



SUMMARY

Program Purpose:

The Federal-State Partnership for Intercity Passenger Rail (FSP-National) program will fund capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service for projects not located on the Northeast Corridor (NEC). Key definitions and explanations related to the FSP-National program are provided on the next page.

Annual Funding Available: Up to \$2.3B

Applications Received: 67

Amount Requested: \$18.9B

Projects Selected: 10

New High-Speed Rail Projects Awarded: 2

Conventional Rail Corridor Improvements: 5

**Existing Services State of Good
Repair/Improvements:** 3

FY22-23 Amount Awarded: \$4.5B

FY24-26 Amount PFA Amount: \$3.6B

FY22-26 Total Amount (including PFA): \$8.2B

**Remaining amount for future FSP-National
Notices of Funding Opportunities:** \$3B



KEY TERMS

State of Good Repair

The condition of an existing physical asset as designed within its 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 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.

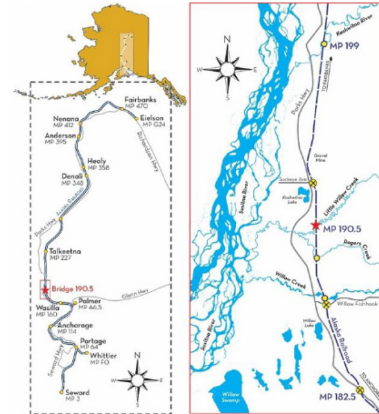
Alaska – ARRC Milepost 190.5 Bridge Replacement Project (Up to \$8,200,558)

State of Good Repair

Lifecycle Stage Funded by FSP Award: Project Development, Final Design/Construction



Figure 6: Project Map



Project Sponsor: Alaska Railroad Corporation (ARRC) **FY22-23 FSP Award:** \$8.2M

Project Location: Willow, AK

Expected Project Construction Dates:
2025-26

Cost Estimate: \$10.3M

PROJECT SUMMARY:

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. The project will also eliminate the need to add speed restrictions and enhance the safety of train operations. ARRC will provide a 20 percent non-Federal match

PROJECT BENEFITS:

- ✓ Directly link the three largest urbanized areas in Alaska.
- ✓ Improve railroad safety by replacing the aging railroad bridge with a new bridge that will withstand dynamic forces of the waterway and mitigate future scouring and erosion.

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

New High-Speed Rail

Lifecycle Stage Funded by FSP Award: Final Design/Construction



Project Sponsor: California High-Speed Rail Authority (CHSRA)

Project Location: Merced, CA, to Bakersfield, CA

Cost Estimate: \$33B (171-mile initial operating segment)

FY22-23 FSP Award: \$3.07B (Including PFA Amounts)

Expected Project Construction Dates: 2025-29

PROJECT SUMMARY:

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, CA to Merced, CA) and Bakersfield extension (from Poplar Avenue in Shafter, CA to Bakersfield, CA); civil, track and systems construction for the 13-mile Bakersfield Interim extension; design and construction of Fresno Station; and, design and procurement of trainsets, as well as 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 also 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.

PROJECT BENEFITS:

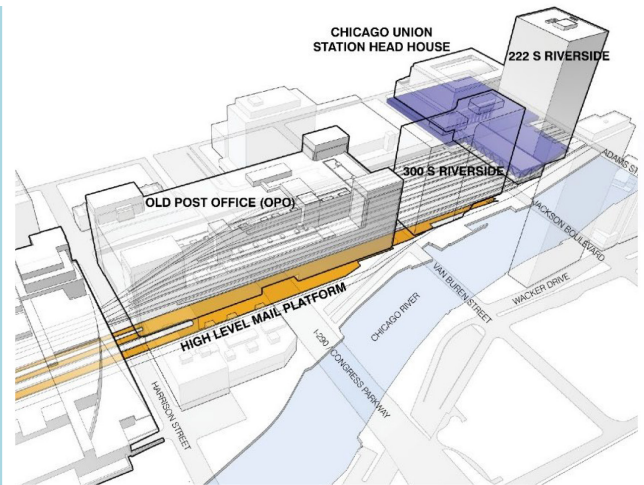
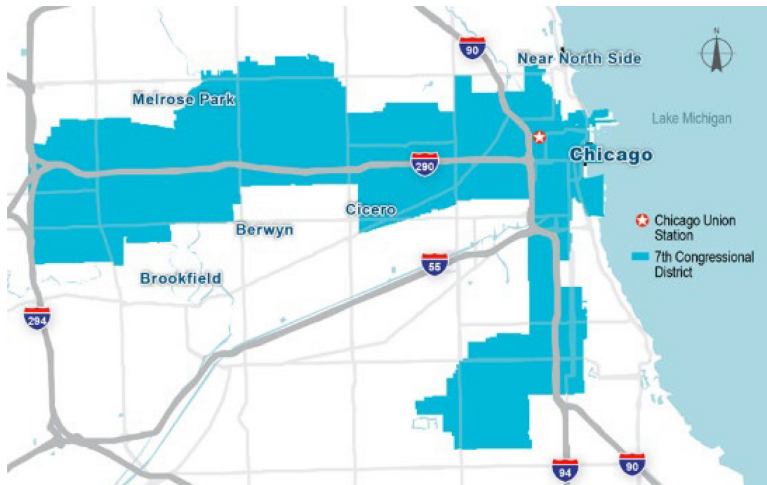
- ✓ Advance efforts to implement a high-speed intercity passenger rail system that improves connectivity and increases travel options, along with more frequent passenger rail service, from the Central Valley to urban centers in northern and southern California.
- ✓ Help reduce greenhouse gas emissions, provide a safe travel environment for passengers and the affected communities, and improve freight rail operations with the separation of passenger rail from Burlington Northern Santa Fe Railway's and Union Pacific Railroad's mainlines.



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

Conventional Rail Corridor Upgrades

Lifecycle Stages Funded by FSP Award: Final Design/Construction



Project Sponsor: National Railroad Passenger Corporation (Amtrak)*

Project Location: Chicago, IL

Cost Estimate: \$62M

FY22-23 FSP Award: \$49.6M

Expected Project Construction Dates:
To be determined

PROJECT SUMMARY:

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. The Project will also 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 20 percent non-Federal match.

PROJECT BENEFITS:

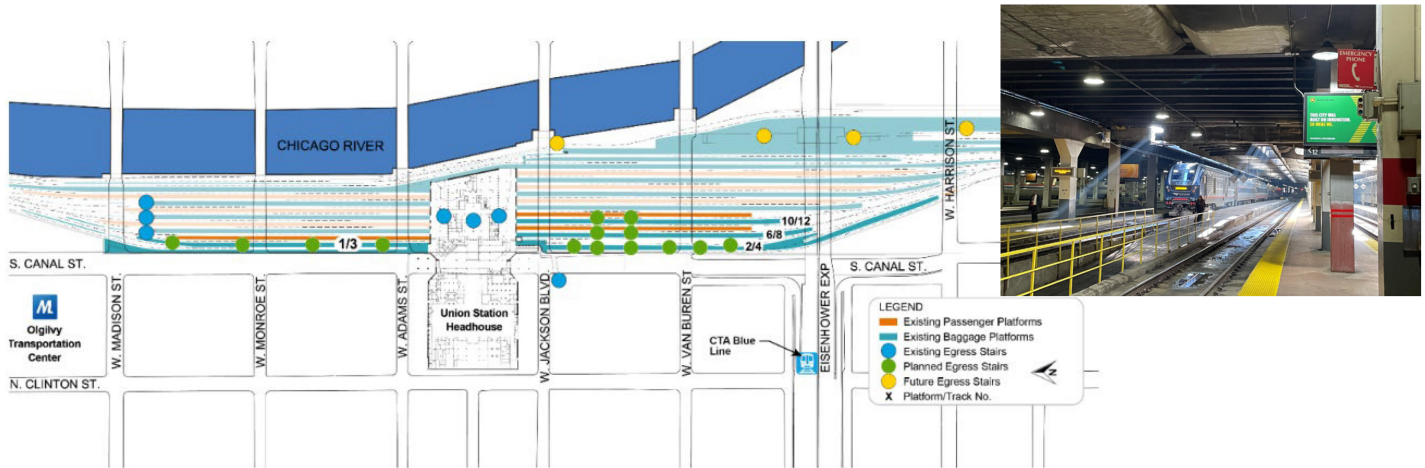
- ✓ Compliance with Americans with Disabilities Act (ADA).
- ✓ Enable reconstruction of station platforms.
- ✓ Accommodate growth in existing intercity and commuter rail service.
- ✓ Support future rail expansion.

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

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

Conventional Rail Corridor Upgrades

Lifecycle Stage Funded by FSP Award: Project Development



Project Sponsor: National Railroad Passenger Corporation (Amtrak)*

Project Location: Chicago, IL.

Cost Estimate: \$55M

Total FSP Award: \$44M

Expected Project Construction Dates:
To be determined

PROJECT SUMMARY:

The proposed project involves project development activities for the following 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 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.

PROJECT BENEFITS:

- ✓ Increase platform capacity and operational flexibility at CUS.
- ✓ Improve Amtrak's ability to meet expected ridership increases over coming years.

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



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

State of Good Repair

Lifecycle Stages Funded by FSP Award: Project Development, Final Design/Construction



Project Sponsor: Northern New England Passenger Rail Authority
Project Location: Brunswick, ME, to MA state line
Cost Estimate: \$34.3M

FY22-23 Award: \$27.5M
Expected Project Construction Dates: 2024-25

PROJECT SUMMARY:

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, as the improvements will help maintain a state of good repair, reducing the need to impose slow orders on the Amtrak Downeaster service that would result in delays and longer transit times. Also, the project will help support planned future service expansions. CSX will provide a 20 percent non-Federal match.

PROJECT BENEFITS:

- ✓ Support future expansions of Downeaster service.
- ✓ Enable fewer delays and greater on-time performance.
- ✓ Reduce freight delays and facilitate more efficient and reliable operations.



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

State of Good Repair

Lifecycle Stage Funded by FSP Award: Final Design/Construction



Project Sponsor: National Railroad Passenger Corporation (Amtrak)

Project Location: Malta, MT, and Amtrak Malta station

Cost Estimate: : \$18.6M

FY22-23 Award: \$14.9M

Expected Project Construction Dates:
2025-26

PROJECT SUMMARY:

The 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, on which the Amtrak Empire Builder long-distance service operates, in the Malta, MT area and at the Amtrak Malta station. The project will also improve safety and reliability. Amtrak and BNSF will provide a 20 percent non-Federal match.

PROJECT BENEFITS:

- ✓ Serve rural communities and underserved tribal communities
- ✓ Improve safety and reliability by eliminating critical bottlenecks for freight and passenger trains
- ✓ Enhance on-time performance, safety, capacity, and efficiency

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

New High-Speed Rail

Lifecycle Stages Funded by FSP Award: Final Design/Construction



Project Sponsor: Nevada Department of Transportation

Project Location: Las Vegas, NV, to Rancho Cucamonga, CA

Cost Estimate: \$10.4B (plus additional financing costs)

FY22-23 FSP Award: \$3.0B (including PFA amounts)

Expected Project Construction Dates: 2024-28

PROJECT SUMMARY:

The proposed project involves right-of-way acquisition, final design, and construction activities for the 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.

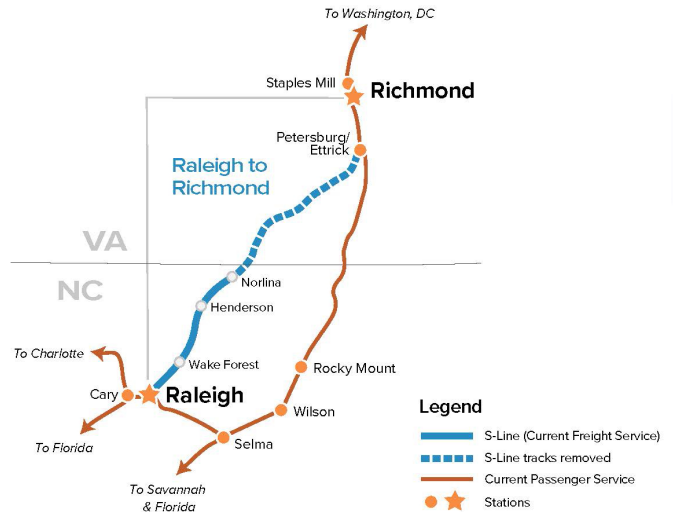
PROJECT BENEFITS:

- ✓ Provide a competitive transportation mode compared with traveling by automobile on Interstate 15.
- ✓ Allow for connections to Los Angeles Metro area via the Metrolink commuter rail system.
- ✓ Reduce emissions and facilitate environmental sustainability.
- ✓ Create thousands of new, good-paying, union jobs.

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

Conventional Rail Corridor Upgrades

Lifecycle Stage Funded by FSP Award: Project Development, Final Design/Construction



Project Sponsor: North Carolina Department of Transportation (NCDOT)

Project Location: Raleigh, NC, to Wake Forest, NC

Cost Estimate: \$1.4B

FY22-23 FSP Award: \$1.1B (includes PFA amount)

Expected Project Construction Dates:
2024-33

PROJECT SUMMARY:

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 that will connect North Carolina with Virginia, Washington, D.C., and the Northeast Corridor. The project will complete final design, right-of-way acquisition, and construction activities to build additional parts to the Southeast Corridor from Raleigh to Wake Forest, NC, including new and upgraded track, eleven grade separations and closure of multiple at-grade crossings. Once completed, this new route will save passengers an estimated 90 minutes per trip. NCDOT and Amtrak will provide a 20 percent non-Federal match.

PROJECT BENEFITS:

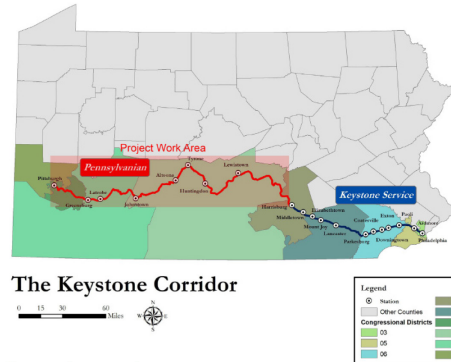
- ✓ Reduce travel times and delays at grade crossings.
- ✓ Increase safety and reduce accidents at grade crossings.
- ✓ Reduce emissions.



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

Conventional Rail Corridor Upgrades

Lifecycle Stages Funded by FSP Award: Final Design/Construction



Project Sponsor: Pennsylvania Department of Transportation (PennDOT)
Project Location: Pittsburgh, PA, to Harrisburg, PA
Cost Estimate: \$180M

FY22-23 FSP Award: \$143.6M
Expected Project Construction Dates: 2024-30

PROJECT SUMMARY:

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.

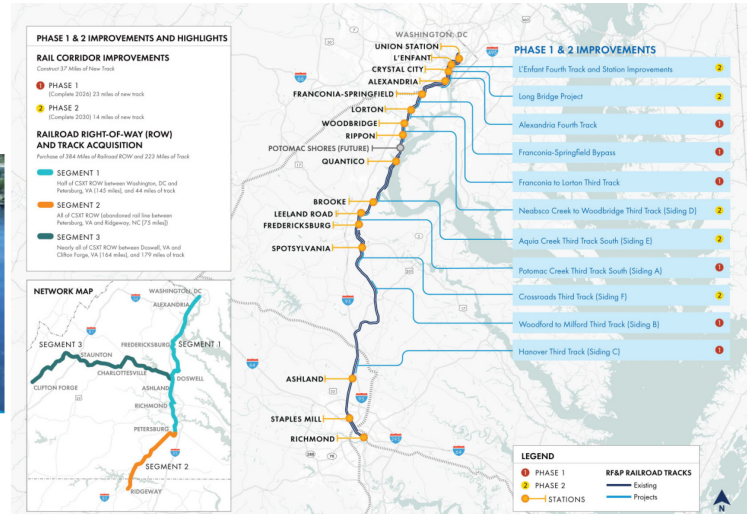
PROJECT BENEFITS:

- ✓ Reduce travel time, travel cost, and congestion.
- ✓ Reduce roadway fatalities and crashes.
- ✓ Create emissions savings, roadway maintenance savings, operations and maintenance cost savings.
- ✓ Avoid freight delays and facilitate freight inventory savings.

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

Conventional Rail Corridor Upgrades

Lifecycle Stage Funded by FSP Award: Final Design/Construction



Project Sponsor: Virginia Passenger Rail Authority (VPRA)

Project Location: Washington, D.C., to Richmond, VA

Cost Estimate: \$2.6B

FY22-23 FSP Award: \$729M

Expected Project Construction Dates: 2024-29

PROJECT SUMMARY:

The proposed project involves final design and construction activities to expand rail capacity along approximately 12 miles of the rail corridor from Washington, D.C. to 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 contribution from VPRA, Virginia Railway Express, Government of the District of Columbia, as well as other funds from Amtrak, the Federal Transit Administration, and a USDOT RAISE grant will comprise the 70 percent non-federal match.

PROJECT BENEFITS:

- ✓ Increase reliability and improve trip times with added infrastructure to separate passenger trains and freight trains in congested sections of the corridor.
- ✓ Crash reduction, emissions savings, VMT reduction, transportation diversity, residual asset value, and improved Amtrak service both in capacity and expansion.