

Federal-State Partnership for State of Good Repair Program

FY2021 SELECTIONS

California – San Diego Rail Optimization and Resilience Program (Up to \$27,300,000)

San Diego Association of Governments

The proposed project, East Brook to Shell Double Track, will replace a corroding steel bridge built in 1916 – 1925, known as the San Luis Rey River Bridge, with a double-track concrete bridge and eliminate a 0.6-mile single-track bottleneck in the City of Oceanside. The project will also replace an existing turnout with a new right-hand No. 14 crossover. Other associated work includes realigning an adjacent bike path, extending an existing pedestrian underpass, double-tracking an FRA-approved Quiet Zone at-grade crossing, and improving grading, drainage, and signals. The project is on the San Diego Subdivision of the Los Angeles-San Diego (LOSSAN) Rail Corridor, which is used by Amtrak's Pacific Surfliner, Coaster and Metrolink commuter services, and BNSF freight trains. The proposed improvements would bring heavily used rail infrastructure into a state of good repair and provide benefits for current and future intercity and commuter passengers by reducing delays, increasing speeds, and shortening trip times. SANDAG will provide a 73 percent match.

Connecticut – Connecticut River Bridge Replacement Project (Up to \$65,200,799)

Amtrak

The proposed project replaces the existing Connecticut River bridge between Old Saybrook and Old Lyme, Connecticut, with a modern and resilient new moveable bridge immediately to the south of the existing structure. The existing Amtrak-owned 115-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 project will provide safety, reliability, and trip time improvements for rail users. Maximum speeds will increase from 45 mph on the current span to 70 mph. Delays from bridge openings will be significantly reduced, and Amtrak will realize maintenance savings from the new structure. The \$65.2 million award marks the second Partnership Program contribution toward the project, equaling a \$65.2 million selection with fiscal year 2020 funds. The Connecticut Department of Transportation and Amtrak will provide a 38 percent match.

Connecticut – New Haven Line Power Program Phase I (Up to \$20,000,000)

Connecticut Department of Transportation

The proposed project replaces two power substations along the Connecticut-owned New Haven Line, both of which have not been repaired or renovated since the 1980s. These substations convert three-phase utility power to single-phase 100 Hz power for the railroad signaling system. The 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 corridor is heavily traveled, with upwards of 350 daily commuter trains and 60 Amtrak trains. The upgraded substations will be more reliable, more energy efficient, less costly to maintain, and reduce greenhouse gas emissions. The Connecticut Department of Transportation and Amtrak will provide a 50 percent match.

Illinois – Chicago Union Station (CUS) Concourse Improvement Project (Up to \$3,000,000)

Amtrak

The proposed project is for final design and construction management for the Chicago Union Station concourse level, which serves Amtrak and Metra passengers. Final design will address issues of passenger flow, bottlenecks, accessibility, and directional signage to improve passenger safety and overall experience, reduce travel time through the station, and provide capacity for current and future demand. Construction management would include support during final design for activities such as the constructability review, cost estimate review, and procurement of the construction general contractor. The station is the busiest in the Midwest and 4th busiest station in Amtrak's network. The condition of the concourse, originally built in 1925, is deteriorated and not in a state of good repair, and inadequate for current and future passenger volumes. Amtrak, Illinois Department of Transportation, Metra, Chicago Department of Transportation and Cook County Department of Transportation will provide a 50 percent match.

Maryland – Final Design for Phase 1 of the Susquehanna River Bridge Replacement (Up to \$20,000,000)

Amtrak

The proposed project is for final design for replacement of the 115-year-old Susquehanna River Bridge connecting Havre de Grace and Perryville, Maryland. The new bridge will have a higher clearance above the river and feature a moveable span that can more efficiently open and close to maritime traffic. The bridge carries the Northeast Corridor main line including all Amtrak service, MARC commuter trains, and freight. The replacement bridge will increase train speeds from 90 mph to 125 mph and reduce or eliminate delays caused by bridge openings. Amtrak, the Maryland Department of Transportation and Maryland Transit Administration will provide a 50 percent match.

Massachusetts – South Elm Street Bridge Replacement Project (Up to \$7,596,431)

Massachusetts Bay Area Transportation Authority

The proposed project replaces the structurally deficient, more than 100-year-old South Elm Street Bridge with a modern two-track rail bridge in Haverhill, Massachusetts, on a rail corridor owned by the MBTA. Final design was completed in early 2022 and the project will fund construction of the new structure. The project will bring the asset to a state of good repair. The bridge is used by Amtrak's Downeaster service and the MBTA's commuter rail service between Boston and Haverhill. The MBTA will provide a 50 percent match.

Michigan – Michigan Accelerated Rail Bridge Reconstruction Project (Up to \$1,548,750)

Michigan Department of Transportation

The proposed project will fund preliminary engineering and preparation of National Environmental Policy Act documents for a proposed program of reconstruction of five deficient bridge structures located on the Michigan Department of Transportation-owned segment of the rail corridor between Kalamazoo, Michigan and Dearborn, Michigan. The corridor is used by Amtrak's Wolverine and Blue Water services. The project would allow the state to avoid future bridge closures, improve reliability, and increase load ratings and the work is necessary to maintain existing speeds and trip times on the segment. Amtrak and the Michigan Department of Transportation will provide a 25 percent match.

New Jersey – Sawtooth Bridges Replacement Project (Up to \$45,043,491)

Amtrak

The proposed project will fund the completion of final design for the Sawtooth Bridges Replacement project. The proposed project will replace two 110-year-old railroad bridges in Kearny, New Jersey with three new bridges resulting in a new four-track segment as part of the Gateway program, which aims to increase capacity and improve reliability between Newark, New Jersey, and New York City. The bridges were assessed to be in poor to very poor condition and are at the end of their useful life. The current two-track structure does not provide redundancy for reliable operations during maintenance work or service disruptions. The four-track replacement will provide that redundancy, minimizing disruptions and delays to both Amtrak and NJ Transit services. The replacement bridges will also have higher operating speeds, as the current structure is limited to 60 mph operations. Amtrak and New Jersey Transit will provide a 50 percent match.

New York – East River Tunnel Rehabilitation Enabling Components (Up to \$10,687,950)

Amtrak

The proposed project will fund the completion of early action capital projects necessary for the larger East River Tunnel Rehabilitation project, including relocating an electric traction power cable from one tunnel to another and the re-installation and improvement of a track connection within Sunnyside Yard that would support the rerouting of trains during the period when one tunnel tube would be out of service for future rehabilitation. The East River Tunnels carry all Amtrak Northeast Corridor services as well as Long Island Railroad services and non-revenue service train moves for NJ Transit trains. The project will reduce the risk of delays and outages associated with cable failures during the future Line 2 rehabilitation project, and will significantly enhance safety and reliability for trains traveling through the tunnel. Amtrak and MTA will provide a 50 percent match.

New York – Pelham Bay Bridge Replacement Project (Up to \$4,500,000)*Amtrak*

The proposed project will fund the completion of National Environmental Policy Act documentation and preliminary engineering for the Pelham Bay Bridge Replacement project. The proposed project will replace a 115-year-old railroad bridge in the Bronx, New York, with a new two-track movable span. The bridge, which is owned and operated by Amtrak, is prone to failures during openings and closings, resulting in significant delays to passengers. The new structure would increase the vertical clearance above the water and reduce the need to open the bridge for marine traffic by 70-100 percent. The bridge redesign will also make the channel more navigable for marine traffic reducing the risk of collision with the bridge, and will increase speeds from 45 mph to 60-100 mph. Amtrak will provide a 50 percent match.

New York – Rhinecliff Station High Level Platform, Vertical Circulation and Interlocking Project (Up to \$28,222,898)*New York State Department of Transportation*

The proposed project will fund final design and construction to replace the existing 520-foot-long low-level platform at Rhinecliff Station with a new, longer high-level platform. The existing low-level platform is in disrepair and requires passengers to use a step stool to transition from the platform to the train resulting in operational delays and passenger access issues. Related track and signal work, including a new interlocking south of the station, will provide increased operational flexibility needed for current and projected future demand. The project also includes new circulation and access to the platform including stairs, elevators, and a pedestrian bridge. The station is 90 miles from New York City and serves 26 Amtrak trains daily. The New York State Department of Transportation will provide 30 percent match.

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