July 2021

C35 Project List

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
New England (NE)						
NE	MA	Boston South Station Expansion	MBTA	MassDOT, Amtrak	Expand Boston South Station (1899, rebuilt in 1985) Rail Terminal and related layover capacity to meet current and anticipated future high-speed, intercity, and commuter rail service demands. Improves service reliability; enhances passenger capacity and experience; promotes city-building in a key area of Boston; and allows for Dorchester Avenue to be reopened for public use and enjoyment.	NE PG 1: Boston
NE	MA	Boston South Station: Tower 1 Interlocking	MBTA	MassDOT, Amtrak	Complete redesign of Tower 1 Interlocking (as part of Boston South Station Expansion) to address current reliability and resiliency issues. Tower 1 Interlocking is the railway "intersection" that provides operational flexibility for trains converging on South Station. It distributes each train to and from its platform track at the station.	NE PG 1: Boston
NE	MA	Back Bay Station Platform Ventilation	MBTA	MassDOT, Amtrak	Design and construct an advanced ventilation system at the track and platform level, addressing environmental, safety, and state of good repair issues.	NE PG 1: Boston
NE	MA	Massachusetts Third Track (Readville to Canton)	MBTA	Amtrak	Add an additional third track between Readville to Canton Junction to expand capacity and enable Amtrak and MBTA to improve and increase service.	NE PG 2: Canton
NE	MA	MBTA Station Improvements - Canton Junction	MBTA		Implement station accessibility upgrades at Canton Junction to ensure the safety of customers.	NE PG 2: Canton

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New England (NE)						
NE	MA	Attleboro Area NEC Section On-time Performance /Capacity Improvement - Part 1	MBTA	Amtrak	Implement first phase improvements including the wiring of both Track 4 and Track 3 Thatcher to Holden, as well as the raising of the speed to 80 mph and the addition of commuter station sidings.	NE PG 3: Attleboro
NE	MA	Attleboro Area NEC Section On-time Performance/ Capacity Improvement - Part 2	Amtrak	MBTA	Implement second phase improvements including the addition of 21 crossover for full universal interlocking at Hebronville and Holden.	NE PG 3: Attleboro
NE	MA	MBTA Station Improvements - Attleboro Station	MassDOT		Implement station accessibility upgrades at Attleboro Station to ensure the safety of customers.	NE PG 3: Attleboro
NE	MA	MBTA Station Improvements - South Attleboro Station	MBTA	MassDOT	Implement station upgrades at South Attleboro Station to ensure the safety of customers.	NE PG 4: South Attleboro
NE	RI	MBTA Layover Facilities - Pawtucket Layover Facility	MBTA	MassDOT, RIDOT	Execute improvements to the existing Pawtucket Layover Facility to allow fueling and light equipment maintenance to be handled at the site, relieving pressure on other MBTA facilities.	NE PG 5: Pawtucket
NE	RI	Pawtucket / Central Falls Station	RIDOT	MBTA	Build a new infill commuter rail station along MBTA's Providence Line in Pawtucket, RI to provide one of Rhode Island's densest urban communities with access to commuter rail service.	NE PG 5: Pawtucket
NE	RI	Providence Station	RIDOT	Amtrak	Construct interior layout changes, emergency platform egress, and pedestrian access improvements at Providence Station (1986).	NE PG 5: Pawtucket

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New England (NE)						
NE	RI	Providence Station On-Time Performance/ Capacity Improvement	Amtrak	MBTA	Reconfigure Providence Station Interlocking (Atwells, Brayton, Orms and new Ash) to bring the infrastructure capabilities in line with the service needs and improve capacity and on-time performance for both Amtrak and MBTA.	NE PG 5: Pawtucket
NE	CT	New England Grade Crossing Elimination Program: Elihu Island Rd. Grade Crossing Closure	Amtrak	CTDOT	Permanently remove Elihu (Freeman's) Island Road Grade Crossing, one of the last highway-rail at-grade crossings on the NEC, by building a connection to an upgraded Walker's Dock Grade Crossing or a Locally Preferred Alternative.	NE PG 6: Mystic
NE	CT	New England Grade Crossing Elimination Program: Wamphassuc Rd. Grade Crossing Closure	Amtrak	CTDOT	Permanently remove Wamphassuc Rd. Grade Crossing, one of the last highway-rail at-grade crossings on the NEC, by building a connection to Joy Ave or Locally Preferred Alternative.	NE PG 6: Mystic
NE	CT	Mystic, CT Interlocking Improvements	Amtrak		Design and install a new universal interlocking VELTRI in Mystic, CT. Provides operating flexibility; improves reliability; allows for future maintenance outages and track possessions; and subdivides an 18-mile interlocking-to-interlocking segment into two shorter segments.	NE PG 6: Mystic
NE	CT	New England Grade Crossing Elimination Program: Latimer Point Rd. Grade Crossing Closure	Amtrak	CTDOT	Build a bridge or a Locally Preferred Alternative to close Latimer Point Road Grade Crossing, one of the last highway-rail at-grade crossings on the NEC.	NE PG 6: Mystic

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
New England (NE)						
NE	CT	New London Station Safety Improvements (Grade Crossing elements included in the New England Grade Crossing Elimination Program)	Amtrak	CTDOT	Reduce the risk of train-vehicle collisions through enhanced grade crossing warning devices and the relocation of platforms at New London Station.	NE PG 7: New London
NE	CT	New England Grade Crossing Program: Miner Lane Grade Crossing Closure	Amtrak	CTDOT	Close Miner Lane Grade Crossing, one of the last highway-rail at-grade crossings on the NEC, by building connection to CT 213 or a Locally Preferred Alternative.	NE PG 7: New London
NE	CT	Connecticut River Bridge Replacement	Amtrak	CTDOT	Replace the existing Connecticut River Bridge (1907) between Old Saybrook and Old Lyme, CT, which is over 100 years old, with a new modern structure that improves reliability and offers higher speeds for Amtrak and Shore Line East trains.	NE PG 8: Brook
NE	CT	Brook Interlocking Improvement	Amtrak	CTDOT	Add a westbound Track 2 to Track 1 right hand crossover at Brook Interlocking which, when combined with the existing Saybrook Interlocking, will provide full universal interlocking functionality.	NE PG 8: Brook
NE	CT	Fitter Interlocking	Amtrak	CTDOT	Construct a new, wired universal interlocking in Clinton, CT to subdivide a 16-mile segment (Guilford and View Interlockings) into two and allow single track operation over a shorter distance during maintenance with less operational disruption.	NE PG 9: Fitter

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New England (NE)						
NE	CT	Clinton, CT Station NEC On-Time Performance/ Capacity Improvement	CTDOT	Amtrak	Add a new Track 1 platform at the Clinton, CT station to allow two trains to pass unimpeded at all times, improve passenger accessibility, increase station capacity, and enhance on-time performance.	NE PG 9: Fitter
NE	CT	Madison, CT Station NEC On-Time Performance/ Capacity Improvement	CTDOT	Amtrak	Add a new Track 1 platform at the Madison, CT Station to allow two trains to pass unimpeded at all times, and improve passenger accessibility, station capacity, and on-time performance.	NE PG 9: Fitter
NE	CT	Hartford Line: Hartford Station Relocation	CTDOT	Amtrak	Relocate and improve Hartford Station (1889, rebuilt in 1914 and 1987) to increase speeds from 20 to 45 mph, eliminate bottlenecks, and improve on-time performance.	NE PG 10: Hartford
NE	CT	Hartford Line: CT*rail* Hartford Line Rail Program: Windsor Locks Station and Interlocking	CTDOT	Amtrak	Add a new station and interlocking at Windsor Locks to improve reliability and allow for increased service of up to 25 round trips per day between New Haven, CT and Springfield, MA on the CT*rail* Hartford Line service.	NE PG 10: Hartford
NE	CT	Hartford Line: Connecticut River Bridge Replacement	Amtrak	CTDOT	Replace the existing single track Connecticut River Bridge with a new double track bridge to increase speeds for both commuter and intercity trains, eliminate capacity bottlenecks, and enhance on-time performance.	NE PG 10: Hartford
NE	CT	Hartford Line: Hartford Line Rail Program Phase 3B - 5	CTDOT	Amtrak	Rebuild and upgrade infrastructure between New Haven, CT and Springfield, MA to improve reliability and allow for increased service of up to 25 round trips per day between New Haven and Springfield on the CT*rail* Hartford Line service.	NE PG 10: Hartford
NE	CT	Hartford Line: CT*rail* North Haven Commuter Station Improvements	CTDOT	Amtrak	Add an additional station stop between New Haven, CT and Springfield, MA in North Haven, CT to support the CT*rail* Hartford Line service.	None

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New England (NE)						
NE	CT	Hartford Line: CT*rail* Newington Commuter Station Improvements	CTDOT	Amtrak	Add an additional station stop between New Haven, CT and Springfield, MA in Newington, CT to support the CT*rail* Hartford Line service.	None
NE	CT	Hartford Line: CT*rail* West Hartford Commuter Station Improvements	CTDOT	Amtrak	Add an additional station stop between New Haven, CT and Springfield, MA in West Hartford, CT to support the CT*rail* Hartford Line service.	None
NE	CT	Hartford Line: Hartford Line New Stations - Windsor Locks / Bradley Airport Connection	CTDOT		Facilitate a connection to Connecticut's Bradley Airport from a new Windsor Locks Station.	None
NE	CT	Hartford Line: CT*rail* Enfield Commuter Station Improvements	CTDOT		Add an additional station stop between New Haven, CT and Springfield, MA in Enfield, CT to support the CT*rail* Hartford Line service.	None
NE	MA & RI	NEC Regional Rail Plan (RI-MA)	RIDOT / MBTA	MassDOT, Amtrak	Study the capital investments required to increase capacity and reduce travel times along the NEC between Wickford Junction, RI and Boston, MA.	NE PG 11: NE Planning
NE	MA	Boston - Route 128 Capacity Study & Implementation: Fairmount Line	MBTA	Amtrak	Study the value of upgrading the Fairmount Line with electric power supply, interlocking, and track improvements including the installation of a 4th main track between Route 128 and Boston, MA to address capacity constraints and expand service.	NE PG 11: NE Planning
NE	RI & CT	New Haven - Providence Capacity Planning Study	Amtrak	RIDOT, CTDOT	Study of investment options to accommodate future capacity and service needs between New Haven, CT and Providence, RI.	NE PG 11: NE Planning
NE	RI	RIDOT Stations: Warwick/ T.F. Green Airport	RIDOT	Amtrak	Expand the Warwick/T.F. Green Airport rail station with additional track and platform capacity to accommodate intercity rail and commuter rail turnback operations.	NE PG 12: Warwick

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New England (NE)						
NE	MA	MBTA Yard Expansion and Electrification - Southampton Street	MassDOT		Expand and electrify the MBTA yard at Southampton St (Boston, MA).	NE PG 13: MBTA Yards
NE	MA	MBTA Yard Expansion and Electrification - Readville	MassDOT		Expand and electrify the MBTA yard in Readville, MA.	NE PG 13: MBTA Yards
NE	CT	Shore Line East Power Supply Upgrade	Amtrak	CTDOT	Add an additional utility supply point in the 40+ mile segment between Branford and New London, CT.	NE PG 14: Shore Line East
NE	MA	Boston-Canton Junction High Capacity Signaling System	MBTA	Amtrak	Upgrade the existing wayside/cab signal system to increase capacity on existing Tracks 1, 2, and 3 between "Cove" and "Junction" interlockings. Provides support for the MassDOT/ MBTA Commuter Rail Transformation operating plan.	NE PG 15: Boston-Canton
NE	MA & RI	Providence-Boston Traction Power Upgrades	MBTA	Amtrak	Implement additional substation capacity and construct additional substations and paralleling stations between Providence and Boston to accommodate increased future train volumes.	NE PG 15: Boston-Canton

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Connecticut-Westchester (CTW)						
CTW	CT	NEC New Haven Line Signal System Replacement CP261 (Stratford) – CP274 (New Haven) (Phases 1–3)	CTDOT	Metro-North, Amtrak	Redesign the New Haven Line cab/no wayside signal system from Stratford to New Haven to support higher capacity. Higher capacity in this area will reduce the minimum supportable headway between trains and enhance reliability.	CTW PG 1: New Haven
CTW	CT	New Haven Line Network Infrastructure Upgrade	CTDOT	Metro-North	Upgrade the communications infrastructure with fiber optic cable/ equipment to support closed circuit television safety cameras at vulnerable passenger stations and bridges. This is critical to passenger safety and to the resiliency of the overall system.	CTW PG 1: New Haven
CTW	CT	New Haven Line Yard and Facility Program	CTDOT	Metro-North	A multi-year initiative to implement the new facilities necessary to store and maintain the upgraded Connecticut commuter fleet and spare parts. This is critical to CTDOT's fleet strategy.	CTW PG 1: New Haven
CTW	CT	New Haven Line Stations Improvements: New Haven Station	CTDOT	Metro-North	Construct a new parking garage for New Haven Union Station to address passenger demands and allow for continued safe operation.	None
CTW	CT	CP 261 (Devon) to CP 266 (Woodmont) 4th Track Project	Amtrak	Metro-North, CTDOT	Restore four-track configuration by reinstalling the main track 3 between Devon and Woodmont (CP266 to CP261) and reconfiguring Milford station platforms. This will allow simultaneous overtakes by Amtrak of Metro-North trains in both directions, improving operational flexibility, capacity, and on-time performance.	CTW PG 2: Devon
CTW	CT	Devon Bridge Replacement	CTDOT	Amtrak, Metro-North	Replace Devon Bridge (1906), one of the most critical movable bridge replacements on the NEC New Haven Line. This will reduce a source of long-term major disruptions of service.	CTW PG 2: Devon

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Connecticut-Westchester (CTW)						
CTW	CT	Bridgeport Speed Improvements	CTDOT	Amtrak, Metro-North	Upgrade a three mile stretch of track in Bridgeport, including the replacement of five fixed undergrade bridges, to improve the track speed from 70mph to 90mph and address the backlog of state of good repair bridge replacements. This sets the stage for a future Devon Bridge replacement.	CTW PG 2: Devon
CTW	CT	NEC New Haven Line Movable Bridge Speed Upgrades	Amtrak	Metro-North, CTDOT	Install Heavy Gauge Miter Rail on Devon, Saga, Walk and Cos Cob movable Bridges to improve trip times on the southern half of the NEC, producing greater intercity ridership and revenue.	Split into different Bridge PGs (CTW-PG2, CTW-PG3, CTW-PG4, CTW-PG5)
CTW	CT	Saugatuck River Bridge Replacement	CTDOT	Amtrak, Metro-North	Replace the aging Saugatuck River Bridge (1905) to improve reliability for Amtrak and Metro-North riders, as well as maritime traffic.	CTW PG 3: Saugatuck
CTW	CT	New Haven Line Station Platform Replacement Program (Westport, Darien)	CTDOT	Amtrak, Metro-North	Replace station platforms at both Westport and Darien Stations. This is necessary due to the platforms' deteriorated conditions.	None
CTW	CT	NEC New Haven Line Signal System Replacement CP241 (South Norwalk)-CP261 (Stratford) (Phases 1–3)	CTDOT	Metro-North, Amtrak	Redesign the cab/no wayside signal systems from South Norwalk to Stratford, CT to support higher capacity, reduce minimum supportable headway between trains, and enhance reliability especially when recovering from service disruptions.	CTW PG 4: Walk
CTW	CT	Walk Bridge Program	CTDOT	Amtrak, Metro-North	Replace the functionally obsolete Walk Bridge (1896), which has experienced increasing deterioration of electrical and mechanical components. This will reduce a source of long-term major disruptions of service.	CTW PG 4: Walk

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Connecticut-Westchester (CTW)						
CTW	CT	NEC New Haven Line Signal System Replacement CP216 (New Rochelle) to CP234 (Stamford) (Phases 1–3)	CTDOT	Metro-North, Amtrak	Redesign the cab/no wayside signal systems from Stratford, CT to New Rochelle, NY to support higher capacity, reduce minimum supportable headway between trains, and enhance reliability especially when recovering from service disruptions.	CTW PG 5: Stamford
CTW	CT	New Haven Line Stations Improvements: Stamford Station	CTDOT	Amtrak, Metro-North	Implement upgrades and repairs to ensure safe operation and improve passenger experience. This will increase canopy and windscreen coverage; provide additional pedestrian paths and parking; repair and replace platforms; and ensure ADA compliance.	CTW PG 5: Stamford
CTW	CT	Cos Cob Bridge Replacement	CTDOT	Amtrak, Metro-North	Replace the existing Cos Cob Bridge (1904), the busiest movable bridge on the New Haven Line which requires substantial investment to address challenges caused by aging components and deferred maintenance.	CTW PG 5: Stamford
CTW	CT	NEC New Haven Line Signal System Replacement CP234 (Stamford) – CP241 (South Norwalk) (Phases 1–3)	CTDOT	Metro-North, Amtrak	Redesign the cab/no wayside signal systems on the NEC from Stamford to Stratford, CT to support higher capacity, reduce minimum supportable headway between trains, and enhance reliability especially when recovering from service disruptions.	CTW PG 6: Darien
CTW	CT & NY	New Haven to New Rochelle NEC Capacity & Trip Time Planning Study	Amtrak	Metro-North, CTDOT	Study investment options to accommodate future segment capacity and performance requirements. Includes investigation of on-NEC vs off-NEC alignment options for feasibility and highest value.	CTW PG 7: NHL Planning
CTW	CT	NEC New Haven Line Track and Speed Improvements	CTDOT	Metro-North, Amtrak	Implement improvements, including new electrified tracks, interlockings, and freight sidings. Improves the maximum speed profile for passenger trains, reduce trip times, enhance mobility, and promote economic growth for Connecticut's urban centers.	CTW PG 8: New Haven Line Improvements

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Connecticut-Westchester (CTW)						
CTW	CT	New CP 228	CTDOT	Metro-North, Amtrak	Construct a new interlocking (New CP 228) west of Greenwich, CT. This improves capacity by allowing trains to serve high-ridership Greenwich Station but then use the express track to the west.	CTW PG 9: Greenwich
CTW	CT	Harrison-Greenwich Local Tracks Passing Sidings	CTDOT	Metro-North, Amtrak	Add new electrified passing sidings for "Track 5" and "Track 6" and associated turnouts/crossovers to enhance capacity and operational flexibility by allowing overtakes of slower trains by faster trains in the reverse-peak direction.	CTW PG 9: Greenwich
CTW	CT & NY	New Rochelle Turnback Track/ Yard	Amtrak	Metro-North, CTDOT	Add Turnback Pocket Tracks at New Rochelle (CP 217) to allow turning trains from New York City's Grand Central and Penn Station New York (future) to change direction. This will add additional capacity, reduce congestion, increase reliability, and improve Metro-North scheduling flexibility.	CTW PG 9: Greenwich
CTW	CT	Bridgeport Area New Turnback Track	CTDOT	Metro-North	Construct a new electrified "Track 5" (connecting to Track 3) or "Track 6" (connecting to Track 4) west of Bridgeport's CP 255 interlocking to support increased levels of Waterbury Branch shuttle service by allowing the shuttle trains to pull off the mainline while waiting for a slot.	CTW PG 10: Bridgeport

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New York City Metro (NYM)						
NYM	NY	Penn Station Access	MTA	Amtrak	Provide new Metro-North New Haven Line service to Penn Station New York and construct four new stations in the Bronx (Co-op City, Morris Park, Parkchester/Van Nest, and Hunts Point). This also brings Amtrak's Hell Gate Line to a state of good repair, improves reliability and on-time performance for Amtrak.	NYM PG 1: Bronx
NYM	NY	Pelham Bay Bridge Replacement	Amtrak	Metro-North	Replace Pelham Bay Bridge (1907), which crosses the Hutchinson River in the Bronx, with either a new, low-level movable, mid-level movable, or a high-level fixed bridge with clearance for marine traffic.	NYM PG 1: Bronx
NYM	NY	Harold Interlocking	MTA	Amtrak	Construct new conflict-free train routes through Harold Interlocking in Queens, NY, the busiest switch point on the NEC, improving reliability, on-time performance, and travel time for all rail services operating through the Harold Interlocking.	NYM PG 2: Harold
NYM	NY	Sunnyside Yard/Loop Track Capacity Improvements	Amtrak	NJ TRANSIT, LIRR	Conduct capacity improvements at Sunnyside Yard, including upgrades to loop tracks, improvements to signaling, and the conversion of principle turnouts from hand-thrown to power. This will increase average speeds and reduce travel times for trains using Sunnyside Yard.	NYM PG 2: Harold
NYM	NY	East River Tunnel Rehabilitation	Amtrak	MTA, NJ TRANSIT	Rehabilitate the aging and deteriorating East River Tunnel tubes 1 and 2 (1908) which connect Penn Station New York to Queens, NY and carry 25 percent of LIRR trains. This includes the replacement of the track and drainage systems; safety and security renovations; and the upgrade of all signal and communication systems.	NYM PG 2: Harold

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New York City Metro (NYM)						
NYM	NY	River-to-River Rail Resiliency Projects (R4)	LIRR	Amtrak	Implement resiliency related improvements to protect the East River Tunnels (1908) and the West Side Yard against flood hazards. This includes West Side Yard perimeter protection and drainage improvements; hardening the Queens Portals of the East River Tunnels; and resiliency improvements within the East River Tunnels.	NYM PG 2: Harold
NYM	NY	East River Tunnel High Density Signaling	MTA	Amtrak	Shorten average signal block length and improve ERT capacity by implementing either small-scale cab/wayside signaling changes or a complete redesign using Amtrak Rule 562 (LIRR Rule 410) cab/no wayside signal architecture.	NYM PG 2: Harold
NYM	NY	Gateway: Penn Station Expansion	MTA	Amtrak, NJ TRANSIT	Expand Penn Station New York (1910 -- rail infrastructure; 1968 -- station building) to add new tracks, platforms, and concourse space to accommodate the expected growth facilitated by the Gateway Program.	NYM PG 3: Penn Station
NYM	NY	Penn Station New York: Reconstruction Master Plan	MTA	Amtrak, NJ TRANSIT	Reconstruct Penn Station New York to relieve overcrowding, improve passenger experience; rationalize station operation; increase revenue; unify the existing Penn Station with the with the Moynihan Train Hall and Penn Expansion; and address other deficiencies.	NYM PG 3: Penn Station
NYM	NY	Penn Station NY - NJT Projects	NJ TRANSIT	Amtrak	Renovate Penn Station New York (1968 -- station building) by extending the existing Central Concourse; improving the existing Hilton Corridor; and improving signage and wayfinding to facilitate the safe and efficient movement of visitors.	NYM PG 3: Penn Station

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New York City Metro (NYM)						
NYM	NY & NJ	Gateway: Hudson Tunnel Project	Amtrak	Gateway Program Development Corporation, Port Authority of NY & NJ, NJ TRANSIT	Construct a new two-track rail tunnel beneath the Hudson River; rehabilitate and modernize the existing two-track North River Tunnel (1906); and construct the third and final rail right-of-way preservation section beneath Hudson Yards. This will provide increased reliability and operational flexibility for Amtrak and NJ TRANSIT.	NYM PG 4: Gateway East
NYM	NJ	Gateway: Secaucus Station and Loop Tracks	NJ TRANSIT	Amtrak, Port Authority of NY & NJ, Gateway Program Development Corporation	Expand the Secaucus Station platform system and add loop tracks at Secaucus Junction, working towards the four-track right-of-way between Newark, NJ and Penn Station New York needed to accommodate the ongoing and forecasted growth.	NYM PG 4: Gateway East
NYM	NJ	Replace Secaucus Switches	Amtrak	NJ TRANSIT	Replace the existing 26.5 Secaucus switches with 24 switches. This will resolve issues for NJ TRANSIT caused by a lack of maintenance for the current 26.5 switches.	NYM PG 4: Gateway East
NYM	NJ	Gateway: Portal North Bridge	NJ TRANSIT	Amtrak, Gateway Program Development Corporation, Port Authority of NY & NJ, NJ Tpke Auth	Replace the century-old swing-span Portal Bridge (1910) over the Hackensack River with a new two-track, fixed-span bridge, allowing a modest expansion of capacity. This will significantly reduce maintenance and operating costs while increasing reliability and on-time performance.	NYM PG 4: Gateway East
NYM	NJ	Gateway: Portal South Bridge	NJ TRANSIT	Amtrak, Port Authority of NY & NJ, Gateway Program Development Corporation	Construct new tracks and systems over the Hackensack River, including a two-track Portal South Bridge working towards the four-track right-of-way between Newark, NJ and Penn Station New York needed to accommodate the ongoing and forecasted growth.	NYM PG 4: Gateway East

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New York City Metro (NYM)						
NYM	NJ	Newark Penn Station to EWR Station NEC Section Capacity Improvement (Short-term)	Amtrak	NJ TRANSIT	Implement capacity improvements from Newark Penn Station to Newark Liberty International Airport Station (EWR), including a parallel move (WB 4 to 3 at Haynes Interlocking), and the addition of crossovers at EWR.	NYM PG 5: Newark
NYM	NJ	Newark Penn Station: Amtrak Projects	Amtrak	NJ TRANSIT, Port Authority of NY & NJ	Improve the condition, appearance, and functionality on Platforms A, B, and C (E is already completed) at Newark Penn Station where both Amtrak and NJ TRANSIT have responsibility to maintain to a state of good repair.	NYM PG 5: Newark
NYM	NJ	Newark Penn Station: NJT Projects	NJ TRANSIT	Amtrak, Port Authority of NY & NJ	Bring Newark Penn Station into a state of good repair by rehabilitating Platform D; installing new vertical circulation units; replacing the roof; upgrading passenger amenities; improving the HVAC system; upgrading display boards; and any needed structural improvements.	NYM PG 5: Newark
NYM	NJ	Hunter Flyover	NJ TRANSIT	Amtrak	Construct an elevated viaduct to allow for NJ TRANSIT's Newark-bound Raritan Valley Line trains to cross above and then merge with NEC before continuing towards Newark. This eliminates at-grade crossings, thereby reducing conflict between trains and increasing capacity.	NYM PG 5: Newark
NYM	NJ	Hunter Yard Maintenance of Way Facilities Upgrades	Amtrak	NJ TRANSIT	Create a new consolidated facility at Hunter Yard to increase efficiency of production activities, including a greater ability to store equipment for work gangs and staging for nearby projects. This includes resiliency improvements to protect against flooding.	None

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New York City Metro (NYM)						
NYM	NJ	Gateway: Highline Renewal and State of Good Repair	Amtrak	NJ TRANSIT, Port Authority of NY & NJ, Gateway Program Development Corporation	Replacement of several assets between Newark, NJ and Penn Station New York to bring the NEC Highline infrastructure to a state of good repair. Includes the replacement of short span bridges; electric catenary, aerial structures, and transmission lines; and Newark Penn Station pedestrian facilities.	NYM PG 6: Gateway West
NYM	NJ	Gateway: Sawtooth Bridge	Amtrak	NJ TRANSIT, Gateway Program Development Corporation, Port Authority of NY & NJ	Replace Amtrak's Sawtooth Bridges (1907) with new structures to achieve a four-track segment with improved speeds; increasing efficiency and reliability.	NYM PG 6: Gateway West
NYM	NJ	Gateway: Dock Bridge Rehabilitation	Amtrak	NJ TRANSIT, Port Authority of NY & NJ, Gateway Program Development Corporation	Rehabilitate Dock Bridge to restore it to a state of good repair, maintain reliable operation, and preserve safety. Required repairs include structural steel painting, pier repairs, mechanical and electrical upgrades, and fender replacement.	NYM PG 6: Gateway West
NYM	NJ	Choke point relief: Westbound Waterfront Connection	NJ TRANSIT		Construct a new connection for westbound trains from Hoboken Terminal to the NEC, and enhance the existing eastbound connection. This would offer greater access to/from Manhattan via PATH rapid transit and ferry services at Hoboken.	NYM PG 6: Gateway West
NYM	NJ	Gateway: NJT Storage Yard	NJ TRANSIT	Amtrak, Gateway Program Development Corporation, Port Authority of NY & NJ	Locate a new rail yard in New Jersey to support the layover storage and maintenance facilities needed for the Gateway Program.	NYM PG 6: Gateway West

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New York City Metro (NYM)						
NYM	NJ	Gateway: Harrison Fourth Track Phase 1	Amtrak	NJ TRANSIT, Gateway Program Development Corporation, Port Authority of NY & NJ	Design and construct approximately 2,000 ft. of additional main track through the city of Harrison, NJ, as well as the changes necessary to connect the new track with the existing infrastructure and PATH's on-going Harrison Station replacement project.	NYM PG 6: Gateway West
NYM	NJ	Delco Lead Project	NJ TRANSIT	Amtrak	Construct a storage facility south of New Brunswick station to provide resilient storage for rail cars and service and inspection (S&I) capabilities to facilitate the rapid return to service of stored rolling stock equipment following an extreme weather event.	NYM PG 7: Adams
NYM	NJ	Mid-Line Loop	NJ TRANSIT	Amtrak	Construct a new above-grade connection between train storage facilities and the NY-bound local track to eliminate conflicts and provide the increased capacity necessary to enable the New Jersey High-Speed Rail Program's goal of 160-mph speeds on Acela, and support future express service patterns.	NYM PG 7: Adams
NYM	NJ	Adams Substation	NJ TRANSIT	Amtrak	Construct a new substation in Adams, NJ to provide the additional transformation capacity needed to properly operate electric trains in this area.	NYM PG 7: Adams
NYM	NJ	North Brunswick Station	NJ TRANSIT	Amtrak	Build a new rail station in North Brunswick, NJ which included two center island platforms 1,020 feet in length to support 12-car trains; parking facilities; and all related building systems.	None

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
New York City Metro (NYM)						
NYM	NJ	Elizabeth Station	NJ TRANSIT		Reconstruct two high-level passenger platforms and two station buildings at Elizabeth station. These needed upgrades would bring the station up to current ADA compliance standards, provide longer platforms, and accommodate a proposed future fifth track along the NEC.	NYM PG 8: Elizabeth
NYM	NJ	Metuchen Station	NJ TRANSIT		Extend the existing outbound high-level platform at Metuchen Station by 360 feet. Additional funding is required for design and construction. The extended platform will result in smoother passenger boarding and deboarding as well as shorter dwell times.	None
NYM	NJ	Edison Station	NJ TRANSIT		Relocate an existing freight turn-out switch to a location north of Plainfield Avenue by Edison Station and extend the existing outbound high-level platform. This will result in smoother passenger boarding and deboarding as well as shorter dwell times.	None
NYM	NJ	New Jersey HSR Improvement Program (New Brunswick to Newark)	Amtrak	NJ TRANSIT	Upgrade electrical power, signal systems, tracks and overhead catenary wires from New Brunswick to Newark, NJ to increase safety, reliability, passenger service, and connectivity, while decreasing environmental impact.	NYM PG 9: New Brunswick
NYM	NJ	New Brunswick Station Improvements	NJ TRANSIT	Amtrak	Improve New Brunswick Station by extending the current eastbound platform by approximately 230 feet; rehabilitating the exterior brick facade; installing new lighting, windows, HVAC system, and escalator; and painting. This will extend the useful life of this major commuter rail station, and contain future maintenance costs.	NYM PG 9: New Brunswick

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
New York City Metro (NYM)						
NYM	NJ	Jersey Avenue Station	NJ TRANSIT		Reconstruct the existing Jersey Avenue station, including new high-level eastbound and westbound platforms, elevators, and the addition of a new commuter parking lot and connecting pedestrian overpass. The implementation of these improvements will make this station ADA accessible.	None
NYM	NJ	NJ TRANSITGRID	NJ TRANSIT	Amtrak	Create a redundant microgrid power generation and distribution system, allowing transit systems to function when the centralized power grid is compromised. Incorporates renewable energy, distribution generation, and other technologies to provide resilient power.	NYM PG 10: NJ TRANSITGRID

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic North (MAN)						
MAN	PA	Morrisville Yard	SEPTA	NJ TRANSIT	Implement the infrastructure necessary to accommodate the storage of six 4-car SEPTA trains (24 cars total) at Morrisville Yard while also reducing congestion. Includes the construction of new tracks and the removal of all SEPTA storage at Trenton Transit Center.	MAN PG 1: Morrisville
MAN	PA	Trenton Line: Parking Expansion	SEPTA	Amtrak	Increases parking capacity at four NEC Main Line Stations. The stations include Cornwells Heights, which serves both Amtrak and SEPTA, as well as the SEPTA only stations Holmesburg, Tacony, and Levittown.	None
MAN	PA	Trenton Line: Station Accessibility Program	SEPTA		Implement the infrastructure necessary to make two NEC Main Line Stations (Bristol and Cornwells Heights) ADA accessible through a series of improvements including the addition of high-level platforms. Additionally, capacity will also be improved by providing high-level platforms.	MAN PG 2: Bristol
MAN	PA	New Interlocking between Cornwells Heights and Eddington	SEPTA	Amtrak	Add a new interlocking with 4-track right hand universal crossovers and, if feasible, a tail/side/pocket track off of Track 1 in-between Cornwells Heights and Eddington. This will allow northward/eastward SEPTA trains terminating at Cornwells Heights to reverse direction by crossing from Track 1 to Track 4 at to head southward/ westward.	MAN PG 2: Bristol
MAN	PA	Center City Philadelphia Switch Renewal	SEPTA		Renew three switches in Center City Philadelphia as part of a capital renewal effort. Specific switches to be renewed include: Lehigh, Girard & Mantua.	None

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic North (MAN)						
MAN	PA	30th Street West Catenary Replacement	SEPTA		Replace and modernize the SEPTA overhead catenary system from 30th Street Station to K and Zoo Interlockings. This will rehabilitate assets beyond their useful life and improve system reliability.	MAN PG 3: Philadelphia
MAN	PA	Philadelphia 30th Street Station District Plan Implementation	Amtrak	SEPTA, NJ TRANSIT	Conduct immediate and long-term improvements to passenger and rail facilities at Philadelphia 30th Street Station (1933, rebuilt in 1984), to enhance the customer experience and expand the capacity of the concourse to accommodate anticipated growth in Amtrak ridership.	MAN PG 3: Philadelphia
MAN	PA	SEPTA Airport Line Separation Project	SEPTA	Amtrak	Conduct an Alternatives Analysis to determine the preferred strategy to address SEPTA's Airport Line dispatch separation and facilitate premium airport service. Options under consideration are: (1) expand existing flyover; (2) add new 50th St interlocking to allow Airport trains to bypass Phil Interlocking.	MAN PG 3: Philadelphia
MAN	PA	Phil Interlocking Replacement	Amtrak	SEPTA, PennDOT	Replace the signal system, track, and catenary at Phil Interlocking which has exceeded its useful life. Phil Interlocking is served by Amtrak's Northeast Corridor Line and SEPTA's Wilmington and Airport Regional Rail project.	MAN PG 3: Philadelphia
MAN	PA	Wilmington Line Station Improvements/ ADA Improvements	SEPTA		Make four Wilmington Line Stations ADA accessible through a series of improvements. Stations included in this project are Marcus Hook, Highland Ave, Curtis Park, and Sharon Hill.	MAN PG 4: Hook

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic North (MAN)						
MAN	PA	Baldwin Interlocking Improvements	Amtrak	SEPTA, DelDOT	Improve Baldwin Interlockings by replacing the #15 crossover between tracks 2 & 3 with a #20 and installing #20 "43" and "21" crossovers. This improves capacity, supports Zone Express service and maintenance outages, and stays within existing home signal location.	MAN PG 4: Hook
MAN	PA	Hook Interlocking Improvements	Amtrak	SEPTA, DelDOT	Move the SEPTA Marcus Hook turnbacks off the main line to improve on-time performance and scheduling flexibility. This includes the replacement of the "23" & "32" #15 crossovers with #20's, the addition of a Track 5 turnback pocket to Hook west/south of Marcus Hook Platform, and the repositioning of Hook NB Home signal for Tracks 3 & 4 south of the Marcus Hook Station.	MAN PG 4: Hook
MAN	DE	Claymont Regional Transportation Center	DelDOT	Amtrak, SEPTA	Replace and relocate the existing Claymont, DE train station. The new station will meet all current ADA standards; be a multi-modal transportation center with improved access for bus transit, bicycles, and pedestrians; include the construction of a parking garage; and provide rail and bus riders with state-of-the-art amenities.	MAN PG 5: Claymont
MAN	DE	Holly - Bell - Landlith Improvement Project	Amtrak	SEPTA, PennDOT	Reconfigure Holly interlocking, remove Bell Interlocking, rebuild Landlith Interlocking, upgrade track 1 to 110 mph from Holly to Landlith interlockings, and upgrade tracks 1F and 2F between Holly and Bell. This reduces delays by lowering the need to hold SEPTA trains at Holly and Wilmington, boosting on-time performance.	MAN PG 6: Wilmington

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic North (MAN)						
MAN	DE	Landlith Interlocking - Wine Interlocking NEC Section Improvement Project	Amtrak	SEPTA, DelDOT	Address a 2-track section by adding a 3rd Main track from Landlith to Wine, finishing Landlith Interlocking as a universal, retiring Wine Interlocking, and restoring Track 1 from Landlith to Wine. This eliminates a significant bottleneck; reducing delays, improving on-time performance, and increasing scheduling flexibility.	MAN PG 6: Wilmington
MAN	DE	Wilmington Station Improvement Project: Track Geometry Work	Amtrak	SEPTA, DelDOT	Conduct track geometry improvements to improve ride quality and reduce maintenance at Wilmington Station (1908, rebuilt in 2011). This includes the extension of Wilmington Center Island Platform, the removal of Brandy Interlocking, and the widening and replacement of four bridges.	MAN PG 6: Wilmington
MAN	DE	Wilmington Maintenance of Equipment Facility - Complex Replacement	Amtrak		Replace the Maintenance of Equipment Repair Shop (Buildings 1 & 2) at the Amtrak Maintenance Complex in Wilmington, DE, allowing for proper maintenance of Amtrak's maintenance-of-way equipment.	None
MAN	DE	Wilmington Station Improvement Project: High Level Platform Extension	Amtrak	SEPTA, DelDOT	Extend the Track 1 high level platform to 900-1000 ft. to improve flexibility, support maintenance outages, and create greater ADA accessibility at Wilmington Station (1908, rebuilt in 2011).	None
MAN	DE	Ragan Turnback Track	SEPTA	DelDOT	Add a #15 or #20 right hand turnout to Track 3 at Ragan Interlocking to allow for more reliable and more frequent SEPTA service and decrease trip times versus the sequential crossover moves needed to access Track 1.	MAN PG 7: Ragan
MAN	DE	Newark (DE) Regional Transportation Center	DelDOT	Amtrak, SEPTA	Construct an updated and ADA-compliant transportation center to increase capacity and permit expansion of regional and commuter service, including the construction of a station house, platform, freight track connection, pedestrian bridge, and new/replaced interlocking.	MAN PG 7: Ragan

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic North (MAN)						
MAN	PA	Harrisburg Line: Parking Expansion	SEPTA	Amtrak	Implement additional parking at three Harrisburg Line Stations (Ardmore, Paoli and Exton).	None
MAN	PA	Harrisburg Line: Conestoga to Royalton Electric Traction Supply Transmission Line Replacement	Amtrak	NJ TRANSIT, SEPTA, DelDOT, MARC	Provide needed upgrades to the main power feeding the NEC south of New York through the replacement of electric power supply transmission lines from Conestoga to Royalton.	MAN PG 8: Royalton
MAN	PA	Harrisburg Line: West of Exton Commuter Service and Infrastructure Alignment (Park Interlocking)	Amtrak	SEPTA, PennDOT	Align the infrastructure on the western end of the Paoli Thorndale Commuter Zone with future planned service. This includes the construction of a turnback track at Park Interlocking, the completion of Coatesville Station, the rationalization of Thorn and Caln Interlockings, and potential alterations at Parkesburg/Park Interlocking.	MAN PG 9: Coatesville
MAN	PA	Harrisburg Line: Coatesville Passing Siding	PennDOT	Amtrak	Complete the Coatesville Passing Siding by constructing a freight passing siding, a new Lukens interlocking, and a new Graham interlocking. High-level platforms at Coatesville necessitates this as freight dimensional loads will not have the clearance to pass.	MAN PG 9: Coatesville
MAN	PA	Harrisburg Line: Atglen Turnback	SEPTA		Construct a siding at Atglen as part of the "Harrisburg Line: Passing Siding at Coatesville (MP 38.2 to 39.2 -- new Lukens to new Graham) project. This work is needed to accommodate freight if SEPTA runs service to Coatesville.	MAN PG 9: Coatesville
MAN	PA	Harrisburg Line: Station Accessibility Program -- PennDOT Led Stations	PennDOT	Amtrak, Federal Transit Administration, SEPTA	Make all Harrisburg Line stations ADA-accessible with high-level platforms. Stations covered under this project include: Downington, Coatesville & Middletown.	MAN PG 10: PennDOT ADA

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic North (MAN)						
MAN	PA	Harrisburg Line: Upgrade Track 2, Glen to Thorndale & Interlockings	SEPTA	Amtrak, PennDOT	Rehabilitate and upgrade 10 miles of the Harrisburg Line's Track 2 from Glen to Thorn Interlocking in Chester County, PA. The project will eliminate a choke point, reduce congestion, and enhance rail capacity and reliability while also improving operational flexibility.	MAN PG 11: Potts
MAN	PA	Harrisburg Line: Potts Interlocking Improvements	PennDOT	Amtrak, SEPTA	Implement a new interlocking to turn trains at Exton at Potts interlockings. This is a state of good repair initiative that will improve operational efficiencies by replacing or reconfiguring the functionally obsolete interlockings on Amtrak's Keystone Corridor and SEPTA's Paoli-Thorndale Line.	MAN PG 11: Potts
MAN	PA	Harrisburg Line: Station Accessibility Program -- SEPTA Led Stations	SEPTA		Make all Harrisburg Line stations ADA-accessible with high-level platforms. Stations covered under this project include: Villanova, Malvern, Devon & Wynnewood.	MAN PG 12: Bryn Mawr
MAN	PA	Harrisburg Line: Villa - Nova - Bryn Mawr Project (Phase 1)	Amtrak	SEPTA, PennDOT	Construct new Villa Interlocking with turnback track 5 and reconfigure Bryn Mawr Interlocking with one left-hand #20 crossover between Tracks 2&3. This is "Phase 1" of the two phase Harrisburg Line: Villa - Nova - Bryn Mawr Project and will increase on-time performance while maintaining Keystone running times.	MAN PG 12: Bryn Mawr
MAN	PA	Harrisburg Line: Paoli to Thorndale Overhead Contact System Replacement	Amtrak	SEPTA, PennDOT	Replace and upgrade the overhead contact system along SEPTA's Paoli-Thorndale Regional Rail Line and Amtrak's Keystone Corridor from Paoli to Thorndale. The project will rehabilitate assets beyond their useful life and improve system reliability.	MAN PG 12: Bryn Mawr

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic North (MAN)						
MAN	PA	Harrisburg Line: Restore Track 2 from Paoli to Frazer	SEPTA	Amtrak, PennDOT	Reinstall a third track on the 4-mile segment from Paoli to Frazer. In addition to the track work, the project will include the overhead contact system, signal, interlocking modifications, and right-of-way work needed to operate on the new track.	MAN PG 12: Bryn Mawr
MAN	PA	Harrisburg Line: Paoli Interlocking Improvements	PennDOT	Amtrak, SEPTA	Modernize and reconfigure Paoli Interlocking as it has far exceeded its useful life and is functionally obsolete.	MAN PG 12: Bryn Mawr
MAN	PA	Harrisburg Line: Zoo to Paoli Signal Upgrade	SEPTA	Amtrak, PennDOT	Replace the outdated single-direction signal system on Amtrak's Keystone Line with bi-directional signaling from Zoo Interlocking to State Interlocking. The project will rehabilitate infrastructure that is beyond its useful life while providing operations enhancements by allowing for bi-directional train movements.	MAN PG 13: Zoo
MAN	PA	Harrisburg Line: Zoo Interlocking Improvements	PennDOT	Amtrak, SEPTA	Implement a variety of improvements at Zoo Interlocking to create a through movement for westbound trains, improve trip time, and increase train speed. This includes the replacement of two stone masonry retaining walls, the modernization of the Track 2, the construction of new concrete tie tracks, the removal of one turnout and 500 feet of existing track, and various signal and overhead contact system improvements.	MAN PG 13: Zoo
MAN	PA	Harrisburg Line: Wynnefield Interlocking Improvements	PennDOT	Amtrak, SEPTA	Construct a new interlocking to replace the existing Overbook Interlocking to support existing and future ridership growth. This is a state of good repair initiative that will improve operational efficiencies on Amtrak's Keystone Corridor and SEPTA's Paoli-Thorndale Line.	MAN PG 13: Zoo

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic North (MAN)						
MAN	PA	Harrisburg Line: Automatic Block Signal System – Park to Paoli	Amtrak	SEPTA, PennDOT	Design and construct/install a new automatic block signal system between Park Interlocking and Paoli Interlocking. This will bring the signaling system into a state of good repair initiative, while enhancing the safety on the corridor.	MAN PG 13: Zoo
MAN	PA	Harrisburg Line: Paoli Transportation Center: Phase 2 Station & Intermodal Improvements	SEPTA	Amtrak, PennDOT	Reconstruct Paoli Intermodal Station on SEPTA's Paoli-Thorndale Regional Rail Line and Amtrak's Keystone Corridor to improve accessibility, passenger amenities, and intermodal connections. Work includes an intermodal station complex with an additional high-level platform and passenger amenities; enhanced bus facilities; and a parking garage.	None

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic South (MAS)						
MAS	MD	Susquehanna River Bridge Replacement (Phase 1)	Amtrak	MDOT Secretary's Office	Replace the existing low speed, two-track movable Susquehanna River Bridge (1906) with a modern high-level, fixed structure, with two tracks. "Phase 1" of a two phase project, this would increase speeds and benefit commuter and intercity rail as well as Norfolk Southern.	MAS PG 1: Susquehanna
MAS	MD	Susquehanna River Bridge Replacement (Phase 2)	Amtrak	MDOT Secretary's Office, MARC, MTA	Construct an additional 160 mph "East" bridge, complete Grace Interlocking, extend Track 1, and upgrade Oak Interlocking. This is "Phase 2" of a two phase project, and will provide high-speed rail capability as well as provide capacity for MARC and improve on-time performance.	MAS PG 1: Susquehanna
MAS	MD	Aberdeen, MD High Level Platforms Project	Amtrak	MDOT, MTA/MARC	Construct High Level side Platforms on Tracks 1 and 4 at Aberdeen Station, which is already ADA accessible through the use of a lift. Construct of Track 1 siding and associated interlocking work.	MAS PG 2: Aberdeen
MAS	MD	Bush River Bridge Major Rehabilitation	Amtrak	MDOT Secretary's Office	Rehabilitate Bush River Bridge (1913), connecting Edgewood and Perryman, Maryland, to resolve the service reliability threat caused by the aging bridge components and continued maintenance.	MAS PG 3: Bush
MAS	MD	Edgewood, MD High Level Platforms Project	MDOT MTA/ MARC	Amtrak	Construct High Level side Platforms at the Edgewood MARC Station which is already ADA accessible through the use of a lift.	MAS PG 4: Edgewood
MAS	MD	Edgewood, MD Capacity Improvement Project	Amtrak	MDOT MTA/MARC	Improve capacity by extending the Edgewood and Magnolia Sidings to the south side of the Bush River Bridge and installing 80 mph turnouts at both ends. This is an enabling project for the Bush River Bridge.	MAS PG 4: Edgewood

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic South (MAS)						
MAS	MD	Gunpowder River Bridge Major Rehabilitation	Amtrak	MDOT Secretary's Office	Rehabilitate the one-mile long Gunpowder River Bridge (1913), to reduce maintenance and costs; increase capacity and reliability; and provide benefits for Amtrak, MARC, and Norfolk Southern.	MAS PG 5: Gunpowder
MAS	MD	Martin Airport Station Accessibility Improvements	MDOT MTA/ MARC	Amtrak	Construct two high level platforms at Martin State Airport Station to provide ADA access to Martin's Airport MARC Station.	MAS PG 6: Martin
MAS	MD	Martin's Yard to Track 1 Crossover and Lead	MDOT MTA/ MARC		Construct a crossover from Track A to Track 1 at the Martin's yard to allow long-term outages of Track A for reconstruction while not isolating the yard.	MAS PG 6: Martin
MAS	MD	Martin's Yard Upgrade	MDOT MTA/ MARC		Replace the Track A switch with a new power-operated interlocked switch and 3 new wayside signals. This increases MARC trainset capacity from 2 to 4, allows faster movements in and out of the yard, and supports traffic locking between the new switch interlocking and both Gunpow and River Interlockings.	MAS PG 6: Martin
MAS	MD	Baltimore Penn Station Infrastructure Improvements	Amtrak	MDOT MTA/MARC	Complete infrastructure improvements to support scheduled increases to the high-speed rail service, specifically overtakes of Northeast Regional and MARC trains at Baltimore Penn Station (1911, rebuilt in 1984). Includes a new Track 8 (F) high-level platform, reconstruction of the Track 3 platform to be high-level, and supporting infrastructure.	MAS PG 7: Baltimore

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic South (MAS)						
MAS	MD	Baltimore Penn Station Capacity Project	Amtrak	Amtrak, MDOT MTA/MARC	Implement capacity improvements including the conversion of Track 1 to a passenger/Freight track and the reconfiguration of Paul Interlocking. Improves ride quality, decreases maintenance needs, and increases the capacity of Baltimore Penn Station (1911, rebuilt in 1984) to bring it in line with the capacity of the proposed B&P tunnel replacement.	MAS PG 7: Baltimore
MAS	MD	Baltimore Penn Station Master Plan	Amtrak	MDOT MTA/MARC	Provide an approach for Baltimore Penn Station (1911, rebuilt in 1984) to advance key near-term state-of-good-repair projects while establishing a development framework to leverage under utilized assets and accommodate future growth and redevelopment, potentially through a public private partnership.	MAS PG 7: Baltimore
MAS	MD	Baltimore & Potomac Tunnel Replacement: Enabling Components	Amtrak	MDOT MTA/MARC	Individually manage and complete a series of necessary enabling components prior to the construction of the Baltimore & Potomac Tunnel (1873) replacement. The list of components may change and individual components may be combined into packages to ensure cost and schedule efficiency.	MAS PG 7: Baltimore
MAS	MD	Baltimore & Potomac Tunnel Replacement: The Tunnel Proper	Amtrak	MDOT Secretary's Office	Replace the functionally obsolete, low speed, two-track Baltimore & Potomac Tunnel (1873) with a modern higher speed tunnel. This will reduce trip-time by increasing speeds; minimize operational conflicts among high-speed, intercity, and commuter passengers; and increase throughput capacity.	MAS PG 7: Baltimore
MAS	MD	MARC Station Improvements - West Baltimore	MDOT MTA/ MARC	Amtrak	Reconstruct the West Baltimore MARC Station with high-level platforms to be ADA compliant and improve the passenger experience. This is integral with the staging for the Major Backlog project Baltimore & Potomac Tunnel Replacement: The Tunnel Proper.	MAS PG 7: Baltimore

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic South (MAS)						
MAS	MD	Penn-Camden Connector	MDOT MTA/ MARC		Construct a new rail link that will both enable efficiencies through the consolidation of vehicle maintenance and repair for both the Penn and Camden lines, as well as facilitate access to a new storage and maintenance facility for Penn Line MARC trains.	MAS PG 7: Baltimore
MAS	MD	Wilkens Interlocking Project	Amtrak	MDOT MTA/MARC	Reconstruct Wilkens Interlocking to increase speeds, improve operations, and facilitate construction phasing of the B&P tunnel project including temporary construction crossovers. This is an enabling project for Major Backlog project Baltimore & Potomac Tunnel Replacement: The Tunnel Proper.	MAS PG 7: Baltimore
MAS	MD	Riverside Yard Acquisition and Heavy Maintenance Building	MDOT MTA/ MARC		Construct the facilities needed to maintain and inspect MARC's locomotives, including the most recently procured SC-44 "Charger" locomotives, at Riverside Yard.	None
MAS	MD	New Carrollton Station - Acela 21	Amtrak	MDOT MTA/MARC, Maryland DOT, WMATA	Construct a 1,050-foot side platform; implement modifications to access NCR at ground level; and reinstall a freight gauntlet along Track 2. This supports the Acela 2021 Program and the 2020 NEC Service Plan while improving performance, reducing trip times, increasing reliability, and enhancing passenger experience.	MAS PG 8: New Carrollton
MAS	MD	New Carrollton Station - SOGR & ADA	Amtrak	MDOT MTA/MARC, WMATA	Renovate the existing platform and station to address SOGR and ADA deficiencies throughout the station, including platform repairs, restrooms renovations, passengers' path of travel, and other station improvements.	MAS PG 8: New Carrollton

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic South (MAS)						
MAS	MD	Hanson Interlocking	Amtrak	MDOT MTA/MARC	Construct a new interlocking to allow universal moves, reduce conflicts, and advance a state of good repair. This will expand capacity and reduce congestion by enabling express and local trains to operate simultaneously in both directions.	MAS PG 8: New Carrollton
MAS	MD	Washington-Baltimore High Capacity Signal Project	MDOT MTA/ MARC	Amtrak	Implement new higher capacity signal system on all tracks between the northern limits of "C" Interlocking and the southern limits of Bridge Interlocking. This improves minimum intervals between trains, accommodating increased frequencies.	MAS PG 9: Washington
MAS	DC	VRE Midday Storage Facility at New York Avenue	VRE	Amtrak, District Department of Transportation	Plan, design, and construct a permanent midday storage facility for weekday VRE commuter trains between peak hours. This is critical to VRE's continued operations and growth, freeing up space for other agencies at the Ivy City rail complex.	MAS PG 9: Washington
MAS	DC	Washington Union Station First Street Tunnel Improvement Project	Amtrak	VRE	Improve the tunnel by installing Cab No Wayside 562 signaling between "A" Interlocking and CP Virginia. This maintains safety; increases capacity and train speed; and helps facilitate Washington Union Station rebuilding and daily operations.	MAS PG 9: Washington
MAS	DC	Washington Union Station: Claytor Concourse Modernization Program	Amtrak	MDOT MTA/MARC, VRE, Union Station Redevelopment Corporation, Federal Railroad Administration, WMATA	Design and construct operational, safety, and passenger experience improvements to the existing passenger concourse (Claytor Concourse). This supports the improvement of critical building infrastructure needed to enable the concourse expansion, correct egress issues, increase capacity, and improve passenger experience.	MAS PG 9: Washington

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic South (MAS)						
MAS	DC	Washington Union Station: Near Term Rail Program	Amtrak	MDOT MTA/MARC, VRE, Union Station Redevelopment Corporation, Federal Railroad Administration	Design and construct critical rail and infrastructure projects to enhance current operational flexibility and provide for the phasing and capacity expansion of the Long Term Program. Projects include: (1) Substation 25A Relocation and Catenary Sectionalizing; (2) Crew Base Renovation; and (3) Satellite Commissary Relocation.	MAS PG 9: Washington
MAS	DC	Washington Union Station: Subbasement Program	Amtrak	MDOT MTA/MARC, VRE, Union Station Redevelopment Corporation, Federal Railroad Administration	Provide Amtrak and VRE with an additional revenue track by which to board and alight trains, and then replace the bridging structure at the north portal of the First Street Tunnel spans rail tracks over a back of house station area (known as the Subbasement).	MAS PG 9: Washington
MAS	DC	Washington Union Station: Long Term Station Expansion	Amtrak	MDOT MTA/MARC, VRE, Union Station Redevelopment Corporation, District Department of Transportation, Federal Railroad Administration	Expand and redesign Washington Union Station's rail terminal including the construction of Burnham Place. This is necessary to reach a state of good repair and meet growing demand for commuter and intercity rail.	MAS PG 9: Washington
MAS	DE & MD	Bayview to Newport, DE NEC Section Capacity & Performance Planning Study	Amtrak		Conduct a study of investment options to accommodate future segment capacity and performance requirements and to determine the need for a new segment between Bayview and Newport as defined in NEC FUTURE.	MAS PG 10: MAS Planning
MAS	MD	Closed Circuit Television (CCTV) - MARC Stations	MDOT MTA/ MARC		Improve security by installing closed circuit television at all MARC stations throughout the system.	None
MAS	MD	Penn Line Station Renovations	MDOT MTA/ MARC		Continue to make improvements consistent with the lifecycle of each of the Penn Line stations, including enhancements with improved technology, security, communication systems, and wayfinding.	None

Territory	State	Project Name	Project Sponsor	Partner Agency(ies)	Description	Project Group (PG)
Mid-Atlantic South (MAS)						
MAS	MD	Train Approaching Warning System - MARC Penn Train Line	MDOT MTA/ MARC		Install Train Approaching Warning Systems throughout MARC Penn Line stations to reduce the risk of injury for waiting passengers on platforms.	None
MAS	MD & DC	Anacostia Interlocking	Amtrak	MDOT MTA/MARC	Construct a universal interlocking with 80 mph crossovers north of Anacostia River to divide the track segment between Washington Union Station and New Carrollton. This new interlocking would provide operational flexibility to reduce service impacts.	MAS PG 11: Potts

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CONNECT 2035

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