



## SUMMARY

### Program Purpose:

The Northeast Corridor Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP-NEC) funds capital projects consistent with the Northeast Corridor Project Inventory (NEC Project Inventory). This program solicits applications for Major Backlog, Capital Renewal, Improvements, Stations projects, and Planning Studies outlined in the NEC Project Inventory. Key definitions and explanations related to the FSP-NEC program are provided on the next page.

**Funding Available:** \$9,030,300,000 (FY22-23);  
\$22,422,300,000 (FY22-26)

**Applications Received:** 35

**Amount Requested:** \$17,878,148,894

**Projects Selected:** 25

**States Directly Benefitting from Project  
Selections:** 8

**Amount Awarded:** \$9,030,300,000 (FY22-23);  
\$7,403,824,702 (Out-Year PFA);  
**\$16,434,124,702 (Total)**

**Major Backlog Projects Awarded:** 13

**Bridge + Tunnel Projects Awarded:** 13

**Projects Funded through Construction:** 16



## KEY TERMS

### Purpose of the NEC Project Inventory

To create a predictable pipeline that will assist with long-term capital planning for the NEC.

### State of Good Repair

The condition of an existing physical asset as designed within their useful life and sustained through regular maintenance and replacement programs. State of good repair ensures that assets are held to modern safety standards while preparing a system for future growth and anticipated performance.

### Major Backlog Project

These projects have been identified as the first funding priority by the Northeast Corridor Commission. The projects are necessary to achieve a state of good repair but are not undertaken routinely. The projects have direct impact on the resiliency and quality of service along the NEC.

### Major Capital Project

A Capital Project with a Capital Cost Estimate of \$500 million and with at least \$100 million in federal assistance under the FSP Program.

### Phased Funding Agreement (PFA)

New tool available under the Bipartisan Infrastructure Law (BIL) that allows the Secretary to enter into a multiyear funding agreement for prioritized projects. This tool is restricted to Major Capital Projects and for projects entering Final Design or Construction lifecycle phases.

### Letter of Intent (LOI)

A nonbinding letter from FRA to a grantee announcing an intention to obligate an amount to its project from future available budget authority. This letter signifies FRA's public support for the project. This tool is restricted to Major Capital Projects and projects entering Project Development lifecycle phases.

### Project Sponsor

In this document, the Project Sponsor listed is the applicant and may not include all funding partners. Other funding partners may be detailed in the Project Summary or in Other DOT Funding sections.

### Project Cost

- **FSP Project Scope**  
Reflects total cost of lifecycle stage(s) for which FY22-23 FSP-NEC funding has been awarded (FSP-NEC Share + Local Share + Other Federal Funding).
- **Total Project Cost**  
Reflects expected cost of all project lifecycle stages, regardless of funding source, if known. Total project costs are current as of the application due date (March 2023) and subject to revision as design progresses.

### Other Notes

Where information was not available in the FY 2022-2023 Fed-State Partnership application or in the Northeast Corridor Capital Investment Plan (FY 2023-2027), it was omitted.



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

Major Backlog Projects

Lifecycle Stage Funded by FSP Award: Construction



**Project Sponsor:** Amtrak

**Infrastructure Age:** 116 Years Old

**Project Location:** Old Saybrook and Old Lyme, CT

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$1,033,306,375 (\$1,244,000,000)

**Total FSP Award:** \$826,645,100

**Other DOT Funding:** FRA FSP Program (*prior years*)

**Expected Grant Scope Completion Date:** 2029

**Expected Project Construction Dates:**  
May 2024–December 2029

### PROJECT SUMMARY:

The project includes construction to replace the existing Connecticut River Bridge between Old Saybrook and Old Lyme with a modern and resilient new moveable bridge immediately to the south of the existing structure. The Amtrak-owned 116-year-old bridge poses a risk of long-term major disruption on the Northeast Corridor due to its age and condition and is the oldest moveable bridge between New Haven, CT, and Boston, MA. 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's Shore Line East commuter service, and freight operators. The new structure will improve safety and reliability and increase operating speed for all operators.

### PROJECT BENEFITS:

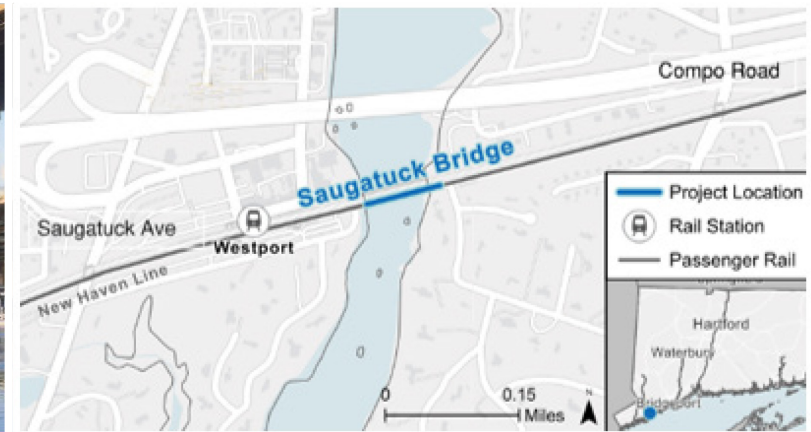
- ✓ Eliminates risk of long-term disruption and daily reliability challenges from the 100+ year-old existing structure
- ✓ Enables higher operating speeds for Amtrak and Shore Line East trains (from 45 mph to 70 mph)
- ✓ Improves resiliency for NEC services



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

Major Backlog Projects

Lifecycle Stage Funded by FSP Award: Project Development



**Project Sponsor:** Connecticut Department of Transportation (CTDOT)

**Infrastructure Age:** 118 Years Old

**Project Location:** Westport, CT

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$29,000,000 (\$580,000,000)

**Total FSP Award:** \$23,200,000

**Expected Grant Scope Completion Date:** 2029

**Expected Project Construction Dates:**  
January 2030–October 2033

### PROJECT SUMMARY:

The project includes project development to replace the 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 includes preparing environmental review documents and preliminary engineering stages and benefits Amtrak's intercity services, Metro-North Railroad's commuter services, and freight operators.

### PROJECT BENEFITS:

- ✓ Brings critical NEC passenger and freight rail bridge into a state of good repair
- ✓ Enables higher operating speeds (from 45 mph to 90 mph) on the replacement bridge and adjacent track segments

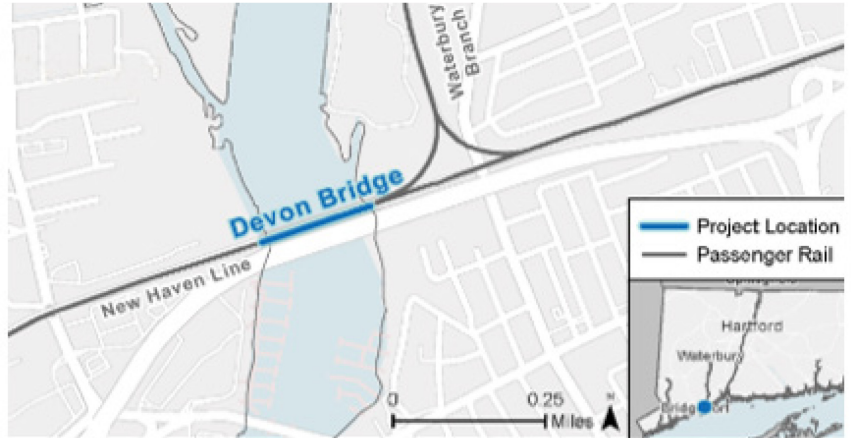




## Connecticut – Devon Bridge Replacement (Up to \$245,920,000)

Major Backlog Projects

Lifecycle Stages Funded by FSP Award: Project Development and Final Design



**Project Sponsor:** Connecticut Department of Transportation (CTDOT)

**Infrastructure Age:** 118 Years Old

**Project Location:** Milford, CT

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$307,400,000 (\$3,074,000,000)

**Total FSP Award:** \$245,920,000

**LOI Amount:** \$2,213,280,000

**Other DOT Funding:** FTA Formula Funds

**Expected Grant Scope Completion Date:** 2029

**Expected Project Construction Dates:**  
October 2030–August 2036

### PROJECT SUMMARY:

The project includes the project development and final design for replacing the 118-year-old four-track Devon River Bridge connecting Stratford and Milford, CT. The bridge is used by Amtrak’s intercity services, Metro-North Railroad’s commuter services, and freight operators.

### PROJECT BENEFITS:

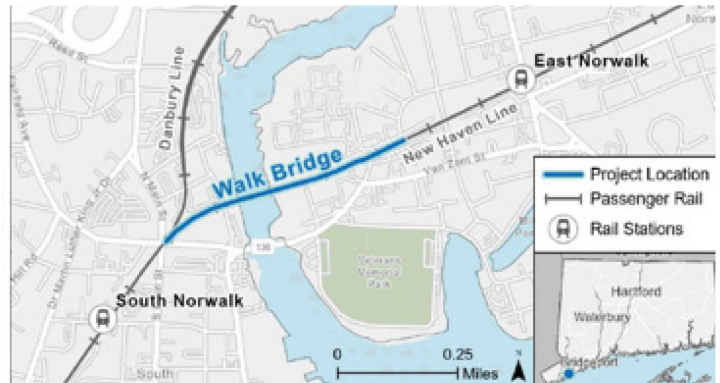
- ✓ Eliminates risk of long-term disruption and daily reliability challenges from the 100+ year-old existing structure
- ✓ Enables higher operating speeds for Amtrak and Metro-North trains (from 40 mph to 70 mph)
- ✓ Reduction in moveable bridge failures during opening and closing of the bridge



## Connecticut – Walk Bridge Replacement (Up to \$465,000,000)

Major Backlog Projects

Lifecycle Stage Funded by FSP Award: Construction



**Project Sponsor:** Connecticut Department of Transportation (CTDOT)

**Infrastructure Age:** 127 Years Old

**Project Location:** Norwalk, CT; South Norwalk, CT

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$581,250,000 (\$1,005,849,662)

**Total FSP Award:** \$465,000,000

**Other DOT Funding for Project:** FRA FSP Program (prior years), FTA Sandy Relief, and FTA Formula Funds

**Expected Grant Scope Completion Date:** 2030

**Expected Project Construction Dates:**  
April 2023–November 2029

### PROJECT SUMMARY:

The 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, high tower removal, transmission line rerouting, a new fender system, and track and rail systems work. The structure is used by Amtrak's intercity services, Metro-North Railroad's commuter services, and freight operators.

### PROJECT BENEFITS:

- ✓ Mitigates risk of malfunction and daily reliability challenges from the 100+ year-old existing structure
- ✓ Improves traffic flow during track outages by introducing multiple movable spans
- ✓ Improves navigation for marine traffic on the Norwalk River
- ✓ Enables higher operating speeds (from 30 mph to 45 mph) on the replacement bridge and adjacent track segments



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

Major Backlog Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** Amtrak

**Infrastructure Age:** 150 Years Old

**Project Location:** Baltimore, MD

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$5,884,464,445 (\$6,030,200,000)

**Total FSP Award:** \$4,707,571,556

**FY22-23 Award:** \$2,400,000,000

**Out-Year PFA Amount:** \$2,307,571,556

**Expected Grant Scope Completion Date:** 2034

**Expected Project Construction Dates:**  
July 2022–September 2035

### PROJECT SUMMARY:

The project includes final design and construction of the Baltimore and Potomac Tunnel replacement, known as the Frederick Douglass Tunnel. The selected project is for Phase I of the tunnel replacement, which constructs a new two-track tunnel for use by Amtrak's intercity services and MARC Penn Line services, plus three ventilation facilities, a new approach track, upgrades to associated railroad and roadway bridges in the project area, and a new West Baltimore MARC Station to accommodate the new railroad alignment and build accessible high-level platforms. Phase II will be implemented pending future funding and will entail the construction of two additional tunnel tracks.

### PROJECT BENEFITS:

- ✓ Improves traffic flow on the largest NEC bottleneck between Washington, DC, and New Jersey, where delays currently occur on 99% of weekdays
- ✓ Decreases risk of railroad system failure due to excessive water leaks
- ✓ Introduces Fire and Life Safety Systems consistent with modern standards
- ✓ Enables higher operating speeds (from 30 mph to 110 mph) in the replacement tunnel



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

Major Backlog Projects

Lifecycle Stages Funded by FSP Award: Planning and Project Development



**Project Sponsor:** Amtrak

**Infrastructure Age:** 110 Years Old

**Project Location:** Perryman, MD

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$23,500,000 (\$743,500,000)

**Total FSP Award:** \$18,800,000

**LOI Amount:** \$576,400,000

**Expected Grant Scope Completion Date:** 2026

**Expected Project Construction Dates:**  
October 2028–September 2034

### PROJECT SUMMARY:

The project includes planning and project development to replace Maryland’s 110-year-old, two-track, movable Bush River Bridge in Harford County, MD, with high-level fixed structures with four tracks to include signal, interlocking, and electric traction upgrades. The project benefits Amtrak’s intercity services, MARC Penn Line service, and freight operators.

### PROJECT BENEFITS:

- ✓ Eliminates rail service disruptions by introducing an elevated bridge that allows marine traffic to pass without the need to open the bridge
- ✓ Expands bridge capacity and improves resilience
- ✓ Enables higher operating speeds (over 125 mph) on the replacement bridge and adjacent track segments

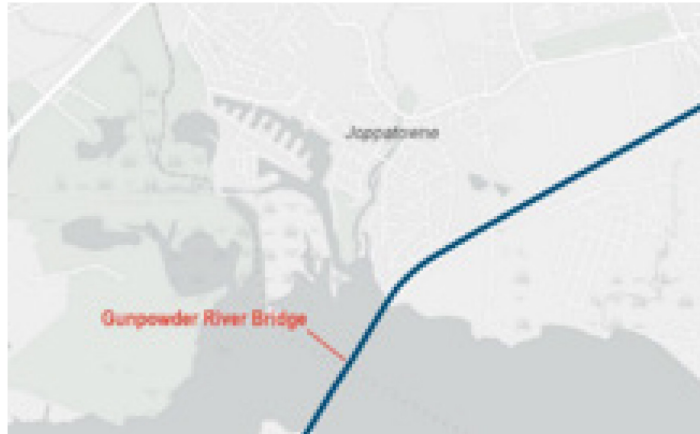




## Maryland – Gunpowder River Bridge Replacement Program (Up to \$30,000,000)

Major Backlog Projects

Lifecycle Stage Funded by FSP Award: Project Development



**Project Sponsor:** Amtrak

**Infrastructure Age:** 110 Years Old

**Project Location:** Chase, MD

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$37,500,000 (\$1,305,600,000)

**Total FSP Award:** \$30,000,000

**LOI Amount:** \$1,020,800,000

**Expected Grant Scope Completion Date:** 2026

**Expected Project Construction Dates:**  
October 2028–September 2036

### PROJECT SUMMARY:

The project includes 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, MARC Penn Line service, and freight operators.

### PROJECT BENEFITS:

- ✓ Reduces delays by minimizing unscheduled bridge maintenance
- ✓ Expands bridge capacity and improves the resiliency of NEC services
- ✓ Enables higher operating speeds (over 125 mph) on the replacement bridge and adjacent track segments



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

Major Backlog Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** Amtrak

**Infrastructure Age:** 117 Years Old

**Project Location:** City of Havre de Grace, MD;  
Town of Perryville, MD

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$2,601,518,875 (\$2,700,000,000)

**Total FSP Award:** \$2,081,215,100

**FY22-23 Award:** \$520,303,775

**Out-Year PFA Amount:** \$1,560,911,325

**Lifecycle Stages Funded by FSP Award:**  
Final Design and Construction

**Expected Grant Scope Completion Date:** 2036

**Expected Project Construction Dates:**  
June 2024–December 2036

### PROJECT SUMMARY:

The 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 has surpassed its useful life. The new spans will allow greater than the current 90-mph speeds, with one span designed for 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, MARC commuter service, and freight service. The project will improve the state of good repair and provide additional capacity to meet future growth.

### PROJECT BENEFITS:

- ✓ Improves rail service reliability and safety
- ✓ Eliminates rail service disruptions by introducing an elevated bridge that allows marine traffic to pass without the need to open the bridge
- ✓ Enables higher operating speeds (from 90 mph to 125 mph and 160 mph) on the replacement bridges and adjacent track segments





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

Major Backlog Projects

Lifecycle Stage Funded by FSP Award: Construction



**Project Sponsor:** Amtrak

**Infrastructure Age:** 90 Years Old

**Project Location:** Newark, NJ; Harrison, NJ

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$375,230,000

**Total FSP Award:** \$300,184,000

**Expected Grant Scope Completion Date:** 2028

**Expected Project Construction Dates:**  
July 2024–November 2028

### PROJECT SUMMARY:

The project includes construction to restore the 90-year-old Dock Bridge, which crosses the Passaic River between Newark and Harrison, NJ. The six-track, through-truss steel bridge will undergo structural steel and concrete pier repair, fender replacement, installation of straight steel rails to replace moveable miter rails, and installation of a targeted anti-corrosion protection system to slow or stop future degradation to the bridge. The project will improve operations for Amtrak's intercity services, New Jersey Transit commuter services, and Port Authority Trans-Hudson (PATH) transit service.

### PROJECT BENEFITS:

- ✓ Supports Gateway Program goal to bring the NEC to a state of good repair and double track capacity between Newark, NJ, and New York City
- ✓ Ensures continued safe operations and improves railway worker safety for a major bridge serving Amtrak and transit passengers
- ✓ Eliminates approximately 48 hours of annual train delays and 2 million hours of passenger delays related to the bridge's condition



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

Major Backlog Projects

Lifecycle Stage Funded by FSP Award: Construction Early Enabling Components



**Project Sponsor:** Amtrak

**Infrastructure Age:** 116 Years Old

**Project Location:** Kearny, NJ

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$166,659,513 (\$1,355,459,513)

**Total FSP Award:** \$133,327,610

**LOI Amount:** \$1,486,000,000

**Other DOT Funding:** FRA FSP Program (*prior year*)

**Expected Grant Scope Completion Date:**  
November 2026

**Expected Project Construction Dates:**  
March 2024–February 2034

## PROJECT SUMMARY:

The project includes the construction of early-action, critical-path activities for the Sawtooth Bridges Replacement project in Kearny, NJ. The scope consists of 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 may accelerate the Sawtooth Bridges Replacement Project schedule by at least two years.

## PROJECT BENEFITS:

- ✓ Supports Gateway Program goal to bring the NEC to a state of good repair and double track capacity between Newark, NJ, and New York City
- ✓ Enables increased operating speeds (from 60 mph to 90 mph) on the structure and adjacent track
- ✓ Improves reliability and reduces disruptions and delays caused by ongoing, necessary maintenance

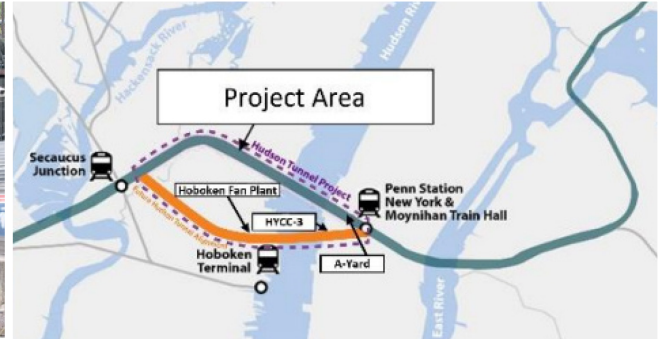




## New Jersey/New York – Gateway Program: Hudson Tunnel Project Systems and Fit Out (Up to \$3,799,999,820)

Major Backlog Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** Gateway Development Commission (GDC)

**Infrastructure Age:** 113 Years Old

**Project Location:** New York City, NY; Jersey City, NJ

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$4,749,999,771 (\$16,100,000,000)

**Total FSP Award:** \$3,799,999,820

**FY 22-23 Award:** \$949,999,965

**Out-Year PFA Amount:** \$2,849,999,855

**Other DOT Funding:** FRA Amtrak Funds, FTA CIG, OST RAISE

**Expected Grant Scope Completion Date:** 2040

**Expected Project Construction Dates:**  
September 2025–November 2040

### PROJECT SUMMARY:

The project includes final design and construction activities for the new Hudson River Tunnel and rehabilitation of the existing North River Tunnel. Construction will include installation of track, signals, traction power, ventilation, and fire and life safety systems. The FSP project scope will also include design support, design management, and construction management for several project activities, including tunneling and heavy civil engineering work, the New Jersey surface alignment, and the rehabilitation of the existing North River Tunnel.

### PROJECT BENEFITS:

- ✓ Restores the tunnel to a state of good repair and remediates damage from Superstorm Sandy
- ✓ Supports Gateway Program goal to bring the NEC to a state of good repair and double-track capacity between Newark, NJ, and New York City
- ✓ Eliminates delays caused by single-track operations through the existing tunnels for ongoing necessary maintenance to track, signal, and electric traction systems

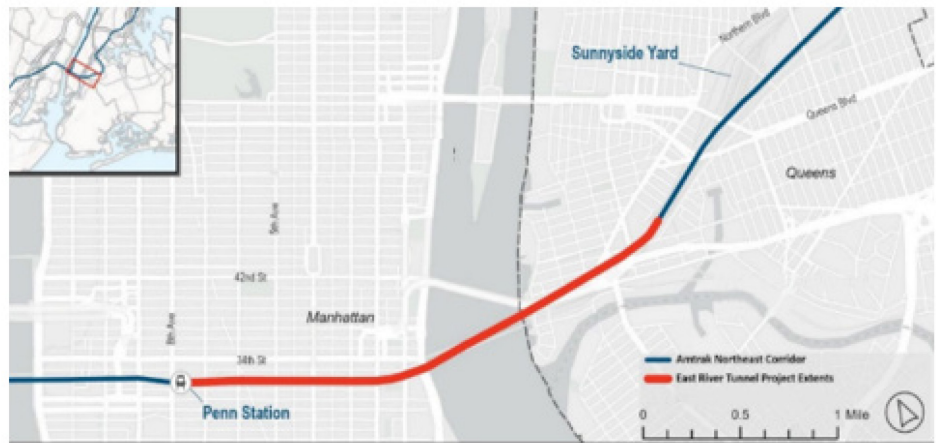




## New York – East River Tunnel Rehabilitation (Up to \$1,261,851,977)

Major Backlog Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** Amtrak

**Infrastructure Age:** 113 Years Old

**Project Location:** New York, NY

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$1,577,314,971

**Total FSP Award:** \$1,261,851,977

**Other DOT Funding:** FRA FSP Program (*prior year*)

**Expected Grant Scope Completion Date:**  
September 2027

**Expected Project Construction Dates:**  
January 2024–January 2027

### PROJECT SUMMARY:

The project includes final design and construction to rehabilitate the East River Tunnels in New York City. The tunnels are used by Amtrak's intercity services, Long Island Rail Road, and New Jersey Transit (NJ TRANSIT) for a total of more than 400 daily trains. The over 100-year-old structure has four tracks. This project funds full rehabilitation of tracks 1 and 2, repairing damage from Superstorm Sandy. The project includes the installation of a new direct fixation track, traction power, drainage systems, signals, communication systems, and fire and life safety upgrades throughout the tunnel.

### PROJECT BENEFITS:

- ✓ Restores the tunnels to a state of good repair and fully remediates damage from Superstorm Sandy on tracks 1 and 2, ensuring continued safe operations for decades to come
- ✓ Improves resiliency and protects against future flood hazards
- ✓ Replaces existing ballasted track system to a direct fixation track and roadbed, mitigating common track and tunnel issues



## New York – Pelham Bay Bridge Replacement (Up to \$58,272,300)

Major Backlog Projects

Lifecycle Stage Funded by FSP Award: Final Design



**Project Sponsor:** Amtrak

**Infrastructure Age:** 115 Years Old

**Project Location:** Bronx, NY

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$72,840,460 (\$716,000,000)

**Total FSP Award:** \$58,272,000

**LOI Amount:** \$514,528,000

**Expected Project Construction Dates:**  
April 2029–May 2034

### PROJECT SUMMARY:

The project includes final design of the Pelham Bay Bridge Replacement Project to 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 Amtrak intercity passenger and freight trains today, upon completion of the separate Penn Station Access project, the bridge will serve intercity, commuter, and freight trains.

### PROJECT BENEFITS:

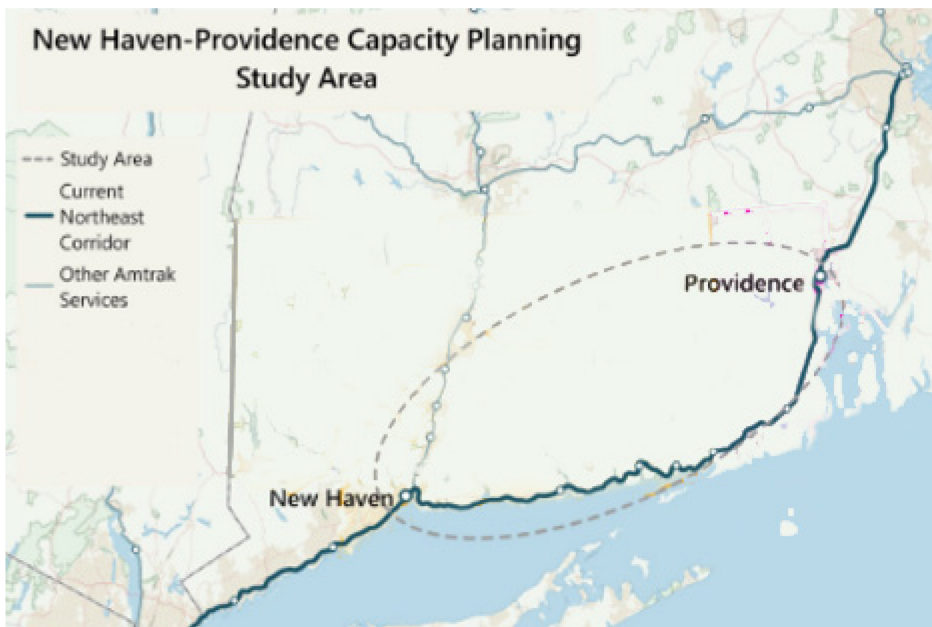
- ✓ Enables increased speeds (from 45 mph to 70 mph)
- ✓ Reduces bridge openings by 70 percent, reducing the amount of service delays
- ✓ Supports the upcoming service for Metro-North's New Haven line to Penn Station, New York (Penn Station Access)



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

Planning Studies

Lifecycle Stage Funded by FSP Award: Planning Study



**Project Sponsor:** Amtrak

**Project Location:** Rhode Island and Connecticut

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$5,000,000

**Total FSP Award:** \$4,000,000

**Expected Grant Scope Completion Date:**  
February 2026

**Expected Project Construction Dates:**  
N/A – Planning Study Only

### PROJECT SUMMARY:

The project is a planning study to examine options for future infrastructure, speed, and capacity improvements 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: increased resiliency of Northeast Corridor, reduced trip times, increased train frequencies, improved performance and reliability, and expanded capacity.

### PROJECT BENEFITS:

- ✓ Evaluates alternatives to grow rail capacity and improves resiliency and performance between New Haven and Providence
- ✓ Explores scenarios for potentially significant travel time-savings



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

Planning Studies

Lifecycle Stage Funded by FSP Award: Planning Study



**Project Sponsor:** Amtrak

**Project Location:** Washington, DC to northern NJ

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$27,000,000

**Total FSP Award:** \$21,600,000

**Lifecycle Stage Funded by FSP Award:**  
Project Planning

**Expected Grant Scope Completion Date:**  
September 2027

**Expected Project Construction Dates:**  
N/A – Planning Study Only

### PROJECT SUMMARY:

The project is a planning study to identify needs and opportunities to improve service, including increasing operating speeds through on-corridor or adjacent-to-corridor infrastructure improvements along the Northeast Corridor between Washington, DC, 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.

### PROJECT BENEFITS:

- ✓ Examines opportunities to increase speeds and reduce travel time between Washington, DC, and New York City



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

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** Connecticut Department of Transportation (CTDOT)

**Infrastructure Age:** 118 Years Old

**Location:** Stratford, CT; Milford, CT

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$149,150,000

**Total FSP Award:** \$119,320,000

**Expected Grant Scope Completion Date:** March 2028

**Expected Project Construction Dates:**  
June 2025–June 2027

### PROJECT SUMMARY:

The 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 the reliability of bridge openings and closings. Repairs will focus on structural components weakened by 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 the future full replacement of the structure.

### PROJECT BENEFITS:

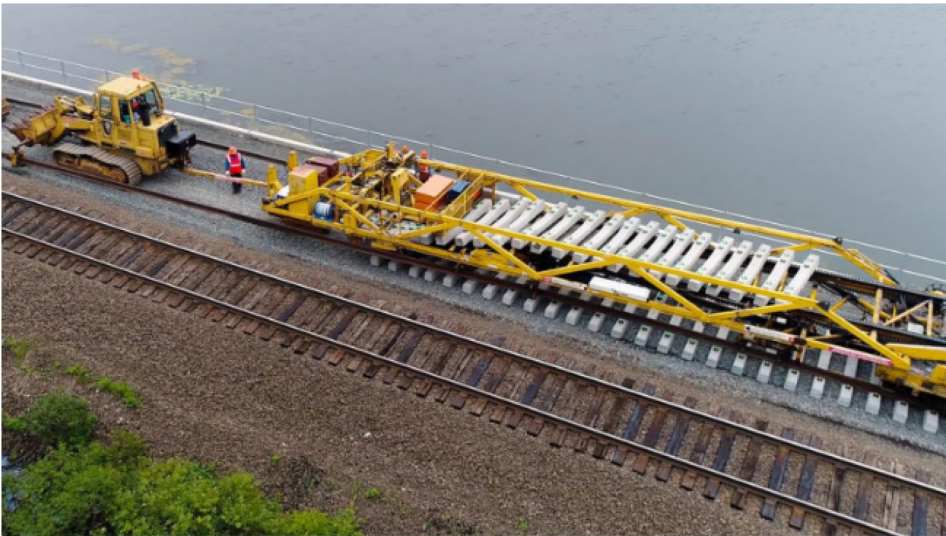
- ✓ Reduces delays and schedule impacts caused by mechanical and electrical malfunctions on the existing bridge
- ✓ Improves the bridge's poor state of repair, ensuring the longevity of service life until the replacement project advances



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

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stage Funded by FSP Award: Construction



**Project Sponsor:** Connecticut Department of Transportation (CTDOT)

**Project Location:** West Hartford, CT; Hartford, CT; Windsor, CT; Windsor Locks, CT; Enfield, CT

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$209,733,000 (\$237,733,000)

**Total FSP Award:** \$104,866,500

**Expected Grant Scope Completion Date:**  
November 2027

**Expected Project Construction Dates:**  
March 2025–August 2027

### PROJECT SUMMARY:

The 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 intercity services use the route along with CTrail's Hartford Line service and freight operators.

### PROJECT BENEFITS:

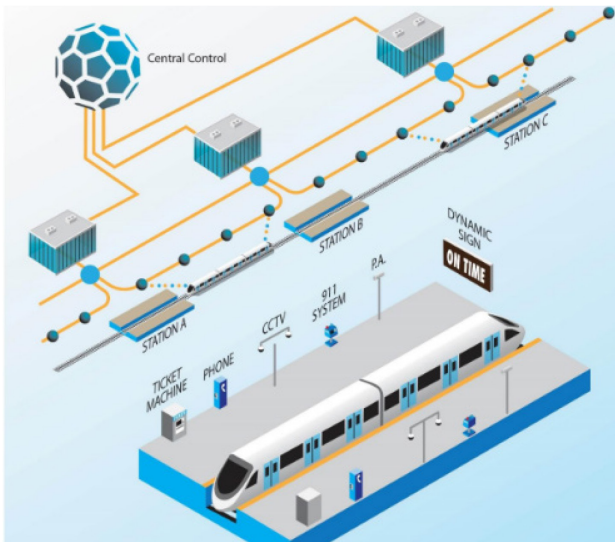
- ✓ Enables the installation of new track, turnouts, interlockings, retaining walls, and signal/communication systems
- ✓ Repairs or replaces culverts and bridges
- ✓ Improves grade crossing safety
- ✓ Increases capacity for the Hartford Line corridor, an intercity corridor traveling through Connecticut, Massachusetts, and Vermont



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

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** Connecticut Department of Transportation (CTDOT)

**Project Location:** Greenwich, CT; Old Greenwich, CT; Stamford, CT

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$19,250,000

**Total FSP Award:** \$15,400,000

**Expected Grant Scope Completion Date:**  
July 2027

**Expected Project Construction Dates:**  
April 2024–April 2027

### PROJECT SUMMARY:

The 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's commuter services, and freight operators. This project funds the completion of the fourth and final phase of upgrades to network infrastructure along the New Haven Line.

### PROJECT BENEFITS:

- ✓ Replaces legacy communications equipment that experiences capacity and maintenance issues
- ✓ New digital fiber optic system expands and modernizes data infrastructure necessary for train signaling and train control, passenger information displays, and security cameras
- ✓ Completes the final phase of Connecticut's fiber optic upgrades, allowing full retirement of legacy network system
- ✓ Installation of CCTV at five passenger stations advances public safety by deterring crime and promoting real-time public safety responses



## Connecticut – New Haven Line Power Improvement Program (Up to \$122,800,000)

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** Connecticut Department of Transportation (CTDOT)

**Infrastructure Age:** 116 Years Old

**Project Location:** Greenwich, CT; Westport, CT; Milford, CT; New Haven, CT

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$200,000,000

**Total FSP Award:** \$122,800,000

**Other DOT Funding for Project:** FRA FSP Program  
(prior year)

**Expected Grant Scope Completion Date:**  
September 2028

**Expected Project Construction Dates:**  
September 2024–September 2029

### PROJECT SUMMARY:

The 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 disruption to intercity and commuter services due to on-going maintenance needs or failure incidents. The project will enhance the reliability of Amtrak's intercity services and Metro-North Railroad's commuter services.

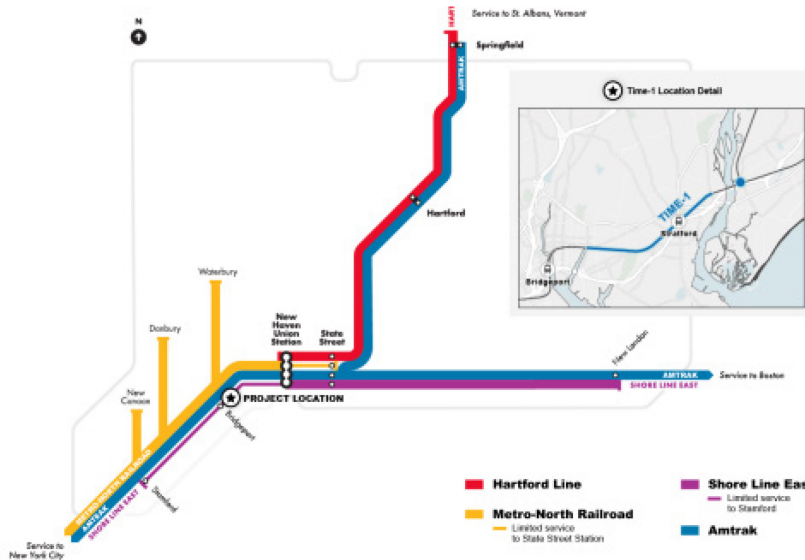
### PROJECT BENEFITS:

- ✓ Replaces seven aging substations and associated power equipment that are at the end of their useful life
- ✓ New substations will reduce daily maintenance needs and related delays
- ✓ Reduces energy consumption during ongoing rail operations, decreases greenhouse gas emissions, and improves resiliency against climate change events
- ✓ New energy efficient equipment results in reduced operational costs

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

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stage Funded by FSP Award: Project Development and Final Design



**Project Sponsor:** Connecticut Department of Transportation (CTDOT)

**Project Location:** Bridgeport, CT; Milford, CT

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$94,560,000 (\$932,000,000)

**Total FSP Award:** \$71,648,000

**Other DOT Funding:** FRA CRISI

**Expected Grant Scope Completion Date:**  
December 2029

**Expected Project Construction Dates:**  
January 2025–December 2029

### PROJECT SUMMARY:

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 the reconstruction of seven rail overpass bridges, upgrading all tracks to FRA Class 6 standards, track realignments, installing a new interlocking, replacing catenary system components, and railbed drainage improvements. The project will benefit Amtrak's intercity services and Metro-North Railroad and CTrail services.

### PROJECT BENEFITS:

- ✓ Increases maximum speed from 70 mph to 90 mph
- ✓ Increases system reliability by responding to infrastructure deficiencies
- ✓ Improves railroad conditions with upgrades to the track, bridge, catenary, and signal infrastructure
- ✓ Promotes increased pedestrian and motorist safety with the overpass bridge replacements





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

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** Amtrak

**Infrastructure Age:** 112 Years Old

**Project Location:** Baltimore, MD

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$135,400,000

**Total FSP Award:** \$108,320,000

**Expected Grant Scope Completion Date:**  
September 2026

**Expected Project Construction Dates:**  
January 2022–September 2026

### PROJECT SUMMARY:

The 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, new Amtrak operations facilities, and construction of a new entrance, train hall, and waiting area. The project benefits customer experience and accessibility for Amtrak intercity passengers and MARC commuter passengers.

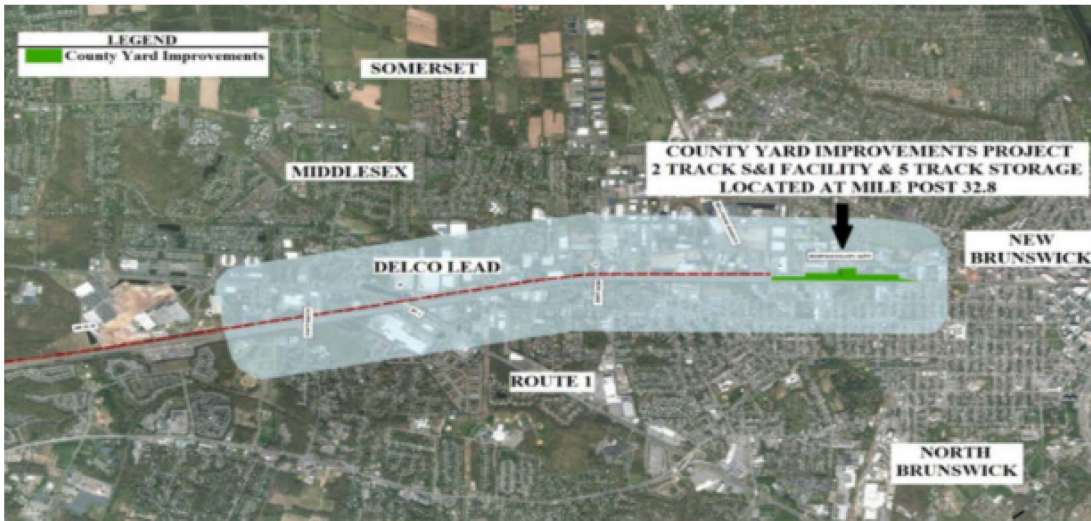
### PROJECT BENEFITS:

- ✓ Brings a historic major NEC station into a state of good repair
- ✓ Accommodates existing and future passenger demand in Baltimore
- ✓ Creates a modern connection with the surrounding communities, supporting transit-oriented development adjacent to the station

## New Jersey – Delco Lead (Up to \$180,902,767)

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** New Jersey Transit (NJ TRANSIT)

**Location:** North Brunswick, NJ

**Cost (FSP Project Scope):** \$456,745,847

**Total FSP Award:** \$180,902,767

**Other DOT Funding for Project:** FTA Sandy Relief

**Expected Grant Scope Completion Date:**  
March 2029

**Expected Project Construction Dates:**  
August 2022–December 2028

### PROJECT SUMMARY:

The project includes the Delco Lead project construction 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, which can store approximately 300 rail cars. This project will reduce train volumes through Trenton Station, increasing operating efficiency along this segment of the Northeast Corridor for Amtrak's intercity services and New Jersey Transit's commuter services. The project also brings vital infrastructure into a good repair state, promoting safe and resilient passenger operations.

### PROJECT BENEFITS:

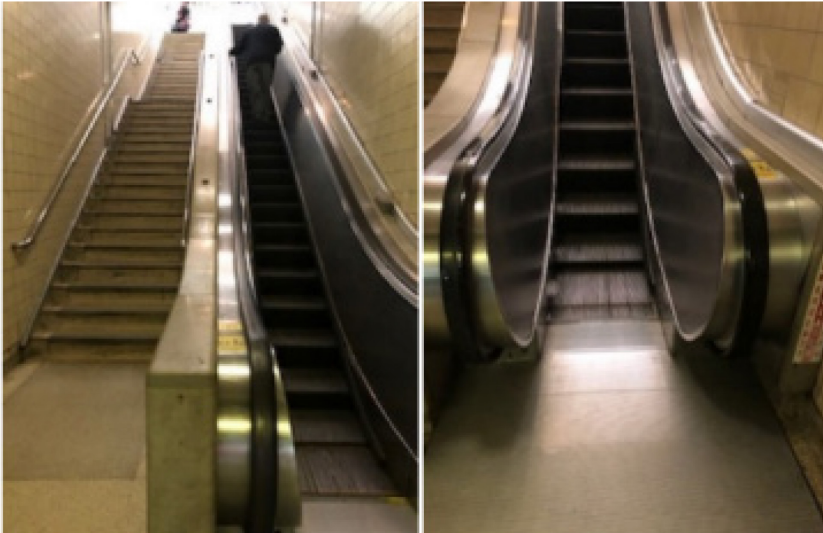
- ✓ Reduces congestion and delays along this section of the NEC
- ✓ Enables state of good repair benefits, including improved drainage and signal and catenary upgrades to the NEC mainline



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

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** New Jersey Transit Corporation (NJ TRANSIT)

**Project Location:** Newark, NJ

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$74,000,000

**Total FSP Award:** \$59,200,000

**Expected Project Scope Completion Date:**  
March 2030

**Expected Project Construction Dates:**  
December 2026–December 2029

### PROJECT SUMMARY:

The 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, NJ TRANSIT's commuter rail network and local transit services, and the Port Authority Trans-Hudson (PATH) transit service.

### PROJECT BENEFITS:

- ✓ Maintains a state of good repair and achieves compliance with the Americans with Disabilities Act
- ✓ Eliminates safety risks and creates a more efficient movement of customers within the station





## New York – Penn Station Access (Up to \$1,643,579,904)

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** New York Metropolitan Transportation Authority (MTA)

**Infrastructure Age:** 110+ Years Old

**Project Location:** New York, NY

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$2,637,000,000

**Total FSP Award:** \$1,643,579,904

**FY 22-FY 23 Award:** \$958,000,000

**Out-Year PFA Amount:** \$685,000,000

**Other DOT Funding:** FRA FSP Program (*prior year*)

**Expected Grant Scope Completion Date:** June 2027

**Expected Project Construction Dates:**  
December 2021–March 2027

### PROJECT SUMMARY:

The 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. Project improvements will benefit Amtrak's intercity service by bringing the Hell Gate Line to a state of good repair; this includes upgraded signal systems, rehabilitation of four bridges, track rehabilitation, construction of four new interlockings and five new power substations, and upgrades to two existing substations. The project includes a railyard expansion and the construction of new commuter stations, which will facilitate a new Metro-North Railroad commuter rail service connecting to Penn Station, NY.

### PROJECT BENEFITS:

- ✓ Improves intercity on-time train performance and brings the Hell Gate Line into a state of good repair
- ✓ Modernizes the service with investments in new and rehabilitated track, new and reconfigured interlockings, catenary, bridges, signal, and communications infrastructure
- ✓ Enables the introduction of a new commuter service between New Rochelle and Penn Station, NY



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

Capital Renewal, Stations, and Improvement Projects

Lifecycle Stages Funded by FSP Award: Final Design and Construction



**Project Sponsor:** Southeastern Pennsylvania Transportation Authority (SEPTA)

**Project Location:** Cornwells Heights, PA

**Cost [FSP Project Scope (Total Project Cost)]:**  
\$61,000,000

**Total FSP Award:** \$30,500,000

**Other DOT Funding Received:** FHWA Formula Funds

**Expected Grant Scope Completion Date:**  
November 2028

**Expected Project Construction Dates:**  
June 2026–March 2027

### PROJECT SUMMARY:

The 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's Trenton Line and Amtrak's Keystone Service riders.

### PROJECT BENEFITS:

- ✓ Improves boarding and reduces dwell times at the station
- ✓ Provides universal accessibility with the addition of a pedestrian overpass and elevators for station and platform access