, Massachusetts
	Chicago to Carbondale Corridor	Illinois Department of Transportation	Illinois
	Chicago to St. Louis Higher Speed Rail Corridor	Illinois Department of Transportation	Illinois, Missouri
	Indianapolis-Chicago Corridor	Indiana Department of Transportation	Illinois, Indiana
	Chicago to Grand Rapids Corridor	Michigan Department of Transportation	Illinois, Indiana, Michigan
	Chicago to Port Huron Corridor	Michigan Department of Transportation	Illinois, Indiana, Michigan
	Adirondack Corridor	New York State Department of Transportation	New York
	Empire Corridor	New York State Department of Transportation	New York
	Charlotte, North Carolina to Washington, DC Corridor	State of North Carolina Department of Transportation	District of Columbia, North Carolina, Virginia
	Keystone Corridor: Pittsburgh to Philadelphia	Pennsylvania Department of Transportation	New Jersey, New York, Pennsylvania
	Amtrak Cascades Corridor	Washington State Department of Transportation	Oregon, Washington
	Milwaukee to Chicago Hiawatha Service Expansion	Wisconsin Department of Transportation	Illinois, Wisconsin
	Daily Cardinal Service	National Railroad Passenger Corporation (Amtrak)	District of Columbia, Delaware, Illinois, Indiana, Kentucky, New Jersey, New York, Ohio, West Virginia, Virginia
	Daily Sunset Limited Service	National Railroad Passenger Corporation (Amtrak)	Arizona, California, Louisiana, New Mexico, Texas