



FY2025-2026 Federal-State Partnership for Intercity Passenger Rail Program for Projects Located on the Northeast Corridor (Partnership-NEC): Project Selections

Program Purpose: The Nation’s rail network is a critical component of the U.S. transportation system and economy. The FSP Program provides a Federal funding opportunity to improve American passenger rail assets by funding projects that enhance safety, reduce the State of Good Repair backlog, improve performance, and/or expand or establish new intercity passenger rail service.

Background: Under the program, the Northeast Corridor (NEC) is defined as the main rail line between Boston, Massachusetts, and the District of Columbia; the branch rail lines connecting to Harrisburg, Pennsylvania, Springfield, Massachusetts, and Spuyten Duyvil, New York; and facilities and services used to operate and maintain the main and branch rail lines described above, consistent with 49 U.S.C. § 24911(a)(3) and 49 U.S.C. § 24904(e). A project located on, or in primary use for, the NEC, consistent with 49 U.S.C. § 24911(d)(1), is an “NEC Project”. For projects located on the NEC, FRA is required to make selections consistent with the Northeast Corridor Project Inventory (NEC Project Inventory). FRA may select components or Lifecycle Stages of projects on the 2026 NEC Project Inventory. FRA published the most recent NEC Project Inventory on April 17, 2026. In the first round of selections, FRA only accepted applications for projects that are High Priority Major Station Projects with an identified Total Project Cost Estimate on the 2026 Inventory. This aligns with the Administration’s goals of transforming legacy stations into world class transportation hubs while prioritizing fiscal responsibility and private sector expertise.

Funding Available: \$ 4,750,212,830	Amount Awarded (Round 1): \$665,800,000
Applications Received: 4	Applications Selected: 4

The following definitions can be used as an aid in understanding project selections. Additional definitions can be found at [FRA's Definitions of Key Terms for Discretionary Grant Programs](#) and [FRA's Guidance on Development and Implementation of Railroad Capital Projects](#) (Capital Projects Guidance).

Capital Project: A project for acquiring, constructing, improving, or inspecting rail equipment, track and track structures, or a rail facility, including expenses incidental to the acquisition or Construction including pre-Construction activities (such as designing, engineering, location surveying, mapping, acquiring rights-of-way) and related relocation costs, environmental studies, and all work necessary for FRA to approve the project under the National Environmental Policy Act (NEPA); highway-rail grade crossing improvements; communication and signalization improvements; and rehabilitating, remanufacturing, or overhauling rail rolling stock and rail facilities.



Lifecycle Stage: Each of the consecutive stages of a Capital Project as it is developed and implemented that include Systems Planning, Project Planning, Project Development, Final Design, Construction, and Operation. Each sequential stage involves specific activities. Lifecycle Stages are described in FRA’s Capital Projects Guidance.

Project Planning: The first Lifecycle Stage of a Capital Project during which the Project Sponsor identifies Capital Project concepts to adequately address transportation needs and opportunities. The purpose is to identify and compare the costs, benefits, and impacts of project options. FRA encourages Project Sponsors to identify the impacted environmental resources and engage with interested parties, agencies, and infrastructure owners. Project Planning activities are completed before a Capital Project advances to Project Development. Project Planning is further described in FRA’s Capital Projects Guidance. For the Project Planning Lifecycle stage, applicants should avoid using the term “feasibility study” and should instead describe scope that is consistent with this definition and the expanded information in FRA’s Capital Projects Guidance.

Project Development: Is the Lifecycle Stage of a Capital Project during which the Project Sponsor conducts design, environmental, and other studies to ensure the Capital Project is ready for implementation. Project Development activities occur after a Project Sponsor has completed Project Planning, and before a Capital Project can advance to Final Design. Project Development is described in FRA’s Capital Projects Guidance.

Final Design: The Lifecycle Stage of a Capital Project during which the Capital Project design is advanced to be ready for Construction. This is when the agreements necessary to construct and operate the Capital Project are secured, acquisition of right-of-way is completed, final engineering plans and specifications necessary for construction of the project are produced. Final Design activities occur after a Capital Project has completed Project Development, and before a Capital Project can advance to Construction. Final Design is described in FRA’s Capital Projects Guidance.

Construction: The Lifecycle Stage of a Capital Project during which the Capital Project is completely built, installed, and placed into use. Construction activities include, but are not limited to, physical construction and installation of the Capital Project, including testing of equipment, workforce training, and startup testing. Construction activities occur after a project has completed Final Design. Construction is described in FRA’s Capital Projects Guidance.



District of Columbia - Washington Union Station (WUS) Stabilization & State of Good Repair (Up to \$277,800,000)

Union Station Redevelopment Corporation (USRC)

The proposed project was selected for Project Development, Final Design and Construction activities to transform WUS, located at the southern end of the Northeast Corridor, by resolving state of good repair issues, including improving WUS's existing technology and security systems, replacing various mechanical systems to comply with regulations and promote energy efficiency, replacing WUS's roofs that have reached the end of their useful lifespans, expanding and modernizing WUS's lighting fixtures, renovating the station's office space, repairing the parking garage and station interior, and upgrading vertical transportation systems. This project aligns with the Administration's goals of transforming legacy stations into world class transportation hubs while prioritizing fiscal responsibility and private sector expertise. USRC is not required to provide a non-Federal share under the Consolidated Appropriations Act, 2026 (FY2026 Appropriations).

District of Columbia - Washington Union Station (WUS) Interim Renovation and Modernization Project (Up to \$100,000,000)

Union Station Redevelopment Corporation (USRC)

The proposed project was selected for Project Development, Final Design and Construction activities to upgrade the WUS Claytor Concourse, improving passenger experience and supporting the current and near-term needs of passengers and visitors. The Project will address existing constraints of the WUS's facilities by reconfiguring the concourse layout, upgrading and addressing mechanical, engineering and plumbing within the concourse, renovating dated and worn finishes, and improving passenger experience. This project aligns with the Administration's goals of transforming legacy stations into world class transportation hubs while prioritizing fiscal responsibility and private sector expertise. USRC is not required to provide a non-Federal share under the FY2026 Appropriations.

District of Columbia - Washington Union Station Subbasement Program (Up to \$88,000,000)

National Railroad Passenger Corporation (Amtrak)

The proposed project was selected for Final Design and Construction activities to stabilize the facility and bring the subbasement into a state of good repair by relocating essential station utilities to the subbasement, replacing the track support bridge, repairing deficient beams and girders, and installing permanent foundations. This project aligns with the Administration's priorities of transforming legacy stations into world class transportation hubs while prioritizing fiscal responsibility and private sector expertise. Amtrak will provide a 20 percent non-Federal share.

New York - New York Penn Station Transformation (Up to \$200,000,000)

National Railroad Passenger Corporation (Amtrak)

The proposed project was selected for Project Development activities for the New York Penn Station Transformation Project, which involves design for a future renovation of entrances at street level, a new public concourse, new operational space for Amtrak, the New York Metropolitan Transportation Authority (MTA) and New Jersey Transit (NJT), installation of modern building equipment and systems, and trainshed modernization. This project, which



Amtrak is advancing as a public-private partnership, aligns with the Administration's goals of transforming legacy stations into world class transportation hubs while prioritizing fiscal responsibility and private sector expertise. Amtrak and NJT will provide a combined 20 percent non-Federal share