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Amtrak and Partners Kick Off Susquehanna River Bridge Project

Early construction activities now underway

HAVRE DE GRACE, Md. – Amtrak CEO Stephen Gardner today joined U.S. Department of Transportation Deputy Secretary Polly Trottenberg, Administrator of the Federal Railroad Administration (FRA) Amit Bose, Maryland Transportation Secretary Paul J. Wiedefeld, MTA Administrator Holly Arnold and other state and local officials to mark the start of Amtrak's [Susquehanna River Rail Bridge Project](#) in Northeast Maryland.

The Susquehanna River Rail Bridge is a vital piece of infrastructure that serves approximately 110 daily Amtrak, MARC commuter rail and freight trains. This \$2.7 billion project, supported by President Biden's Bipartisan Infrastructure Law will ensure continued connectivity along the Northeast Corridor (NEC) – America's busiest passenger rail corridor – while enabling plans to expand intercity passenger rail service in the region and across the nation.

"Amtrak is excited to kick off early work on this important bridge upgrade, one of several major Amtrak infrastructure megaprojects now underway or set to begin by the end of 2024," **said Amtrak CEO Stephen Gardner**. "Thanks to funding from the Infrastructure Investment & Jobs Act, continued support from the Biden-Harris Administration and Congress, and strong coordination with our partners, Amtrak is advancing a new era of passenger rail with state-of-the-art bridges, tunnels and trains on the way."

"The Susquehanna River Bridge project is another example of how the Biden-Harris Administration is making historic investments in passenger rail and delivering safer, faster more reliable service along the Northeast Corridor," **said U.S. Deputy Transportation Secretary Polly Trottenberg**. "With funding made possible by President Biden's Bipartisan Infrastructure Law, our Department is supporting this project with more than \$2 billion in grant funding and ensuring the Susquehanna River Bridge can continue linking communities in Maryland and across eight states for generations to come."

"Thanks to President Biden's Bipartisan Infrastructure Law, projects of national significance continue to move forward along America's busiest rail corridor, with early construction to replace the 118-year-old Susquehanna River Bridge being the latest example," **said FRA Administrator Amit Bose**. "FRA is investing more than \$16 billion in Fed State-NEC grants

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along the Northeast Corridor, including nearly \$7 billion for five passenger rail projects in Maryland. These investments will benefit the entire region and our national economy while rebuilding the Northeast Corridor to deliver the modern, safe, and convenient service Americans deserve.”

“Upgrading our state’s and our nation’s aging infrastructure – like the century-old Susquehanna River Bridge – was one of our top priorities in passing the infrastructure modernization law,” **said U.S. Senator Chris Van Hollen**. “This critical investment will ultimately make Marylanders’ commutes shorter and safer while strengthening our supply chains. And because of the \$2 billion investment we fought to secure, workers are now getting on the job to build a new bridge that will improve rail service and get cargo where it needs to go on time.”

“Today, we are carrying on the historic tradition of cooperation and ingenuity to move people and goods safely across the Susquehanna River, a concept originally formalized in 1695 with the first license to operate a ferry between Harve de Grace and Perryville; and today culminating in a federal, state and local project to build a two bridge, four train track crossing, **said Maryland State Senator Mary-Dulany James**.

“The launch of the Susquehanna River Bridge project brings Maryland and the entire Northeast Corridor closer to modernizing passenger rail infrastructure and improving safety for MARC and Amtrak service,” **said Maryland Transportation Secretary Paul J. Wiedefeld**. “The new bridge will allow for faster trains, more reliable service and will make riding intercity passenger rail more convenient for all.”

“We are proud to partner with Amtrak on the Susquehanna Bridge project and thankful to our Federal partners for investing in our transit systems,” **said Maryland Transit Administrator Holly Arnold**. “The modernization of this bridge will help to increase access to economic opportunities, decongest our roadways and improve our environment by decreasing emissions.”

“This is more great news for America’s rail passengers, thanks to the Bipartisan Infrastructure Law,” **said Rail Passengers Association President & CEO Jim Mathews**. “Once this project is finished, it will double track capacity over that span, eliminate the need for stopping traffic for boats passing underneath, and boost maximum speeds to as much as 160 mph. All across the country we’re slowly but surely starting to see how Amtrak passengers will get better service thanks to these crucial and long-overdue investments in our transportation infrastructure. We

were proud to be part of the process that led to these investments, and even more proud now to see them come to life."

The first pre-construction work includes removal of remnant bridge piers from the Susquehanna River and utility upgrades in the Town of Perryville. In the Susquehanna River, an Amtrak contractor is safely demolishing and removing 10 remnant piers. These leftover piers remain from an 1866 railroad bridge that was located just east of the existing bridge and had its superstructure removed several decades ago.

Although no longer utilized, the remnant piers have long remained an impediment to boaters. The federal environmental review process for this Project identified that removal of the remnant bridge piers would be necessary to build the new and improved bridge, while also improving navigation along this portion of the Susquehanna River. Removal of all 10 remnant piers is scheduled for completion by the end of this year.

In Perryville, Amtrak is working with two local utility companies to complete critical upgrades necessary before construction of the first bridge can begin. Baltimore Gas & Electric will replace the existing 1930s-era transmission tower that exclusively feeds power to an Amtrak substation, and in turn, the electrified NEC. It must be relocated to avoid conflicts with the future west bridge approach.

Additionally, Delmarva is relocating aerial power lines underground to make way for the Project, eliminate future aerial conflicts, and provide a more reliable service to the town and customers. This early work sets the state for the start of bridge construction later next year.

When completed, the Susquehanna River Rail Bridge Project will:

- Increase passenger rail capacity with two new two-track bridges (compared to just two tracks today)
- Modernize and improve five miles of track, catenary and signals, including three interlockings
- Improve reliability and safety
- Increase train speeds with a higher maximum speed of 160 mph, enabling faster trip times
- Eliminate conflicts with maritime traffic due to the new, higher fixed-span bridges

This \$2.7 billion project is supported by the Bipartisan Infrastructure Law, thanks to a [\\$2.08 billion Fed-State grant](#) announced by FRA late last year. The remaining portion will be funded by Amtrak and the State of Maryland.

Amtrak has implemented a comprehensive community engagement program for this project, which began in the early planning phase and will continue throughout construction. As work advances, Amtrak will continue its commitment to being a good neighbor in the community by raising awareness about the project, being present at various local events and programs, and partnering with community groups to make a positive impact.

About Amtrak[®]

For more than 50 years, Amtrak has connected America and modernized train travel. Offering a safe, environmentally efficient way to reach more than 500 destinations across 46 states and parts of Canada, Amtrak provides travelers with an experience that sets a new standard. Book travel, check train status, access your eTicket and more through the [Amtrak app](#). Learn more at [Amtrak.com](#) and connect with us on [X](#), [Instagram](#), [Facebook](#) and [LinkedIn](#).

About Amtrak's Historic Infrastructure Investments

Amtrak is leading a new era of passenger rail, investing in modern trains, enhanced stations, new tunnels and bridges, and other critical infrastructure upgrades. We're enhancing the customer experience across the country, improving safety and reliability, driving economic development, reducing trip times, expanding capacity, advancing accessibility and promoting a more sustainable future.

Traditionally known as a passenger rail operator, today Amtrak is now a major construction company executing the largest capital program in Amtrak's history. With over \$50 billion of capital investments in planning and development, these historic investments are made possible by the Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) enacted in 2021.

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