



FY22-23 Federal-State Partnership for Intercity Passenger Rail Program Selections

Selected Projects Not Located on the Northeast Corridor

Alaska – Milepost 190.5 Bridge Replacement Project (Up to \$8,200,558)

Alaska Railroad Corporation (ARRC)

The proposed project involves project development, final design, and construction activities to support the replacement of the bridge at milepost 190.5 on ARRC’s North Corridor main line, which is used by freight trains and intercity passenger trains. The project will improve system and service performance on the ARRC mainline, which has experienced increasing demand for regularly scheduled intercity passenger rail service between Anchorage and Fairbanks. It will also remove railcar load weight restrictions to allow for unrestricted 286,000-pound freight cars, eliminate the need to add speed restrictions, and enhance the safety of train operations. ARRC will provide a 20 percent non-Federal match.

California – California Inaugural High-Speed Rail Service Project (Up to \$3,073,600,000)

California High-Speed Rail Authority (CHSRA)

The proposed project involves the following activities, which are part of a larger, multi-phased effort: final design and right-of-way acquisition for the Merced extension (Madera to Merced, CA) and Bakersfield extension (from Poplar Avenue in Shafter to Bakersfield, CA); civil, track, and systems construction for the 13-mile Bakersfield Interim extension; design and construction of the Fresno Station; design and procurement of trainsets; and design and construction of trainset facilities. The project will provide a competitive transportation mode with estimated speeds of 186 (or greater) miles per hour, resulting in a proposed trip time from Merced to Bakersfield in under 60 minutes. The project will help reduce greenhouse gas emissions, provide a safe travel environment for passengers and the affected communities, and improve safety with the separation of passenger rail from Burlington Northern Santa Fe Railway’s and Union Pacific Railroad’s mainlines. CHSRA will provide a 20 percent non-Federal match on the selected activities.

Consistent with the FY 2022 Federal-State Partnership for Intercity Passenger Rail (FSP-National) Notice of Funding Opportunity (NOFO), this Major Capital Project was eligible for a Phased Funding Agreement (PFA) and FRA is selecting the project for a PFA with a total award amount of up to \$3,073,600,000. FRA will work with the recipient to establish and obligate the PFA. FRA anticipates an initial obligation of FY22-23 funds under the agreement of up to \$1,031,170,400, with contingent commitments from Advance Appropriations in FY24-26 providing the balance of funds.



Illinois – Chicago Union Station Mail Platform Reactivation Project (up to \$49,600,000)

National Railroad Passenger Corporation (Amtrak)¹

The proposed project supports final design and construction activities for station and associated track improvements in Chicago Union Station. The project will repurpose Union Station’s mail platform (which has been out of use since 2005) for intercity rail service, create interim capacity to enable reconstruction of additional existing station platforms, augment capacity of Chicago Union Station to accommodate growth in existing intercity passenger rail service, and support long-term future rail service expansion in the Chicago area and multi-state Midwest region. This project is part of the multi-phased Chicago Hub Improvement Program, a portfolio of projects seeking to improve rail service in Chicago and throughout the Midwest corridor. Amtrak, Chicago Department of Transportation, and Cook County Department of Health will provide a combined 20 percent non-Federal match.

Illinois – Chicago Union Station Platform Capacity Expansion & Trainshed Ventilation Improvements Project (up to \$44,000,000)

National Railroad Passenger Corporation (Amtrak)²

The proposed project involves project development activities for station-related improvements at Chicago Union Station. Component 1 includes the removal of defunct baggage platforms, expansion of three existing passenger platforms, and addition of new ingress/egress to improve passenger capacity, emergency egress, and accessibility for compliance with the Americans with Disabilities Act to four platforms. Component 2 includes trainshed ventilation and structural integrity improvements, and air quality enhancements for nearly 120,000 Amtrak and Metra weekly passengers. This project is part of the multi-phased Chicago Hub Improvement Program, a portfolio of projects seeking to improve rail service in Chicago and throughout the Midwest corridor. Amtrak, Chicago Department of Transportation, and Cook County Department of Health will provide a combined 20 percent non-Federal match.

Maine – Downeaster Corridor Track Improvement Project (Up to \$27,492,000)

Northern New England Passenger Rail Authority

The proposed project involves project development, final design, and construction activities for track-related improvements on CSX Transportation’s (CSX) mainline from Brunswick, ME, to the Massachusetts state line. The project will enhance safety, service performance, and competitiveness, with the improvements helping to maintain a state of good repair and reducing the need to impose slow orders on the Amtrak Downeaster service that result in delays and longer transit times. The project will also help support planned future service expansions. CSX will provide a 20 percent non-Federal match.

¹ The Illinois Department of Transportation is a co-applicant on this project.

² The Illinois Department of Transportation is a co-applicant on this project.



Montana – Malta, MT, Corridor Operational Enhancement Project (Up to \$14,900,000)

National Railroad Passenger Corporation (Amtrak)

The proposed project involves final design and construction activities for track, bridge, signal, and other rail infrastructure improvements on Burlington Northern Santa Fe Railway's (BNSF) tracks in the Malta, MT, area and at the Amtrak Malta station, where Amtrak Empire Builder long-distance service operates. The project will also improve safety and reliability. Amtrak and BNSF will provide a combined 20 percent non-Federal match.

**Nevada – Brightline West High-Speed Intercity Passenger Rail System Project
(Up to \$3,000,000,000)**

Nevada Department of Transportation

The proposed project involves right-of-way acquisition, final design, and construction activities for high-speed rail tracks, four stations and facilities, signal system, rolling stock, roadway modifications, and other associated infrastructure for a new 218-mile intercity passenger rail system between Las Vegas, NV, and Rancho Cucamonga, CA, with a proposed trip time of 2 hours and 10 minutes. The project will provide a competitive transportation mode compared to traveling by automobile on Interstate 15. The project will also allow for connections to the Los Angeles Metro area via the Metrolink commuter rail system. Brightline West will provide the necessary non-Federal match.

Consistent with the FY 2022 Federal-State Partnership for Intercity Passenger Rail (FSP-National) Notice of Funding Opportunity (NOFO), this Major Capital Project was eligible for a Phased Funding Agreement (PFA) and FRA is selecting the project for a PFA with a total award amount of up to \$3,000,000,000. FRA will work with the recipient to establish and obligate the PFA. FRA anticipates an initial obligation of FY22-23 funds under the agreement of up to \$2,020,292,014, with contingent commitments from Advance Appropriations in FY24-26 providing the balance of funds.



North Carolina – Raleigh to Richmond (R2R) Innovating Rail Program – Phases IA and II (Up to \$1,095,576,000)

North Carolina Department of Transportation (NCDOT)

The proposed project is part of a multi-phased effort to develop a new passenger rail route between Raleigh, NC, and Richmond, VA, along the CSX Transportation “S-Line” as part of the Southeast Corridor connecting North Carolina with Virginia, Washington, D.C., and the Northeast Corridor. The project involves completion of final design, right-of-way acquisition, and construction activities to build additional parts of the Southeast Corridor from Raleigh to Wake Forest, NC, including new and upgraded track, eleven grade separations, and closure of multiple at-grade crossings. NCDOT and Amtrak will provide a combined 20 percent non-Federal match.

Consistent with the FY 2022 Federal-State Partnership for Intercity Passenger Rail (FSP-National) Notice of Funding Opportunity (NOFO), this Major Capital Project was eligible for a Phased Funding Agreement (PFA) and FRA is selecting the project for a PFA with a total award amount of up to \$1,095,576,000. FRA will work with the recipient to establish and obligate the PFA. FRA anticipates an initial obligation of FY22-23 funds under the agreement of up to \$479,416,000, with contingent commitments from Advance Appropriations in FY24-26 providing the balance of funds.

Pennsylvania – Pennsylvanian Rail Modernization Project (Up to \$143,629,028)

Pennsylvania Department of Transportation (PennDOT)

The proposed project involves right-of-way acquisition and final design and construction activities for various track and signal-related improvements along Norfolk Southern Railway’s main line between Pittsburgh and Harrisburg, PA. The project will improve system and service performance of freight trains and the Amtrak Pennsylvanian service with additional capacity and other upgrades, allowing for a second daily round trip of Amtrak’s service. The project will also help increase safety and improve reliability of all train operators. PennDOT will provide a 20 percent non-Federal match.

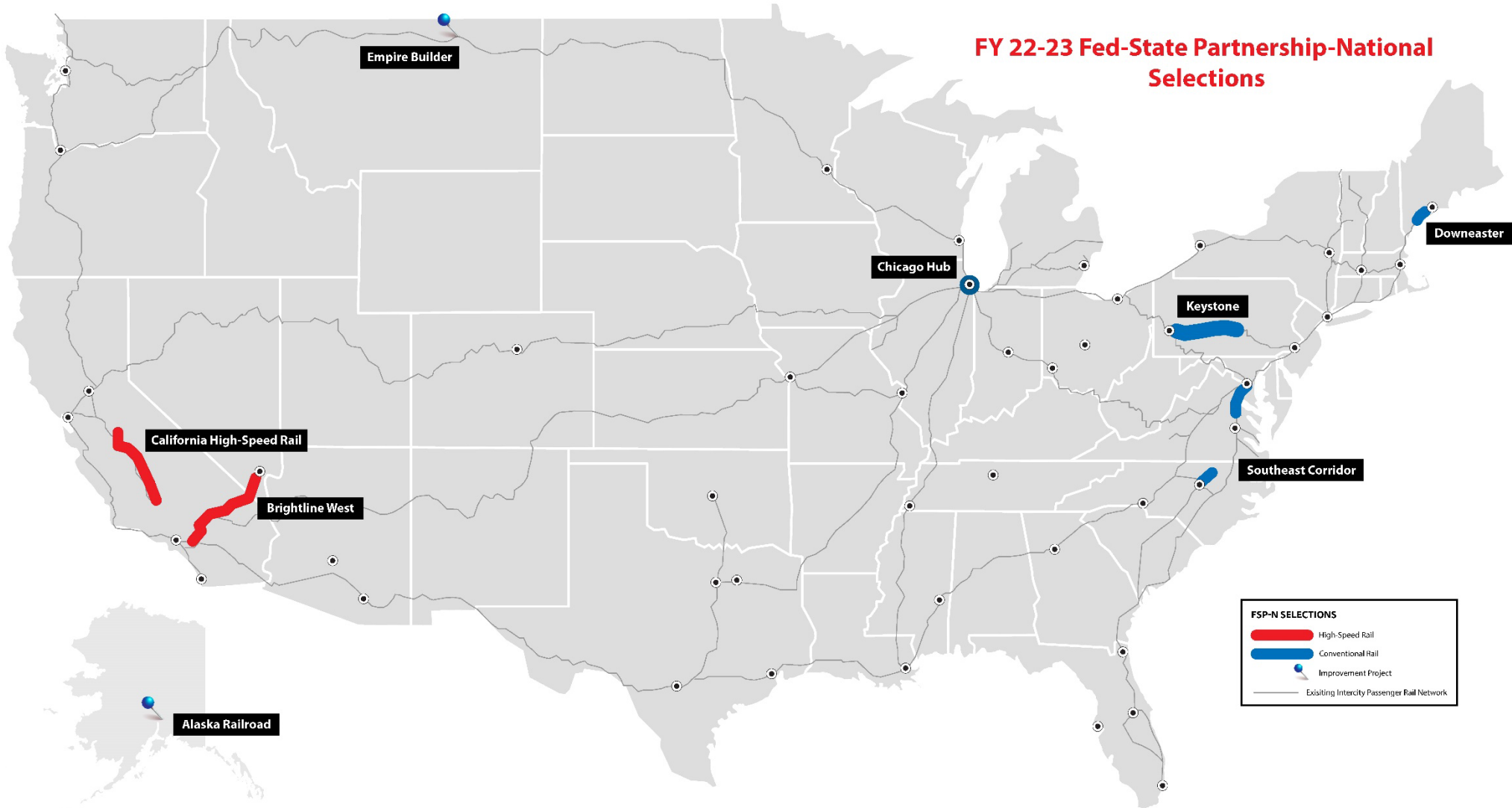
Virginia - Transforming Rail in Virginia Phase 2 Project (Up to \$729,000,000)

Virginia Passenger Rail Authority (VPRA)

The proposed project involves final design and construction activities to expand rail capacity along approximately 12 miles of the rail corridor between Washington, D.C., and Richmond, VA. The improvements will add new track and bridges along with certain improvements at L’Enfant station, as well as the new Long Bridge over the Potomac River and three passing sidings. The grant will complete funding for the project with additional contributions from VPRA, Virginia Railway Express, the government of the District of Columbia, other funds from Amtrak, the Federal Transit Administration, and a USDOT RAISE grant; these funds combined will comprise the 70 percent non-Federal match.

Investments to Enhance Intercity Passenger Rail

Laying the foundation for world-class rail in America



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