U.S. Department of Transportation
Federal Railroad Administration

FY 2024 Federal-State Partnership for Intercity Passenger Rail Program for the Northeast Corridor (FSP-NEC) Selections: Project Summaries

Selected Major Backlog Projects

Connecticut – Cos Cob Bridge Replacement Planning Study (Up to $6,417,600)

Connecticut Department of Transportation

The proposed project is for project planning lifecycle stage activities to explore options for replacement of the 120-year-old, movable Cos Cob Bridge over the Mianus River in Greenwich, CT. Future construction of the bridge replacement will significantly reduce the Northeast Corridor's state of good repair backlog and improve intercity passenger rail service performance through both delay reduction and speed increases.

New Jersey – Sawtooth Bridges Replacement Project Final Design Supplement and Pre-Construction Support Services (Up to $187,507,268)

Amtrak

The proposed project is for project development and final design activities for replacement of the 115-year-old Sawtooth Bridges in Kearny, NJ. Future construction of the bridges will significantly reduce the Northeast Corridor's state of good repair backlog. This award will fund different activities than those funded under previous grants to this project, including project development and pre-construction support services—the hiring of a construction manager, project management and construction management services—and independent cost estimator services. This award also supports final design activities, accounting for expanded project limits and scope elements.

Selected Capital Renewal, Stations, and Improvement Projects

Connecticut – Connecticut River Bridge Replacement Project: Springfield Line (Up to $8,000,000)

Amtrak

The proposed project is for project planning lifecycle stage activities for replacement of the 120-year-old Connecticut River Bridge on the New Haven-Hartford-Springfield corridor in Windsor Locks, CT. This funding will support a review of options to replace the existing structure. Future construction of the bridge replacement is anticipated to reduce the state of good repair backlog and improve intercity passenger rail service through speed increases.

Connecticut – Hartford Line Rail Program Double Track Phase 3B Project (Up to $102,000,000)

Connecticut Department of Transportation

The proposed project includes construction to track, signals, and grade crossings in three segments totaling 6.2 miles of the New Haven-Hartford-Springfield corridor. Work will focus on segments in West Hartford-Hartford, Windsor-Windsor Locks, and Enfield, CT, to add double- track and expand rail capacity, allowing more frequent future service and increased speeds. The project is anticipated to improve safety and reduce delays caused by single track capacity constraints. This award contributes additional funding to the project selected under the under the FY22-23 FSP-NEC Notice of Funding Opportunity (NOFO).

Connecticut – Hartford Station Relocation Project (Up to $2,560,000)

Connecticut Department of Transportation

The proposed project is for project planning lifecycle stage activities to refine the alternatives for construction of a new Hartford train station and multimodal hub with associated realignment and double tracking of 2.1 miles of the New Haven-Hartford-Springfield corridor in Hartford, CT. Completing planning activities will prepare the project to proceed to later stages of development. Future construction of the project could improve intercity passenger rail service performance through increased operating speeds and reduced delays.

Connecticut – Track Improvement and Mobility Enhancement (TIME)-1 (Up to $172,000,000)

Connecticut Department of Transportation

The proposed project is for construction activities supporting the first phase of construction for TIME-1, which includes the replacement of 88 catenary structures, addition of four new crossovers, and replacement of the Longbrook Avenue Roadway bridge along a three-mile segment of New Haven Line, between Bridgeport and Stratford, CT. The existing catenary structures are up to 100 years old and in need of replacement. Infrastructure improvements introduced by this project are expected to support an increase in allowable speeds through this segment of the Northeast Corridor. This award builds upon a prior FY22-23 FSP-NEC selection for project development and final design activities.

District of Columbia – Washington Union Station Expansion Project (Up to $24,000,000)

Amtrak

The proposed project is for project development activities (including design, utility, and geotechnical work) supporting plans to expand and modernize Washington Union Station in Washington, D.C. This project will realign and improve tracks, platforms, and concourses, and involves construction of a new bus facility, parking garage, and train hall, plus improvements to bicycle and pedestrian infrastructure. Future construction will improve the state of good repair of this major station on the Northeast Corridor and improve intercity passenger rail performance through a projected 50 percent decrease in boarding time and reduction of Amtrak's idle time at the station.

District of Columbia – Washington Union Station: Near Term Rail Program (Up to $58,797,369)

Amtrak

The proposed project is to address near-term safety and operational needs at Washington Union Station in Washington, D.C. The scope includes project development and environmental activities for all project elements, as well as final design for the replacement of the Amtrak Police Department and Crew Base facilities, final design and construction activities of a new Digital Technology Communications Room, and construction activities for the relocation and replacement of Substation 25A. This project is anticipated to reduce the Northeast Corridor's state of good repair backlog and improve intercity passenger rail through the reduction of station delays.

Maryland – Baltimore Penn Station: Master Plan Completion Project (Up to $122,680,000)

Amtrak

The proposed project is for final design and construction activities at Baltimore Penn Station in Baltimore, MD. This project includes comprehensive renovations and restoration of the existing, historic headhouse building interior. The scope also includes construction of a new entrance and headhouse along Lanvale Street, which will connect to the existing station concourse and include a waiting area and new Amtrak operations facilities. This project will bring the station into a state of good repair while improving customer experience and accessibility for all station users. This award contributes additional funding to the project selected under the FY22-23 FSP-NEC NOFO.

Maryland – Bridge to Burgos Catenary Renewal (Mid-Atlantic Division South Catenary Renewal: Baltimore-New Carrollton) (Up to $96,709,440)

Amtrak

The proposed project is for final design and construction activities to replace approximately 100 miles of catenary wire between Baltimore and New Carrollton, MD. The existing catenary wire is more than 80 years old and prone to failures that impact travel time and reliability. The project will include installation of new catenary wires, hangers, clips, and insulators. Once complete, the project is anticipated to reduce catenary-related delays by at least 80 percent in this segment of the Northeast Corridor.

Maryland – Mid-Atlantic South Signal System Upgrades to 562 Project (Up to $17,791,015)

Amtrak

The proposed project is for project development and final design activities for a new, in-cab signal system to replace the existing wayside signal system along a heavily traveled segment of the corridor, between South Bowie, MD, and Washington, D.C. Many of the current wayside signal system components are over 30 years old and due for replacement. Once constructed, the project will retire the wayside system with upgraded in-cab signals that will improve reliability, operational flexibility, and speeds.

New Jersey – County-Newark Catenary Upgrades Project (Up to $13,418,592)

Amtrak

The proposed project is for project development and final design to replace and upgrade the catenary system along a 23-mile stretch of the Northeast Corridor between New Brunswick and Newark, NJ. The catenary pole structures in this segment of the corridor date back to the 1930s, and the overhead wire is nearly 50 years old. The system is prone to failures that impact reliability. Once constructed, the structures and wire will be comprehensively replaced, and the project is anticipated to reduce catenary-related delays by at least 80 percent in this segment of the Northeast Corridor.

New Jersey – Kearny Substation 41 Relocation Design and Construction (Up to $80,277,321)

Amtrak

The proposed project is for the construction of a new substation 41 on a raised platform in Kearny, NJ. The scope includes raising the access road and installing new transmission and signal wires. The project will decommission and remove the existing substation that frequently floods and was severely damaged by Superstorm Sandy in 2012. Completion of this project will result in an important reduction in the Northeast Corridor's state of good repair backlog. Additionally, the increased reliability of the substation, new transmission lines, and new signal wires are expected to improve intercity and commuter services through the reduction of delays and speed improvements.

New Jersey – New York Metro Signal System Upgrades to 562 Program Phase 1: County to Elmora (Up to $18,639,205)

Amtrak

The proposed project is for project development and final design for modification and upgrade of the existing signal system along 26 miles of the Northeast Corridor between New Brunswick and Elizabeth, NJ. The signal system in this segment was installed more than 40 years ago and is due for replacement. Once constructed, the project will bring the signal system to modern standards, allow for increased capacity and improved speeds, and reduce future signal maintenance needs in this section of the corridor.

New York – New York Penn Station Reconstruction (Up to $72,548,687)

New York Metropolitan Transportation Authority

The proposed project is for project development activities to renovate and modernize New York Penn Station in New York City. Scope elements include environmental review and other project development activities to support the reconstruction of Penn Station New York. This project will enable safer and more efficient station operations by increasing concourse capacity and access both within and outside the station, improving ventilation and fire safety, and installing user-friendly wayfinding. The result will be a reduction in the state of good repair backlog along the Northeast Corridor.

New York – Gateway: New York Penn Station Capacity Expansion (Up to $71,977,500)

Amtrak

The proposed project is for project development activities in support of expanding the track and platform capacity of New York Penn Station in New York City. Scope elements include environmental review and other project development activities to support the capacity expansion of Penn Station New York. This project will boost capacity and expand services for passengers, including the addition of track and platforms, concourses, and amenities. The result will accommodate projected demand and capitalize on the additional capacity enabled by the Gateway Program of projects, including the additional track capacity from the Hudson Tunnel Project.

Pennsylvania – Keystone Line Interlocking SOGR Program - Phase 1: Potts (Up to $7,432,544)

Amtrak

The proposed project is for project development and final design activities for a new Potts Interlocking in Exton, PA, on the Keystone Line between Harrisburg and Philadelphia, PA. The project includes four new crossovers to connect three tracks west of Exton Station, allowing better operational flexibility in this area and increasing reliability of train operations. This project will also improve the Interlocking's connected infrastructure including controls, signaling, and safety systems. Once constructed, the project will address a 15-mile gap in universal interlockings between the Paoli and Thorn Interlockings.

Pennsylvania – Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli Project (Up to $397,251,476)

Amtrak

The proposed project is for final design and construction activities to replace and upgrade the catenary power system on an 18-mile segment of the Amtrak-owned Keystone Line between the Zoo substation in Philadelphia and Paoli substation in Paoli, PA. The project's scope includes replacing the Bryn Mawr power substation, replacing overhead catenary structures, upgrading the signal power system, and installing new power transmission lines along the corridor. The catenary structures and much of the existing overhead catenary system were first installed in the 1910s. The project is a significant state-of-good-repair investment and is expected to increase operating speeds and reduce delays along this segment of the Keystone Line.

Selected Planning Studies

Pennsylvania – SEPTA Regional Rail Master Plan Implementation (Up to $3,200,000)

Southeastern Pennsylvania Transportation Authority

The proposed project is a planning study that will focus on increased capacity and reduction of interference among operators along the segment of the Northeast Corridor mainline that carries SEPTA and Amtrak services from Trenton, NJ to Newark, DE.

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