

FY 2022-2023 Federal-State Partnership for Intercity Passenger Rail Program for the Northeast Corridor (FSP-NEC) Selections: Project Summaries

Selected Major Backlog Projects

Connecticut – Connecticut River Bridge Replacement (Up to \$826,645,100)

Amtrak

The proposed project includes construction to replace the existing Connecticut River Bridge between Old Saybrook and Old Lyme, CT, with a modern and resilient new moveable bridge immediately to the south of the existing structure. The existing Amtrak-owned 116-year-old bridge poses a risk of long-term major disruption on the Northeast Corridor due to its age and condition. The replacement bridge would maintain the two-track configuration and existing channel location and provide a bascule moveable span with additional vertical clearance for maritime traffic. The bridge serves the Northeast Corridor main line and is used by Amtrak's intercity services, Connecticut Shore Line East commuter service, and freight operators. The new structure will improve safety, reliability, and increase operating speed for all operators. As matching funds, Amtrak will provide \$148,384,077 and Connecticut will provide \$58,277,198.

Connecticut – Devon Bridge Replacement (Up to \$245,920,000)

Connecticut Department of Transportation

The proposed project includes project development and final design for the replacement of the 118-year-old Devon River Bridge connecting Stratford and Milford, CT. The bridge is used by Amtrak's Northeast Corridor services, Metro-North Railroad commuter services, and freight operations. As matching funds, Connecticut will provide \$45,495,200 and Amtrak will provide \$15,984,800.

Following selection, FRA intends to issue a Letter of Intent under the FSP Program to the recipient for up to \$2,213,280,000 toward construction of this project. The Letter of Intent announces FRA's intention to obligate an amount to the project from future available funding following satisfactory completion of project development lifecycle stages and a subsequent application and selection under a future FSP-NEC Program Notice of Funding Opportunity (NOFO).

Connecticut – Saugatuck River Bridge Replacement (Up to \$23,200,000)

Connecticut Department of Transportation

The proposed project includes project development to replace the existing Saugatuck River Bridge over the Saugatuck River in Westport, CT. The span is a 118-year-old, 485-foot, four-track, moveable bascule bridge. The project will involve alternatives development and preliminary engineering stages of the project. The project would benefit Amtrak's intercity services, Metro-North Railroad commuter services, and freight operations. As matching funds, Connecticut will provide \$4,234,000 and Amtrak will provide \$1,566,000.

Connecticut – Walk Bridge Replacement (Up to \$465,000,000)*Connecticut Department of Transportation*

The proposed project includes construction to replace the existing Walk Bridge, a 127-year-old four-track, four-span, movable bridge over the Norwalk River in Norwalk, CT, with a new multi-span bridge that will include 240-foot dual lift spans over the waterway and fixed east and west approach spans. The scope also includes embankment work and retaining walls, removal of the high towers, rerouting of transmission lines, a new fender system, and track and rail systems work. As matching funds, Connecticut will provide \$87,187,500 and Amtrak will provide \$29,062,500.

Maryland – B&P Tunnel Replacement Program: Frederick Douglass Tunnel (Up to \$4,707,571,556)*Amtrak*

The proposed project includes final design and construction of the Baltimore and Potomac tunnel replacement, to be known as the Frederick Douglass Tunnel. The project constructs a new two-track tunnel for passenger rail use, three ventilation facilities, and an approach track. The project also reconstructs associated railroad and roadway bridges in the project area and rebuilds the West Baltimore commuter station to accommodate the new railroad alignment and upgrade the station to fully accessible high-level platforms. Upon completion, speeds along this segment will increase from 30 mph to 110 mph, eliminating the slowest section of mainline track between Washington, D.C., and New York City. The tunnel is used by Amtrak's intercity services and Maryland Area Regional Commuter Penn Line service.

Consistent with the Inventory and NOFO, this Major Capital Project was Highly Rated and is therefore eligible for a Phased Funding Agreement. FRA is selecting the project for a Phased Funding Agreement with a total award amount of up to \$4,707,571,556. Following selection, FRA will work with the recipient to establish and obligate the Phased Funding Agreement. FRA anticipates an initial obligation of FY22-23 funds under the agreement of up to \$2,400,000,000, with contingent commitments from Advance Appropriations in FY24-26 providing the balance of funds. Amtrak and Maryland MTA will provide a \$600,000,000 match to the initial obligation and \$576,892,889 match for the subsequent obligations. The initial funding will be sufficient for the recipient to advance final design and construction activities in accordance with its planned project schedule.

Maryland – Bush River Bridge Replacement Program (Up to \$18,800,000)

Amtrak

The proposed project includes planning and project development to replace Maryland's 110-year-old, two-track, movable Bush River Bridge in Harford County, MD, with a high-level fixed structure or structures with four tracks. Signal, interlocking, and electric traction upgrades are also included in the project. The project benefits Amtrak's intercity services and Maryland Area Regional Commuter Penn Line service, as well as freight operations. As matching funds, Amtrak is providing \$3,720,000 and Maryland is contributing \$980,000.

Consistent with the Inventory and NOFO, this Major Capital Project was Highly Rated and is therefore eligible for a Letter of Intent. Following selection, FRA intends to issue a Letter of Intent to the recipient for up to \$576,400,000 toward final design and construction of this project. The Letter of Intent announces FRA's intention to obligate an amount to the project from future available funding following satisfactory completion of project development lifecycle stages and a subsequent application and selection under a future FSP-NEC Program NOFO.

Maryland – Gunpowder River Bridge Replacement Program (Up to \$30,000,000)

Amtrak

The proposed project includes project development activities to replace the 110-year-old, two-track Gunpowder River Bridge near Chase, MD, with a new four-track structure. In addition to replacing the existing structure, the project will replace or upgrade associated signals, interlockings, and electric traction power infrastructure. The project benefits Amtrak's intercity services and Maryland Area Regional Commuter Penn Line service, as well as freight operations. As matching funds, Amtrak will provide \$5,920,000 and Maryland will provide \$1,580,000.

Consistent with the Inventory and NOFO, this Major Capital Project was Highly Rated and is therefore eligible for a Letter of Intent. Following selection, FRA intends to issue a Letter of Intent to the recipient for up to \$1,020,800,000 toward final design and construction of this project. The Letter of Intent announces FRA's intention to obligate an amount to the project from future available funding following satisfactory completion of project development lifecycle stages and a subsequent application and selection under a future FSP-NEC Program NOFO.

Maryland – Susquehanna River Bridge Replacement Program (Up to \$2,081,215,100)

Amtrak

The proposed project includes final design and construction for two new fixed, two-track bridges over the Susquehanna River between Havre De Grace and Perryville, MD, replacing the current 117-year-old, two-track structure that is beyond its useful life. The new spans will improve upon the 90-mph speed on the current structure, with one span designed to support 125-mph operation and the other for up to 160-mph operation, reducing travel time for thousands of daily passengers along the Northeast Corridor. The crossing is used by Amtrak's intercity services, Maryland Area Regional Commuter service, and freight service. The project will improve state of good repair and provide additional capacity to meet future growth. As matching funds for final design, Amtrak is providing \$11,219,839 and Maryland is providing \$750,000. Amtrak is providing \$508,333,936 in matching funds for construction.

Consistent with the Inventory and NOFO, this Major Capital Project was Highly Rated and is therefore eligible for a Phased Funding Agreement. FRA is selecting the project for a Phased Funding Agreement with a total award amount of up to \$2,081,215,100. Following selection, FRA will work with the recipient to establish and obligate the Phased Funding Agreement. FRA anticipates an initial obligation of FY22-23 funds under the agreement of up to \$520,303,775, with contingent commitments from Advance Appropriations in FY24-26 providing the balance of funds. The initial funding is anticipated to be sufficient to fund all remaining design activities and continue advancing the project into construction.

New Jersey – Gateway Program: Dock Bridge Rehabilitation (Up to \$300,184,000)

Amtrak

The proposed project includes construction for rehabilitation of the Dock Bridge, which crosses the Passaic River between Newark and Harrison, NJ. The 90-year-old, six-track, steel through-truss bridge will undergo repair of the structural steel, installation of straight steel rails to replace moveable miter rails, repair to concrete piers and fender replacement, and installation of a targeted anti-corrosion protection system to slow or stop future degradation to the bridge structure. The project will improve operations for Amtrak's intercity services, as well as New Jersey Transit commuter services and Port Authority of New York and New Jersey Port Authority Trans-Hudson transit service. Amtrak will provide \$75,046,000 in matching funds.

New Jersey – Gateway Program: Sawtooth Bridges Replacement Project Enabling Components (Up to \$133,327,610)

Amtrak

The proposed project includes construction of early-action, critical-path activities for the Sawtooth Bridges Replacement project in Kearny, NJ. The scope includes utility relocations, catenary and aerial signal relocations, removal and replacement of the current crossover between the New Jersey Transit Morris & Essex Line and Conrail Center Street Branch, site access improvements, and property acquisition from Conrail. Completing the early action items is anticipated to accelerate the overall Sawtooth Bridges Replacement Project schedule by a minimum of two years. Amtrak will provide \$33,331,903 in matching funds.

Consistent with the Inventory and NOFO, this Major Capital Project was Highly Rated and is therefore eligible for a Letter of Intent. Following selection, FRA intends to issue a Letter of Intent to the recipient for up to \$1,486,000,000 towards construction of this project. The Letter of Intent announces FRA's intention to obligate an amount to the project from future available funding following satisfactory completion of project development lifecycle stages and a subsequent application and selection under a future FSP-NEC Program NOFO.

New Jersey/New York – Gateway Program: Hudson Tunnel Project Systems and Fit Out (Up to \$3,799,999,820)

Gateway Development Commission

The project includes final design and construction of the Hudson River Tunnel project and rehabilitation of the existing 113-year-old North River tunnels. Construction will include installation of track, signals, traction power, ventilation, fire and life safety systems, and other necessary systems work in the new tunnel. As matching funds, the Gateway Development Commission (GDC) will provide approximately \$950 million as part of a financing package through DOT's Railroad Rehabilitation and Improvement Financing (RRIF) loan program. For the larger Hudson Tunnel Project: FRA has committed an additional \$912 million through Amtrak; FTA has determined a contribution of up to \$6.88 billion under their Capital Investment Grants program; U.S. DOT has provided \$25 million through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program; and GDC will provide additional RRIF funds as part of the financing package.

Consistent with the Inventory and NOFO, this Major Capital Project was Highly Rated and is therefore eligible for a Phased Funding Agreement. FRA is selecting the project for a Phased Funding Agreement with a total award amount of up to \$3,799,999,820. Following selection, FRA will work with the recipient to establish and obligate the Phased Funding Agreement. FRA anticipates an initial obligation of FY22-23 funds under the agreement of up to \$949,999,965, with contingent commitments from Advance Appropriations in FY24-26 providing the balance of funds. The initial funding is anticipated to be sufficient to fund the design support, design management, and construction management scope of the project.

New York – East River Tunnel Rehabilitation (Up to \$1,261,851,977)

Amtrak

The proposed project includes final design and construction of the East River Tunnels in New York City. The tunnels are used by Amtrak's Northeast Corridor services, Long Island Rail Road, and New Jersey Transit for a total of more than 400 daily trains. The 100-plus-year-old structure has four tracks, and this project will fund full rehabilitation of tracks 1 and 2, with installation of a new direct fixation track, traction power, drainage systems, signals, communication systems, and fire and life safety upgrades throughout the tunnel. Damage to the tunnels from Superstorm Sandy will be fully remediated, returning tracks 1 and 2 to a state of good repair and preparing the tunnels to accommodate future growth. For matching funds, Amtrak is contributing \$55,462,994, with the New York Metropolitan Transportation Authority contributing \$175,000,000, and New Jersey Transit contributing \$85,000,000.

New York – Pelham Bay Bridge Replacement (Up to \$58,272,368)

Amtrak

The proposed project includes final design of the Pelham Bay Bridge Replacement Project, which will replace the existing 115-year-old two-track, movable span structure in the Bronx, NY, with a new two-track bridge. The new bridge will support 70-mph speeds (an increase from 45 mph), reduce bridge openings by 70 percent, and improve reliability. Only used by intercity passenger and freight trains today, upon completion of the Penn Station Access project, the bridge will serve intercity, commuter, and freight trains. Amtrak will provide \$14,568,092 in matching funds.

Consistent with the Inventory and NOFO, this Major Capital Project was Highly Rated and is therefore eligible for a Letter of Intent. Following selection, FRA intends to issue a Letter of Intent to the recipient for up to \$514,537,632 toward construction of this project. The Letter of Intent announces FRA's intention to obligate an amount to the project from future available funding following satisfactory completion of project development lifecycle stages and a subsequent application and selection under a future FSP-NEC Program NOFO.

Selected Planning Studies

Multi-State – NEC South End Infrastructure Renewal and Speed Improvement Planning (IRSIP) Study (Up to \$21,600,000)

Amtrak

The proposed project is for a planning study to identify needs and opportunities to improve service, including increasing operating speeds, along the Northeast Corridor between Washington, D.C., and northern New Jersey. The study will inform the planning of improvements to benefit Amtrak's intercity services, with potential benefits to commuter service operators in Maryland, Delaware, Pennsylvania, and New Jersey. Amtrak will provide \$5,400,000 in matching funds.

Multi-State – New Haven to Providence Capacity Planning Study (Up to \$4,000,000)

Amtrak

The proposed project is a planning study for future infrastructure, speed, and capacity improvement options between New Haven, CT, and Providence, RI. Findings from this study will inform the planning of improvements to support the following benefits to Amtrak intercity service: reduced trip times, increased train frequencies, improved performance and reliability, and expanded capacity. Amtrak will provide \$1,000,000 in matching funds.

Selected Capital Renewal, Stations, and Improvement Projects

Connecticut – Devon Bridge Interim Repairs (Up to \$119,320,000)

Connecticut Department of Transportation

The proposed project includes project development, final design, and construction for targeted interim repairs to keep the 118-year-old Devon River Bridge connecting Stratford and Milford, CT, in safe operation, and improve reliability of bridge openings and closings. Repairs will focus on structural components that have weakened with fatigue and age, and mechanical and electrical parts used to open and close the bridge. The scope of repairs is intended to extend the bridge's useful life until future full replacement of the structure. As matching funds, Connecticut will provide \$22,074,200 and Amtrak will provide \$7,755,800.

Connecticut – Hartford Line Rail Program Double Track (Phase 3B) (Up to \$104,866,500)

Connecticut Department of Transportation

The proposed project includes construction to improve track, signals, and grade crossings in three segments totaling 6.2 miles of the Hartford Line between New Haven, CT, and Springfield, MA. Work will focus on segments in West Hartford-Hartford, Windsor-Windsor Locks, and Enfield to add double-track and expand rail capacity, allowing more frequent future service. Amtrak's Northeast Regional, Vermonter, and Valley Flyer services use the route along with CTrail's Hartford Line service and freight operations. Connecticut will provide \$41,946,600 in matching funds.

Connecticut – New Haven Line Network Infrastructure Upgrade (Up to \$15,400,000)

Connecticut Department of Transportation

The proposed project includes project development, final design, and construction to replace and upgrade fiber optic communication cables and network infrastructure at 60 locations along the New Haven Line in Connecticut. The project will benefit Amtrak's intercity services, Metro-North Railroad commuter services, as well as freight operators. This project funds completion of the fourth and final phase of upgrades to network infrastructure along the New Haven Line. As matching funds, Connecticut will provide \$2,733,500 and Amtrak will provide \$1,116,500.

Connecticut – New Haven Line Power Improvement Program (Up to \$122,800,000)*Connecticut Department of Transportation*

The proposed project includes final design and construction to replace seven substations and associated power equipment along the New Haven Line in Connecticut, from the New York border to New Haven, CT. The existing substations are not in a state of good repair and pose a significant risk of disruptions to intercity and commuter services on the New Haven Line. The project will enhance reliability of Amtrak's intercity services and Metro-North commuter services. As matching funds, Connecticut will provide \$20,876,000 and Amtrak will provide \$9,824,000.

**Connecticut – New Haven Line Track Improvement and Mobility Enhancement (TIME)
Part 1 and 3 (Up to \$71,648,000)***Connecticut Department of Transportation*

The proposed project includes project development and final design for track improvements between mileposts 56.8 and 60.1 on the New Haven Line in Connecticut. The project involves reconstruction of seven rail overpass bridges, upgrade of all tracks to FRA Class 6 standards, track realignments, installation of a new interlocking, replacement of catenary system components, and railbed drainage improvements. The project will benefit Amtrak's intercity services as well as Metro-North Railroad and CTrail services. As matching funds, Connecticut would provide \$16,954,880 and Amtrak would provide \$5,957,120.

Maryland – Baltimore Penn Station: Master Plan (Up to \$108,320,000)*Amtrak*

The proposed project includes project development, final design, and construction for investments at Baltimore Penn Station in Baltimore, MD. The scope includes renovations and restorations throughout the historic existing station headhouse; updates to utility systems; construction of a new entrance, train hall, and waiting area; and new Amtrak operations facilities. The project benefits customer experience and accessibility for Amtrak intercity passengers and rail and Maryland Area Regional Commuter passengers. As matching funds, Amtrak would provide \$50,360,000 and Maryland would provide \$4,000,000. The proposed project also involves \$16,000,000 in other Federal funds from Federal Transit Administration formula funds.

New Jersey – Delco Lead (Up to \$180,902,767)*New Jersey Transit Corporation*

The proposed project includes construction of the Delco Lead project in New Brunswick, NJ. The project includes a new service and inspection facility, crew quarters, equipment storage space, and the 3.5-mile Delco Lead track itself, which provides capacity to store approximately 300 rail cars. Construction of the new facilities will reduce New Jersey Transit train volumes through Trenton Station, reducing congestion and delays in this area of the Northeast Corridor. State-of-good-repair benefits, including improved drainage, signal upgrades, and catenary upgrades to the Northeast Corridor main line, will occur in the project area. The project would enable subsequent Northeast Corridor chokepoint relief projects in New Jersey. The project includes \$184,493,910 in previously awarded Federal Transit Administration Public Transportation Emergency Relief Program funds to New Jersey Transit. New Jersey Transit will provide \$91,349,170 in matching funds.

New Jersey – Newark Penn Station Vertical Circulation Improvements (Up to \$59,200,000)*New Jersey Transit Corporation*

The proposed project includes final design and construction to upgrade, rehabilitate, or replace 11 elevators and 17 escalators within Newark Penn Station in Newark, NJ. The project will improve accessibility and overall passenger circulation throughout the station, which serves Amtrak's Northeast Corridor services, New Jersey Transit's commuter rail network and local transit services, and the Port Authority of New York and New Jersey's Port Authority Trans-Hudson transit service. New Jersey Transit will provide \$14,800,000 in matching funds.

New York – Penn Station Access (Up to \$1,643,579,904)*New York State Metropolitan Transportation Authority (MTA)*

The proposed project includes final design and construction to comprehensively rehabilitate 19 miles of the Amtrak-owned Hell Gate Line connecting New York Penn Station and New Rochelle, NY. Benefits to Amtrak's intercity services from the project include upgraded signal systems, rehabilitation of four bridges, construction of four new interlockings and five new power substations, upgrades to two existing substations, and track rehabilitation. Additional project components include an expansion to the New Rochelle Yard and construction of new Metro-North commuter rail stations. The project will restore the Hell Gate Line to a state of good repair and allow the introduction of new Metro-North Railroad commuter rail service over the Hell Gate Line connecting to Penn Station New York. MTA would provide \$527,421,902 in matching funds.

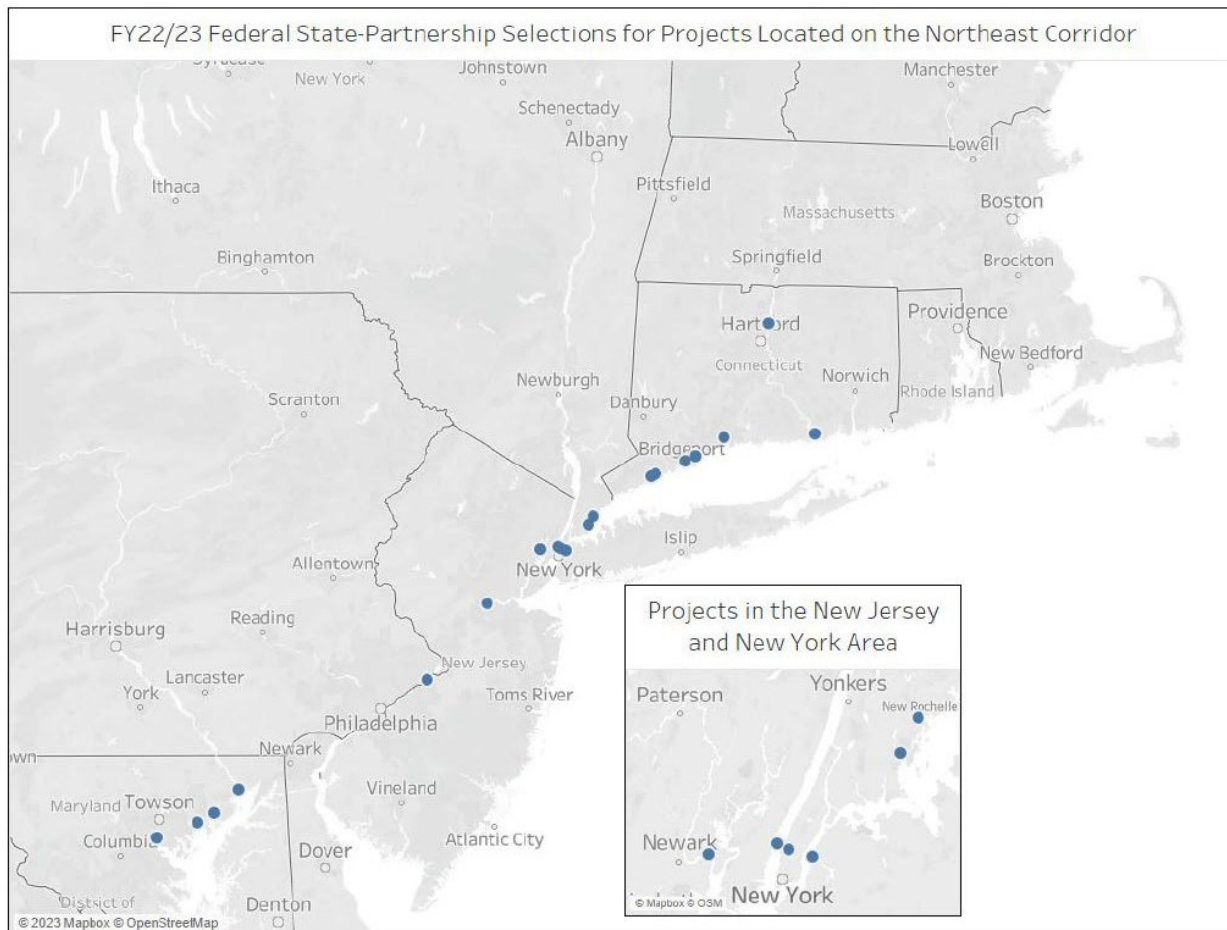
Consistent with the Inventory and NOFO, this Major Capital Project was Highly Rated and is therefore eligible for a Phased Funding Agreement. FRA is selecting the project for a Phased Funding Agreement with a total award amount of up to \$1,643,579,904. Following selection, FRA will work with the recipient to establish and obligate the Phased Funding Agreement. FRA anticipates an initial obligation of FY22-23 funds under the agreement of up to \$958,237,938, with contingent commitments from Advance Appropriations from FY24-26 providing the balance of funds.

Pennsylvania – Reconstruction of Cornwells Heights Station (Up to \$30,500,000)

Southeastern Pennsylvania Transportation Authority (SEPTA)

The proposed project includes final design and construction of new 600-foot high-level platforms and a new accessible pedestrian overpass with elevators at Cornwells Heights Station in Bensalem Township, PA. The project will increase accessibility and safety for SEPTA Trenton Line and Amtrak Keystone Service riders. As matching funds, SEPTA will provide \$11,956,000 and Amtrak will provide \$244,000. SEPTA will also provide \$13,109,000 of other Federal funds to the project.

Map of Selected NEC Projects for Award



Note: Two planning studies are not depicted.

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