

Appendix EE.19 – Cumulative Effects

Geography		Environmental Consequences: Greatest Potential for Cumulative Effects on Key Resource Areas								
State	County	Preferred Alternative								
		Air Quality	Climate Change	Cultural Resources and Historic Properties	Ecological Resources	Environmental Justice	Hydrologic/Water Resources	Indirect	Land Cover	Transportation
VA	TOTAL	AT					TN	T	TN	TN
DC	TOTAL	A	A	TN			T		TN	AT
MD	TOTAL	ATN	AN		A		AT	T	AT	T
DE	TOTAL	AN	A	N			T	T	N	T
PA	TOTAL	A	A	AT	A	A	AT		TN	TN
NJ	TOTAL	A	A			A	AT	AT	T	AT
NY	TOTAL	AT	T	T		A	T	AT	T	AT
CT	TOTAL	ATN	A	A	AT	AN	AT	A	ATN	ATN
RI	TOTAL	A					T	T	T	AT
MA	TOTAL	AT		TN			TN	T	TN	ATN

A = Potential for Cumulative Effects due to the Preferred Alternative
 T = Potential for Cumulative Effects due to other transportation projects
 N = Potential for Cumulative Effects due to non-transportation projects

Geography		Number of Other Transportation Projects Affecting Key Resource Areas										Number of Other Non-Transportation Projects Affecting Key Resource Areas							
State	County	Air Quality	Climate Change	Cultural Resources and Historic Properties	Ecological Resources	Environmental Justice	Hydrologic/Water Resources	Indirect	Land Cover	Transportation	Air Quality	Climate Change	Cultural Resources and Historic Properties	Ecological Resources	Environmental Justice	Hydrologic/Water Resources	Indirect	Land Cover	Transportation
		VA	TOTAL	1	0	0	0	0	2	1	2	17	0	0	0	0	0	1	0
DC	TOTAL	0	0	2	0	0	1	0	2	10	0	0	1	0	0	0	0	1	0
MD	TOTAL	1	0	0	0	0	7	2	5	29	1	1	0	0	0	0	0	0	0
DE	TOTAL	0	0	0	0	0	2	1	0	17	1	0	1	0	0	0	0	1	0
PA	TOTAL	0	0	4	0	0	7	0	36	113	0	0	0	0	0	0	0	1	1
NJ	TOTAL	0	0	0	0	0	7	2	4	56	0	0	0	0	0	0	0	0	0
NY	TOTAL	2	2	6	0	0	11	2	6	61	0	0	0	0	0	0	0	0	0
CT	TOTAL	5	0	0	1	0	8	0	2	31	1	0	0	0	2	0	0	3	3
RI	TOTAL	0	0	0	0	0	1	1	2	8	0	0	0	0	0	0	0	0	0
MA	TOTAL	1	0	2	0	0	2	1	9	35	0	0	1	0	0	1	0	2	2

Geography		Environmental Consequences: Action Alternatives Effects on Key Resource Areas								
State	County	Preferred Alternative								
		Air Quality	Climate Change	Cultural Resources and Historic Properties	Ecological Resources	Environmental Justice	Hydrologic/Water Resources	Indirect	Land Cover	Transportation
VA	TOTAL	1	0	0	0	0	0	0	0	0
DC	TOTAL	1	1	0	0	0	0	0	0	1
MD	TOTAL	1	1	0	1	0	2	0	1	0
DE	TOTAL	1	1	0	0	0	0	0	0	0
PA	TOTAL	1	1	1	1	1	1	0	0	0
NJ	TOTAL	1	2	0	0	1	1	1	0	2
NY	TOTAL	1	0	0	0	1	0	1	0	1
CT	TOTAL	1	1	1	3	1	3	2	1	3
RI	TOTAL	1	0	0	0	0	0	0	0	1
MA	TOTAL	1	0	0	0	0	0	0	0	1

Note: The numbers in this table represent the presence or absence of the different impacts of the Preferred Alternative on Key Resource Areas as identified by Table 7.20-2 in the Cumulative Effects chapter. For example: for Preferred Alternative, there are two different impacts from Hydrologic/Water Resources in Maryland.

Other Transportation Project - Non Highway		
Geography	Name	Description
MD	Fleet Acquisition/Overhaul	Purchasing 54 new MARC bi-level coaches and overhauling 63 MARC III coaches
DE	Third Track Expansion, Ragan to Brandy and Mill Creek Bridge Rehabilitation	Install 1.5 miles of a high-speed third track on the Northeast Corridor near Wilmington, DE, including Mill Creek Bridge rehabilitation and replacement to relieve a chokepoint, add capacity for intercity passenger rail service, and improve on-time performance while increasing flexibility for dispatching
DE	Newark Delaware Regional Transportation Center Phase 1	Construct new train station and transit center in conjunction with transit-oriented development of the adjacent property, the former Chrysler plant now owned by University of Delaware. Consists of two new high-level platforms, a new station building, realignment of nearby Norfolk Southern yard tracks, construction of a new rail track at the north end of the rail yard, and new turnouts accessing the rail yard track
PA	Levittown Intermodal Facility Improvements	This project provides for improvements to Levittown Station on the Trenton Regional Rail Line. Levittown Station improvements consist of new high level platforms with canopies, replacement of the station building, parking improvements, storm water management, ADA accessibility improvements, new signage, lighting and passenger amenities. There will also be a new pedestrian overpass to replace the old tunnel, bus shelters and bus loops to promote intermodal access, improved traffic flow and safety for motorists and pedestrians.
PA	Fleet Acquisition/Overhaul	Regional Rail Silverliner IV Replacement, Regional Rail Bi-Level Car & Locomotive Acquisition and Vehicle Overhaul Program which provides replacement or upgrade of rolling stock
NJ	Elizabeth Intermodal Station Reconstruction	The reconstruction of the passenger platforms and station building at Elizabeth Rail Station, including new elevators and stairs, ticket and operational office space, and retail space
NJ	County Yard and Delco Lead Safe Haven Storage and Re-Inspection Facility Project	Reconfiguration and expansion of the existing County Yard. The new facility will provide additional storage during extreme flooding events as well as additional service and a train inspection facility
NJ	Mid-Line Loop	Elimination of the at-grade crossing conflict that exists on the Northeast Corridor in the vicinity of Mile Post (MP) 32 at the Jersey Avenue Station/County Yard facility. Construction of a new station at North Brunswick, NJ.
NJ	Fleet Acquisition	Rail rolling stock acquisition
NJ	NJ TransitGrid	Creation of a natural gas/solar power generation and distribution system as backup to regional power network, allowing transit systems to function in the event of a blackout caused by a disaster. This project will directly benefit NJ TRANSIT and Amtrak.
NJ	NJ High-Speed Rail Improvement Project (NJ-HSRIP; aka Raceway project) Amtrak's High Speed Intercity Passenger Rail (HSIPR) Program; also known as "Raceway"	Upgrade or replace catenary, power, track, and signal systems between New Brunswick, NJ and Trenton, NJ to improve operations, speeds, and reliability along the Northeast Corridor
NJ	NEC Newark Intermodal	Includes structural rehabilitation and lighting improvements, customer facility improvements, pedestrian and traffic circulation improvements, and any related track and rail infrastructure work. Improvements to the Newark Light Rail are also included.
NJ	New York Penn Station Improvements	Amtrak, NJ TRANSIT, MTA/LIRR ongoing station upgrades
NY	New York Penn Station Improvements	Amtrak, NJ TRANSIT, MTA/LIRR ongoing station upgrades
NY	Fleet Acquisition	Acquisition of 164 M-9 electric cars to replace LIRR's aging M-3 fleet
NY	NHL NY - Ongoing normalized replacement programs (New Rochelle to NY/CT State Line)	C&S Program (CP 216 - NYS/CT State Line), Bridge Program, Track Program (CP 216 - NYS/CT State Line), Catenary Power Program, Miscellaneous Safety/Administration (CP 216 - NYS/CT State Line) (e.g., environmental abatement/remediation, security initiatives, program administration, insurance), Stations Program.
NY	River to River Resiliency for LIRR and Amtrak	Construction of flood protections at multiple tunnel portals used by the Long Island Rail Road and Amtrak.
NY	LIRR Fire & Life Safety - ERT and PSNY Complex	Long-term work to replace and/or restore various systems within the East River tunnels to address safety and prolong the life of the structures.

Geography		Other Transportation Project - Non Highway
State	Name	Description
NY	LIRR - PSNY Improvements	Investments in support of LIRR's busiest station, and the busiest train station on the North American continent, focus on customer improvements, including the replacement of two-decade old elevators and escalators in the LIRR area of the station, along with rehabilitation of stairs, platform lighting and other station components. The Penn Station Complex Improvements project will advance early initiatives identified as part of the Penn Station Visioning effort. The Vision project recommended enhancements to corridors, access points, lighting, signage and wayfinding and a general improving of the space available for passenger circulation.
NY	Penn Station Access Improvements	Initial phase includes proposed improvements to link Metro-North commuter railroad directly to Penn Station and construction of four new stations in the Bronx. Project includes planning, design, construction, reconstruction, replacement, reconditioning, rehabilitation/preservation, and acquisition of real property interests required for commuter railroad facilities and related equipment.
NY	East Side Access	Construction of new tunnels, rail system elements and a new station on Manhattan's east side for Long Island Rail Road
NY	Penn-Moynihan Station Complex Train-shed Hardening Project	The Port Authority of New York and New Jersey will receive funding to make flood protections within the Penn-Moynihan Station Complex to protect existing transit facilities from damage during heavy rains.
NY	Harold Interlocking NEC Congestion Relief Project	Construct conflict-free, grade-separated route through the heavily-congested Harold Interlocking railroad junction in Queens, New York, streamlining passenger rail traffic into New York City from along the Northeast Corridor
NY	Moynihan Station Phase 1	Construct Phase 1 of the Moynihan Station project, which includes below-grade transportation improvements providing increased access points to the western portions of the Penn Station platforms, above and below grade, expanded concourses and a new emergency ventilation system
CT	Shoreline East Stations - High Level Platforms/Pedestrian Overpasses	Improve high level platforms and pedestrian overpass -
CT	Stamford Intermodal Access	Construct two pedestrian bridges over the train tracks, pedestrian ramps, and train platform Weather shelters at the Stamford Transit Center (STC) Enclose an outdoor area on the north end of the station in order to increase the station's overall capacity Widen station's passenger drop-off area and sidewalks. Construct new bike lanes on approaching roads along with safety improvements.
CT	Shore Line East New London Track 6 Catenary Improvements	The installation of catenary and related improvements on Track 6 at New London Station, accommodating the electrification of Shore Line East service and reducing conflicts between Amtrak and commuter service at the station. - MOVED UP NEXT TO GUILDFORD & OLD SAYBROOK
CT	Shore Line East Power Supply Upgrade	Improvements to NEC power supply system, as agreed upon by Amtrak and Connecticut DOT, to support the eventual introduction of electric train service on Shore Line East.
CT	New Haven Line Undergrade Bridges	Multi-year program to replace the existing undergrade bridges of the New Haven Line.
CT	CDOT/New Haven Line - Catenary Replacement Segment C1A and C2	Replace the original "fixed termination" catenary with a state of the art constant tension system that better accommodates temperature extremes in project segments C1A (East Norwalk to Green's Farms) and C2 (Bridgeport to Milford) - the last two segments of project.
CT	Norwalk River Bridge Replacement	Full replacement of the existing bridge to improve reliability and decrease congestion on the New Haven Line. Proposed work includes rehabilitation of the tracks approaching the bridge, structural repairs to the bridge itself, and upgrades to the bridge's mechanical and electrical systems.
CT	NHL CT - Ongoing normal replacement programs (NY/CT State Line to New Haven)	C Program (Track Program), S Program (Bridge Steel & Timber Program), Interlocking & Drainage Program, Bridge Design, Annual communications & signals maintenance and repair program, Annual investments and New Haven Line stations
CT	New Haven Yard Master Complex - Phase 1	Expand and improve New Haven Rail facilities to support the maintenance, repair, and storage of CDOT's proposed expanded fleet. Add new series of self-propelled electric passenger cars, or M-8 cars
CT	NHL Signal System Replacement Phases 1-3	Resignal the CT portion the New Haven Line (CP233 west) with higher capacity five-aspect cab/no wayside signal system
CT	Shore Line East Guilford & Old Saybrook Sidings	Improve track and catenary to facilitate easier freight and commuter movements at Old Saybrook and Guilford stations
NY	Fleet Acquisition	Acquire M8 cars to replace existing EMU west of New Haven and existing diesel powered trains on Shore Line East
CT	Fleet Acquisition	Acquire M8 cars to replace existing EMU west of New Haven and existing diesel powered trains on Shore Line East
RI	Kingston Station Track and Capacity Improvements	Final design and construction of an additional 1.5 miles of third track at the Kingston Station, construction of a high-speed interlocking, and construction of two high-level platforms and increased connections to local transit services.

Other Transportation Project - Non Highway		
Geography	Name	Description
MA	Ruggles Street Station	The modernization of the Ruggles Station will include the construction of a new 797-foot long, 12-foot wide high-level passenger platform between the Ruggles Station headhouse and Northeastern University's Columbus Avenue parking garage.
MA	Fleet Acquisition/Overhaul	Acquisition/overhaul of locomotives and coaches
Multi	Amtrak NEC - Ongoing normal replacement programs (Washington to New Rochelle; New Haven to Boston)	Normal replacement programs related to four major disciplines: Track, Structures, C&S, ET
Multi	Amtrak - Fleet Acquisition	New equipment including the delivery of ACS-64 locomotives and Tier III Next Generation Trainsets for the Acela Express service
NY	NHL NY - PTC Installation (New Rochelle to the NY/CT State Line)	Install positive train control safety system to meet 2008 federal rail safety law that requires installation by 2015 and avoid four specific events: train to train collisions, over speed derailments, incursions into established work zones, and the movement through a switch left in the wrong position
NY	New York Penn Station - Service Plant Upgrade and Tunnel Emergency	Ongoing north and east river tunnel life safely improvements
CT	NHL CT - PTC (NY/CT State Line to New Haven)	Upgrade signal system along the New Haven Line to meet 2008 federal rail safety law that requires installation of Positive Train Control by 2015
Multi	ADA STATION IMPROVEMENTS	Improve stations to meet ADA and SGR requirements to facilitate ease of travel, encourage intermodalism
Multi	Amtrak NEC - Positive Stop Train Control (Washington to New Rochelle; New Haven to Boston)	Install ACSES wayside transponders incorporating positive stop and civil speed control in areas of the corridor where ACSES is not currently installed as mandated by the Federal Rail Safety Improvement Act of 2008
MD	Susquehanna River Bridge Repairs	Critical repairs necessary to maintain bridge in operating condition
MD	Gunpowder River Bridge Repairs	Critical repairs necessary to maintain bridge in operating condition
MD	Bush River Bridge Repairs	Critical repairs necessary to maintain bridge in operating condition
MD	B&P Tunnels Repairs	Critical repairs necessary to maintain tunnels in operating condition
NJ	Portal Bridge Repairs	Critical repairs necessary to maintain bridge in operating condition
NJ	Dock Bridge	Mechanical and electrical improvements, shared use with NEC and PATH
NJ	Hudson River Tunnels Repairs	Critical repairs necessary to maintain tunnels in operating condition
NY	Hudson River Tunnels Repairs	Critical repairs necessary to maintain tunnels in operating condition
NY	Pelham Bay Bridge Repairs	Critical repairs necessary to maintain bridge in operating condition
NY	NHL NY - Additional investment in basic infrastructure (New Rochelle to NY/CT State Line)	Additional investment in basic infrastructure beyond current funding levels for ongoing normal replacement programs
CT	New Haven Yard Master Complex - Phase 2	Projects in Design (Funded): Central distribution warehouse, MoW facility, Yard Power Upgrade, Pedestrian Bridge Projects in Planning (Not funded): Transportation Building, New S&I facility, East End Yard, Car Washer, Diesel Shop Expansion
CT	Saugatuck Bridge Movable Bridge Repairs	Critical repairs necessary to maintain bridge in operating condition
CT	Devon Movable Bridge Repairs	Critical repairs necessary to maintain bridge in operating condition
CT	Cos Cob Movable Bridge Repairs	Critical repairs necessary to maintain bridge in operating condition
CT	Connecticut River Movable Bridge Repairs	Critical repairs necessary to maintain bridge in operating condition
CT	NHL CT - Additional investment in basic infrastructure (NY/CT State Line to New Haven)	Additional investment in basic infrastructure beyond current funding levels for ongoing normal replacement programs
Multi	Amtrak NEC - Additional investment in basic infrastructure (Washington to New Rochelle; New Haven to Boston)	Additional investment in basic infrastructure systems, beyond currently funded levels for ongoing normal replacement, in basic infrastructure systems, particularly systems in high need of replacement: overhead catenary system and undergrade bridges
VA	Metrorail Extension to Dulles	Construct 23-mile extension of the existing Metrorail system, which will be operated by WMATA from East Falls Church to Washington Dulles International Airport west to Ashburn Serve Tysons Corner, Virginia's largest employment center and the Reston Herndon area, the state's second largest employment concentration Provide a one seat ride from Dulles International Airport to downtown Washington
DC	Metrorail Extension to Dulles	Construct 23-mile extension of the existing Metrorail system, which will be operated by WMATA from East Falls Church to Washington Dulles International Airport west to Ashburn Serve Tysons Corner, Virginia's largest employment center and the Reston Herndon area, the state's second largest employment concentration Provide a one seat ride from Dulles International Airport to downtown Washington

Geography		Other Transportation Project - Non Highway
State	Name	Description
VA	Priority Bus Transit in the National Capital Region	Provide more efficient bus service along 13 transit corridors in Maryland, Virginia, and Washington, D.C., by investing in a bus transitway, bus-only lanes, transit signal priority, traffic signal management, real-time arrival technology and other enhancements TIGER funds to construct a new transit center at the intersection of University Boulevard and New Hampshire Avenue on the border of Montgomery and Prince George's Counties in Maryland to consolidate scattered bus stops at a heavily used bus transfer point into one facility. TIGER funds will also provide station improvements (bus bays, real time bus information and other improvements) supporting bus priority on the I-95/395 corridor
DC	Priority Bus Transit in the National Capital Region	Provide more efficient bus service along 13 transit corridors in Maryland, Virginia, and Washington, D.C., by investing in a bus transitway, bus-only lanes, transit signal priority, traffic signal management, real-time arrival technology and other enhancements TIGER funds to construct a new transit center at the intersection of University Boulevard and New Hampshire Avenue on the border of Montgomery and Prince George's Counties in Maryland to consolidate scattered bus stops at a heavily used bus transfer point into one facility. TIGER funds will also provide station improvements (bus bays, real time bus information and other improvements) supporting bus priority on the I-95/395 corridor
MD	Priority Bus Transit in the National Capital Region	Provide more efficient bus service along 13 transit corridors in Maryland, Virginia, and Washington, D.C., by investing in a bus transitway, bus-only lanes, transit signal priority, traffic signal management, real-time arrival technology and other enhancements TIGER funds to construct a new transit center at the intersection of University Boulevard and New Hampshire Avenue on the border of Montgomery and Prince George's Counties in Maryland to consolidate scattered bus stops at a heavily used bus transfer point into one facility. TIGER funds will also provide station improvements (bus bays, real time bus information and other improvements) supporting bus priority on the I-95/395 corridor
DC	DC Streetcar - Phase I	Link neighborhoods with a modern and convenient transportation alternative with alignments from Bolling Air Force base to the Anacostia Metrorail Station in Phase 1, Union Station area to Benning Road Metrorail Station in Phase II
MD	Baltimore Redline	Improve transit mobility in an east-west corridor of the Baltimore region to address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts and address regional air quality issues Connect to MARC, Light Rail, Metro Subway, and MTA services
MD	Corridor Cities Transitway	The CCT is a 15 mile project in Montgomery County, Maryland from the COMSAT facility near Clarksburg, Maryland to the Shady Grove Metro Station. The project has two phases. Phase I is 9 miles from Metropolitan Grove to Shady Grove. This Phase is actively underway and is currently proceeding with engineering and environmental analysis and is funded for formal environmental documentation, final design, and right-of-way acquisition. Phase II would be a future extension from Metropolitan Grove to the COMSAT facility near Clarksburg, and would be developed as land use matures and additional transportation funding becomes available.
MD	U.S. 301/MD 5 Corridor Mass Transitway	Transitway along the 18-mile corridor from Waldorf-White Plains to the Branch Avenue Metrorail Station along Route MD 5/US 301 in Prince George's and Charles Counties Mode of either LRT or BRT has yet to be selected
DC	Purple Line	Light Rail project located in Montgomery and Prince Georges County MD to connect Metrorail stations on the Green Line at College Park, the Orange Line at New Carrollton, and the Red Line at Bethesda and Silver Spring.
MD	Purple Line	Light Rail project located in Montgomery and Prince Georges County MD to connect Metrorail stations on the Green Line at College Park, the Orange Line at New Carrollton, and the Red Line at Bethesda and Silver Spring.
DE	SEPTA PTC Installation	Superimpose PTC system atop the ATC on all Regional Rail lines to meet federal mandate
PA	SEPTA PTC Installation	Superimpose PTC system atop the ATC on all Regional Rail lines to meet federal mandate
NJ	SEPTA PTC Installation	Superimpose PTC system atop the ATC on all Regional Rail lines to meet federal mandate
PA	SEPTA Fare Collection System/New Payment Technologies	Modernize and improve SEPTA's current fare payment and collection system by offering riders a variety of payment choices to suit their travel needs

Other Transportation Project - Non Highway		
Geography	Name	Description
PA	SEPTA - Multiple Resiliency Projects	SEPTA Ancillary Control Project Center; SEPTA Railroad Embankment & Slope Stabilization Project; SEPTA Sharon Hill line Flood Mitigation Project; SEPTA Railroad Signal Power Reinforcement Project; SEPTA Jenkintown Area Flood Mitigation Project; SEPTA Manayunk/Norristown Line Shoreline Stabilization Project.
PA	Philadelphia Area Pedestrian & Bicycle Network	Repair, reconstruct, and improve 16.3 miles of pedestrian and bicycle facilities that will complete a 128-mile regional network in six counties around Philadelphia and Southern New Jersey
NJ	Philadelphia Area Pedestrian & Bicycle Network	Repair, reconstruct, and improve 16.3 miles of pedestrian and bicycle facilities that will complete a 128-mile regional network in six counties around Philadelphia and Southern New Jersey
NJ	NJ TRANSIT Positive Train Control Installation	Install positive train control safety system to meet 2008 Federal rail safety law that requires installation by 2015 and avoid four specific events: train to train collisions, over speed derailments, incursions into established work zones, and the movement through a switch left in the wrong position
NY	NJ TRANSIT Positive Train Control Installation	Install positive train control safety system to meet 2008 Federal rail safety law that requires installation by 2015 and avoid four specific events: train to train collisions, over speed derailments, incursions into established work zones, and the movement through a switch left in the wrong position
NY	Fordham Transit Plaza (Bronx) NY Reconstruction	Reconstruct Fordham Transit Plaza, a key intermodal facility serving 41,000 daily bus users and providing connections to 11,000 daily regional (Metro North) rail users Reconstruct street-level plaza and replace the existing plaza structures; reconfigure the circulation of buses through the plaza to create a more usable, contiguous public space; build a bus-only transit mall to maximize transit efficiency; and make design and safety improvements to the surrounding streets to alleviate traffic congestion and increase pedestrian safety
NY	Second Avenue Subway Phase I	Construct 2.3 miles of new subway on Manhattan's East Side from 96th Street to 63rd Street, connecting with the existing Broadway Line at the 63rd Street Station, including: Construction of three new stations at 96th, 86th, and 72nd Streets Modification of the existing 63rd Street station New tunnels from 92nd to 63rd Streets Station/ancillary facilities Track, signal, and power systems Procurement of 68 rail cars
NY	LIRR Positive Train Control Installation	Install a PTC system throughout LIRR territory in New York State (in coordination with MNR) to increase safety and comply with federal mandates Install Automatic Speed Control (ASC) signal system from Speonk to Montauk to facilitate compliance with PTC
CT	Hartford-New Britain Busway	Construct New Britain - Hartford Busway (Busway), a priority project designed to allow for connections to some rail stations Provide direct linkage shuttle bus to Bradley Airport and over the long term, the feasibility of creating a rail connection to the terminal will be assessed
MA	MBTA Green Line Extension (GLX) Phase 1	Extend MBTA Green Line from a relocated Lechmere Station in East Cambridge to Union Square in Somerville and College Avenue in Medford Phase 1 will rely on the traditional Design-Bid-Build approach to deliver a fully state-funded contract widening of the Harvard Street and Medford Street railroad bridges and demolition of 21 Water Street
MA	MBTA Commuter Rail PTC	Install positive train control (PTC) safety system to meet 2008 Federal rail safety law that requires installation by 2015 and avoid four specific events: train to train collisions, over speed derailments, incursions into established work zones, and the movement through a switch left in the wrong position
VA	Crystal City/Potomac Yard Transitway	Bus rapid transit and possible streetcar in a later phase connecting the blue and yellow lines of the DC Metrorail 21 station stops located in the Route 1 corridor in the City of Alexandria and Arlington County VA
MD	Freight Line Grade Crossing Rehabilitation	Rehabilitate grade crossing to enhance safety and maintain a smooth traffic flow at freight railroad crossings throughout the State
MD	National Gateway Freight Rail Corridor	Package of rail infrastructure and intermodal terminal projects that will enhance transportation service options along three major freight rail corridors owned and operated by CSX through the Midwest and along the Atlantic coast Improvements will allow trains to carry double-stacked containers, increase freight capacity and make the corridor more marketable to major East Coast ports and shippers TIGER funds will help complete the first corridor project, from Northwest Ohio to Chambersburg, Pennsylvania, through West Virginia and Maryland

Geography		Other Transportation Project - Non Highway
State	Name	Description
DE	Rail Program Autoport	Address capacity improvements for handling railroad cars at Port of Wilmington Sidings will be constructed on Autoport, Inc. and NS Railway right-of-way to increase capacity from 60 to 90 railcars New connections to the NS main track will be provided to eliminate the conflict with highway traffic at Terminal Avenue Part of a public-private project with NS putting up 70% of the cost and FHWA 30%
PA	Central Pennsylvania Rail and Road Expansion	Numerous system-wide improvements to the safety and efficiency of freight movement for the 200 miles of track owned by the SEDA-Council of Governments Joint Rail Authority. Add 9.2 miles of track on existing roadbed, rehabilitate 7.5 miles of railway. Provide new installation of over 36,000 feet of sidings to increase capacity and points of distribution for well service companies Additional infrastructure improvements on five rail lines across the region, improvements to railway bridges, and the opening of a closed rail line to provide access to an existing industrial park that will support a major new tenant when rail access is restored Features new and innovative track occupancy warning system near the airport and will build a new airport access road
PA	CSX Trenton Line Clearance Project	Clearance project that covers the CSX Trenton line, from Park Junction to the Delaware River at Yardley, via West Falls, Newtown Junction, and Woodbourne
PA	Southern Chester County Rail Corridor Improvements (Q26)	Install additional track to facilitate the safe and efficient movement of freight cars to and from Wilmington, DE and points north and west and eliminate a rail switching operation over US 1 and reduce the conflict between vehicular and rail traffic
PA	Rutherford Intermodal Facility Expansion	Expand Rutherford Intermodal Facility to accommodate an additional 125,000 lifts per year and enable the facility to keep pace with growing freight traffic demand in the Harrisburg area and reduce highway truck traffic along the Crescent Corridor that moves freight from cities in 12 states, including Chicago, Memphis, and Atlanta Includes track work, expansion of parking access, and the construction of cranes to increase capacity
NJ	Control Point Trent Improvements	Replace Crossover Switch at CP Trent
NJ	Midway Interlocking Reconfiguration	Replace signal system replacement and interlocking upgrades to permit higher speeds while increasing capacity throughout the segment
NJ	South Jersey Port Rail Improvements	The Delaware River Rail/Port Improvement Project is divided into three components, starting with Conrail's Delair Bridge approach rehabilitation. The Salem County component is comprised of two projects: the Oldmans Trestle Rail Bridge replacement and the Salem Running Track rehabilitation. The SJPC component is the Paulsboro At-Grade Rail Infrastructure. This component leverages the ongoing construction of the new Paulsboro Marine Terminal, which will have on-dock rail capability to service ships with rail service directly.
NJ	Track Improvements - Hack to Kearny	Double track P&H Branch segment (1.8 miles) Extend 3 yard tracks. Add 1 yard track
NJ	Track Improvements - Manville to Phillipsburg	Improve track, bridge rehabilitation, crossovers, etc. on Lehigh Line
NJ	Cross Harbor Freight Movement Program	Rehabilitation/Modernization of rail car float fixed and mobile assets to support scheduled service between Greenville, Jersey City and Brooklyn, NY
NY	Cross Harbor Freight Movement Program	Rehabilitation/Modernization of rail car float fixed and mobile assets to support scheduled service between Greenville, Jersey City and Brooklyn, NY
NY	Hunts Point Freight Rail Improvement Project	Freight rail improvements at the Hunts Point Terminal Produce Market to modernize current infrastructure and create new circulation areas, reduce truck traffic and congestion, and improve air quality in the community. Community will benefit from a reduction in traffic accidents and improved connectivity
MA	Fast Track New Bedford	Reconstruct deteriorated rail bridges, which were constructed in 1907
MA	MassDOT/CSX B&A (Worcester) Line Clearance Improvements	Provide full double stack access to Massachusetts by improving the clearance on 31 bridges along the CSX line to provide efficiencies and cost savings in the movement of goods to and from Massachusetts Make a \$100 million plus investment in intermodal facilities in Worcester, West Springfield, and Westborough Associated projects include CSX's consolidation of its rail yard operations in Worcester and improvements to vertical clearance along the CSX line from the New York border to Westborough to allow for double-stack freight operations
PA	Philadelphia International Airport Capacity Enhancement Program Automated people mover	Construct new Automated People Mover for transport between terminals and parking facilities
PA	Philadelphia International Airport Capacity Enhancement Program Enlargement of existing parking garages A, C, and D	<ul style="list-style-type: none"> • Enlarge existing parking garages A, C, and D • Reconfigure economy parking lot • Construct new centralized ground transportation center Consolidate rental car facilities

Geography		Other Transportation Project - Non Highway
State	Name	Description
PA	Philadelphia International Airport Capacity Enhancement Program New Runway 9R-27L	<ul style="list-style-type: none"> Construct new Runway 9R-27L, 1,600 feet south of renamed Runway 9C-27C 9,103 feet long and 150 feet wide Engineered Materials Arresting System (EMAS) at west end to reduce impacts to the Delaware River Associated taxiway improvements Runway lighting
PA	Philadelphia International Airport Capacity Enhancement Program New Runway and Extensions to Existing Runway 8-26	<ul style="list-style-type: none"> Extend Runway 8-26 by 2,000 feet to the east, for a total length of 7,000 feet Engineered Materials Arresting System (EMAS) at east end Associated taxiway improvements Relocate approach lighting system on runway end
PA	Philadelphia International Airport Capacity Enhancement Program New Runway and Extensions to Existing Runway 9R-27L	<ul style="list-style-type: none"> Extend Runway 9R-27L (to be renamed Runway 9C-27C) to the east by 1,500 feet, to a total length of 12,000 feet Associated taxiway improvements Relocate approach lighting system on runway end
PA	Philadelphia International Airport Capacity Enhancement Program Upgrade and Reconfigure Existing Terminal Complex	<ul style="list-style-type: none"> Expand Terminal D-E Expand Terminal F Construct new Terminal G and Commuter Terminal
NJ	Newark Airport Terminal A Modernization, Expansion, & Structural Parking	<ul style="list-style-type: none"> Modernize and expand Terminal A Add structural parking
NJ	AirTrain/Newark Replacement	<ul style="list-style-type: none"> Replace existing on-airport automated people mover Enhance system capacity Coordinate w/ on-airport improvements and planning for PATH-EWR/RLS extension
NY	LaGuardia Airport Central Terminal B (CTB) Modernization	Modernize the Central Terminal Building at LGA
CT	Bradley International Airport CONRAC (Consolidated Rental Car facility)	35% Design of CONRAC/Garage at BDL
CT	Bradley International Airport Terminal Expansion	Construct 11 new gates at BDL
CT	Bradley International Closure of Cross-Runway	Close cross-runway 119 to eliminate crossing at BDL
RI	T.F. Green Airport	<ul style="list-style-type: none"> Extend Runway 5-23 Expand Runway 16-34 Runway Safety Area Relocate Taxiway C farther from Runway 16-34 Construct up to 7 new gates
VA	Dulles International Airport Fifth Runway (Runway 12R-30L)	Construct fifth runway parallel to existing runway 12-30 along the south side of Dulles Airport property roughly parallel to U.S.50, west of Chantilly ~10,500 feet long and 150 feet wide named Runway 12R-30L (existing parallel runway will be renamed 12L-30R)
MD	Dundalk Marine Terminal, Phase 1 Rehabilitation	Rehabilitate berths 1-6, which are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on, roll-off and other break-bulk (van-packs)
MD	Masonville Berth Construction	Construct new structure to replace Fairfield Marine Terminal Pier 4, a deficient pier of World War II vintage that is currently at the end of its useful life and the sole MPA berth for two large auto terminals (146 acres) Baltimore is expected to finish calendar year 2011 as #1 in the nation for auto exports, and within 20 years of the Masonville Vessel Berth construction, auto movements over the Berth is predicted to grow from 120,000 to 230,000 units Convert Masonville DCMF into a marine terminal
PA	South Philadelphia Port Relocation	Assist in the relocation of the Packer Avenue Marine Terminal Gate in order to remove conflicting traffic movements on Delaware Avenue, enhance safety, enhance security, and reduce confusion PRPA is currently reviewing options such as the partial or full closure of the east-side service road, commonly called 'Old Delaware Avenue', south of Oregon Avenue, and the location of gatehouses/checkpoints on currently-unused roadways and/or parcels are being explored
NJ	Delaware River Deepening	Deepen river to allow larger ships to access Ports in PA and NJ
NJ	Port Jersey Intermodal (Rail) Access	This project continues the Port Authority's intermodal rail initiative by providing an intermodal container transfer facility in support of the terminal operations at the Port Jersey Marine Terminal.
MA	Conley Terminal Access Road	Construct new terminal access road that will remove container truck traffic from residential East First Street and portions of Summer Street in South Boston
MA	New Russia Wharf Ferry Terminal and Route in Boston	Implement new ferry route in Boston Inner Harbor, from the existing terminal at the Charlestown Navy Yard to a new terminal at Russia Wharf, which is located in Fort Point Channel at Congress Street

Geography		Other Transportation Project - Non Highway
State	Name	Description
CT	New Haven-Hartford-Springfield Rail Program Phases 1, 2 and 3A	Construction of 10 miles of second track in between New Haven and Meriden, CT, to increase capacity and improve performance on the New Haven-Springfield corridor.
MA	Springfield MA Union Station Project	Integrate multiple transit modes (bus, Amtrak, commuter rail, taxi, bicycle, and pedestrian) Restore Terminal Building and its central concourse. Remove Baggage Building and construct a 24-bay bus terminal and a 146-space parking garage, with 4 additional bus bays on adjacent site. Reopen and restore passenger tunnel linking the terminal building to rail boarding platforms and pedestrian access to the downtown Provide new stair and elevator access from re-opened passenger tunnel leading to passenger rail boarding platforms
PA	Keystone Corridor - Grade Crossing Elimination	Final design and construction for the elimination of four public, at-grade crossings on the Philadelphia-Harrisburg Keystone Corridor to improve speed, reliability, and safety.
PA	Keystone Corridor- Interlocking Design	Engineering and environmental analysis for the replacement and reconfiguration of tracks and improvements to signal and train control along the Philadelphia-Harrisburg Keystone Corridor to improve speed, reliability, and on-time performance.
PA	Keystone Corridor - State Interlocking Improvements	The final design and construction of an upgraded "State" interlocking near Harrisburg, PA. New interlocking will further decrease trip time on the corridor, increase on-time performance, and improve service reliability.
PA	Keystone Corridor - Automatic Block Signaling/Central Control	Preliminary engineering and project-level NEPA (environmental) work for the installation of Automatic Block Signaling and Centralized Traffic Control on a segment of the Philadelphia-Harrisburg Keystone Corridor to improve speed, reliability, and on-time performance.
PA	Paoli Transportation Center	Develop, engineer, and construct new multi-modal transportation center in Paoli, Chester County, located on the Paoli/Thorndale Line serving SEPTA and Amtrak trains. Phase I will make the existing station ADA accessible and includes a pedestrian overpass, three elevators, and a new high level center platform. Phase II includes an intermodal station complex complete with an additional high-level platform on the outbound side, waiting area and passenger amenities; enhanced bus facilities; and a 600-plus space commuter parking garage.
PA	Ardmore Transportation Center	The Ardmore Station improvement project will be completed in two phases. Phase I (funded) includes construction of high level boarding platforms, tunnel ADA improvements, elevators, stairs, and ramps to access the platforms; canopies and shelters; passenger amenities; improved lighting; landscaping and site improvements; new signage and paving; and new underground stormwater system in the existing Township parking lot. Demolition of the existing Amtrak station building to facilitate the installation of high level platforms. Phase II (unfunded) will include the construction of an ADA accessible, multi-level parking garage with approximately 300-500 spaces and an enclosed space for ticketing and passenger waiting.
PA	Exton Station	Construction of high-level platforms, a station building, bus circulation loops, and a multi-level parking garage at Exton Station on the Paoli-Thorndale Regional Rail Line. Phase 1 (funded) will make the station ADA compliant and include the construction of high-level platforms with canopies and wind screens, a station building, and new lighting, signage, security features, and passenger amenities. Phase 2 (partially funded) includes a fully accessible, multi-level, parking garage with pathways to the station platforms and bus circulation loops with shelters.
PA	Villanova Intermodal Station	Modernization of Villanova station. Phase 1 (funded) includes the construction of pedestrian underpass, ramps, stairs, and storm water management. Phase 2 (partially funded) will make the station fully ADA accessible and includes the construction of high-level platforms with canopies, building exterior improvements, new signage, lighting, passenger amenities, and landscaping.
PA	Middletown Station	Construction of new Amtrak station at Middletown to replace the existing station on a site west of the current station. Project will include new straight, high-level platforms.
PA	Mt. Joy Station	Construction of a new Mount Joy Train Station located in Mount Joy, PA. This station will replace the existing station and include high-level platforms and ADA accessibility.
PA	Coatesville Train Station Rehabilitation	Rehabilitate existing Amtrak train station as part of the Transportation Enhancements program and \$1 million specially earmarked FTA funds

Geography		Other Transportation Project - Non Highway
State	Name	Description
NY	Empire Corridor Planning	Engineering and environmental analysis to support improved passenger rail service between Albany and Penn Station NY (Empire South), Albany and Niagara Falls, NY (Empire West), and from east of Buffalo-Exchange Street Station to Niagara Falls (Niagara Branch). The program of high speed rail improvements include increased speeds and reduced trip times.
NY	Albany-Rensselaer Station 4th Track and Related Improvements (NY-ESC-HP - Empire Corridor Capacity Improvement - Section 1)	This project will construct a 4th passenger loading track, extending both loading tracks to two platforms, and by realigning existing tracks, turnouts and the signal system along the 1 mile of the track network at the Station. This project will also remove the 30 mph speed restriction in the vicinity of the station.
NY	Hudson Subdivision Signal Reliability Improvements (All Phases)	The existing signal system is nearly 30 years old, and frequent outages occur during inclement weather affecting all trains between Albany and NYC. This project will increase reliability of signal system by replacing signals and burying the signal cable between Poughkeepsie and Red Hook. The project will be constructed in phases; Phase 1 replaces 19 miles in the Towns of Poughkeepsie, Hyde Park, Rhinebeck and Red Hook (Barrytown). The final phase will replace the final 44 miles of the Hudson Line signal system beginning in the town of Redhook (Barrytown), Dutchess County N.Y. and extends to the Village of Castleton-On-Hudson, Rensselaer County, N.Y.
NY	Highway/Rail Grade Crossing Improvements (ESC3)	This project will upgrade and/or install warning devices at thirteen highway-rail at grade crossings (defined in the Construction Information page), to include 12" LED flashers, gates and motors, and electronic bells. In some locations, new circuitry will be installed, and minor adjacent highway improvements will be made.
NY	Albany to Schenectady 2nd Main Track (ESC10)	This project will reduce delay and improve reliability for passenger rail on the Empire Corridor. The project consists of constructing a second main track between Schenectady and the west end of the Livingston Ave Bridge in Albany, upgrading existing grade crossings and warning device systems.
NY	Schenectady Station 2nd Track & Platform Improvements (NY-ESC-HP - Empire Corridor Capacity Improvement - Section 3)	The Schenectady Train station was built in 1970 by the New York State Department of Transportation. This project will replace the existing Schenectady station with a new station, station tracks and platform, including repairing structural and track deterioration, addressing state of good repair, and ensuring ADA compliance.
NY	Empire Corridor - Ongoing Normal Replacement	The normal replacement rate is the annual funding needed to keep existing assets maintained and replaced within their useful life. The normal replacement rate is a sufficient level of investment only if all assets start in a state of good repair.
NY	Livingston Avenue Bridge (ESC15)	Preliminary engineering for the eventual replacement of Livingston Avenue bridge, crossing the Hudson River between Rensselaer and Albany Built more than 100 years ago, the bridge does not meet current railroad bridge design standards. The deterioration of the bridge limits trains to crossing one at a time at 15 mph. The swing span mechanism, which allows taller ships to pass, is unpredictable and continues to deteriorate, leading to increased delays to both rail and marine traffic. (Funded through preliminary engineering only.)
NY	Metro-North Railroad Power and Signals Resiliency	The New York Metropolitan Transportation Authority (MTA) will receive funding to make flood protections for the Metro-North Railroad Hudson River Line and other facilities.
NY	Metro-North Hudson Line - Ongoing Normal Replacement	C&S Program, Track Program, Stations Program, Tunnel Program, Yard Track Program, Bridge Program, Miscellaneous Safety/Administration (e.g., environmental batement/remediation, security initiatives, program administration, insurance).
NY	Metro-North Hudson Line High-Capacity Signal System Replacement (Harmon to Poughkeepsie)	Replace present signal system, from Croton-Harmon to Poughkeepsie, with new high-capacity and performance signal system providing additional signal aspects
NY	Hudson Line - Positive Train Control (Wayside) - CP 12-MP 75.76 (MTA Owned)	Upgrade signal system along the Metro-North Hudson Line to meet 2008 federal rail safety law that requires installation of Positive Train Control.
NY	Hudson Line - Harmon Shop & Yard Upgrade - Phase V, Stage 2	Construction of the new Running Repair and Support Shop facility (Phase V; Stage 2) will complete the replacement of the functionally and physically obsolete existing facility. This will modernize the 100+ year-old Harmon Electric shop and yard complex to support an expanded fleet of electric and diesel hauled rail cars.
NY	Hudson Line - Upper Hudson Line Stations Improvements	Component-based renewal work at multiple stations on the Metro-North Hudson Line.
VA	Long Bridge Preliminary Engineering-NEPA Study	Engineering and environmental analysis for the replacement and/or rehabilitation of the CSX-owned Long Bridge between Washington, DC and Arlington, VA, potentially incorporating multimodal uses. Rehab of existing 2-track bridge assumed in Alternative 1; replacement with 4-track corridor between CP Virginia and AF Interlocking assumed in Alternatives 2 and 3
DC	Long Bridge Preliminary Engineering-NEPA Study	Engineering and environmental analysis for the replacement and/or rehabilitation of the CSX-owned Long Bridge between Washington, DC and Arlington, VA, potentially incorporating multimodal uses. Rehab of existing 2-track bridge assumed in Alternative 1; replacement with 4-track corridor between CP Virginia and AF Interlocking assumed in Alternatives 2 and 3

Geography		Other Transportation Project - Non Highway
State	Name	Description
VA	Southeast High-Speed Rail (SEHSR) Corridor	Engineering and environmental analysis for the development of the Southeast High-Speed Rail Corridor between Washington, D.C. and Richmond, VA
VA	Positive Train Control - Washington to Richmond	Install positive train control to meet federal mandate
VA	Arkendale to Powell's Creek Third Tract	Final design and construction of 11.4 miles of third track from Arkendale to Powell's Creek on the Washington to Richmond segment of the Southeast HSR Corridor.
VA	CSX RF&P Rail Corridor Rail Corridor Third Track Phase 2	Track, signal and switch work and second platforms at Leeland Road and Brooke Stations, which will support capacity expansion, operational flexibility and service expansion related to the construction of the new VRE Potomac Shores Station.
VA	VRE - Stations and Facilities	Involves the addition of second platforms, canopy and platform extensions, replacement of signage and other related improvements at various VRE stations in order to keep the stations in good repair. This work will be done at various stations including Fredericksburg, Leeland Road, Brooke, Manassas, Manassas Park, Woodbridge, Rippon, Rolling Road, Broad Run, Burke and other stations to be determined.
VA	VRE - Tracks & Storage Yards	As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.
VA	VRE - Track Lease Improvements	Provides capitalized access fees in the form of long term and related capital improvements on the railroad systems that VRE operates on railroad systems owned by Amtrak, CSX, and Norfolk Southern.
VA	VRE - Potomac Shores Station	Design and construction of a new station to support a new Transit Oriented Development at Potomac Shores, VA.
DC	Washington Union Station Master Plan	The Union Station Master Plan sets out a framework for rebuilding and expanding the station over the next 20 years. It provides a long-term, multi-phased vision for increased capacity with additional tracks and wider all high-level platforms; new amenities for passengers including sweeping modern concourses and retail spaces; and large-scale real estate development above the station's tracks.
MD	Amtrak B&P Tunnel Rehabilitation/Replacement	Replacement and/or rehabilitation of the Baltimore & Potomac (B&P) Tunnel in Baltimore, MD, on the Northeast Corridor. (ARRA/HSIPR Program currently funding preliminary engineering and environmental analysis.)
MD	Susquehanna Bridge Rehabilitation/Replacement	Replacement and/or rehabilitation of the Susquehanna River Bridge in Maryland, a chokepoint that precludes capacity increases on the Northeast Corridor. Engineering and environmental analysis is currently funded.
MD	BWI Thurgood Marshall Airport Station - New Station Building and Fourth Track	Construct new station building to meet ADA/SGR requirements and engineering and environmental analysis to study the construction of an additional track to approximately nine miles of existing tracks surrounding the BWI station, and station expansion.
NJ	Hunter Flyover	Construction of a grade-separated crossing of the Raritan Valley Line trains that would allow RVL to cross NEC tracks without interfering with any trains on Tracks 4, 3 and 2. It would permit trains to operate at faster speeds and provide substantial additional capacity, which could be used to support increased train volumes when required. (Engineering and design is currently funded.)
NJ	Gateway Program - ROW Preservation	Construction of concrete casing beneath the Hudson Yards to preserve the right of way for future Gateway tunnels (trans-Hudson tunnels)
NY	Gateway Program - ROW Preservation	Construction of concrete casing beneath the Hudson Yards to preserve the right of way for future Gateway tunnels (trans-Hudson tunnels)
NJ	Portal Bridge Replacement	Replacement of the existing swing-bridge over the Hackensack River with a fixed-span bridge, plus track reconfiguration on either end of the bridge where a choke point exists on the busiest portion (Newark, NJ to New York, NY) of the Northeast Corridor. ARRA/HSIPR program funded final design. NJT is funding early-action activities.
NY	Portal Bridge Replacement	Replacement of the existing swing-bridge over the Hackensack River with a fixed-span bridge, plus track reconfiguration on either end of the bridge where a choke point exists on the busiest portion (Newark, NJ to New York, NY) of the Northeast Corridor. ARRA/HSIPR program funded final design. NJT is funding early-action activities.
NJ	Gateway Program - Tunnel Resiliency	Two new tunnels under the Hudson River connecting Allied Junction to A Yard at Penn Station New York (PSNY) to replace the existing North River Tunnels which are in need of repair.
NY	Gateway Program - Tunnel Resiliency	Two new tunnels under the Hudson River connecting Allied Junction to A Yard at Penn Station New York (PSNY) to replace the existing North River Tunnels which are in need of repair.

Other Transportation Project - Non Highway		
Geography	Name	Description
NJ	Gateway Program - Capacity Improvements	Restores service to the original North River tunnels to create four tracks into PSNY; adds capacity at PSNY to accommodate additional trains; adds capacity from Allied Junction as far west as Elizabeth, NJ
NY	Gateway Program - Capacity Improvements	Restores service to the original North River tunnels to create four tracks into PSNY; adds capacity at PSNY to accommodate additional trains; adds capacity from Allied Junction as far west as Elizabeth, NJ
NY	Pelham Bay Bridge Replacement	Replacement of existing, movable bridge with a new high-level fixed bridge that will offer enough clearance for boats to pass below. A new fixed bridge will increase reliability and may offer opportunities to increase capacity for Amtrak and proposed Metro-North service
NY	Moynihan Phase 2	The Farley Post Office will be converted into a full-scale, intercity passenger rail terminal, including the construction of ticketing facilities, waiting areas, retail amenities, and access points to tracks and platforms.
NY	Sunnyside Yard Facility Upgrade	Upgrade Sunnyside Yard to improve the efficiency of this major shared use facility for NJT and Amtrak, while building space to accommodate a proposed lengthening of Acela trains
NY	Penn Station Access Improvements	The proposed Capital Program includes design and construction of new infrastructure and completion of specifications for rolling stock to operate Metro-North Railroad service on the New Haven Line into Penn Station NY via Amtrak's Hell Gate Line
CT	New Haven Line Bridge Replacement Projects	Replacement of New Haven Line Bridges (Devon, Cos Cob, and Saugatuck)
RI	Providence Station Improvement Project PE/NEPA	Engineering and environmental analysis for rehabilitation of the intercity rail station to improve passenger accessibility on the Northeast Corridor
RI	Pawtucket/Central Falls Commuter Rail Station	The Rhode Island Department of Transportation (RIDOT), in cooperation with the City of Pawtucket, is considering alternatives to reintroduce commuter rail service into Pawtucket. The potential station would be located on Amtrak's Northeast Corridor (NEC) and the Massachusetts Bay Transportation Authority's (MBTA's) Providence commuter rail line.
MA	Boston South Station Expansion and Layover Facility Project	Expansion of station and storage capacity in Boston, MA, to address anticipated capacity needs for intercity rail operations in a facility shared with commuter rail traffic. (ARRA/HSIPR program funding engineering and environmental analysis)
PA	Levittown Intermodal Facility Improvements	Phase 1 of the project includes construction of intersection improvements at Levittown Parkway and Rt. 13 and relocation of utilities. Construction of the southern portion of the inbound parking lot and new entrance driveway and reconfiguration of the existing outbound parking lot
NJ	NJT - Multiple Resiliency Projects in Response to Hurricane Sandy	Hoboken Long Slip Flood Protection; NJ TRANSIT Raritan River Drawbridge Replacement Project; and Train Controls - Wayside Signals, Power & Communication Resiliency Project.
NJ	Lackawanna Cutoff Minimal Operating Segment (MOS) Project	Reconstruct line including track and signal improvements to approximately 88 miles of right of way, new stations, parking facilities, a train storage yard, and additional rail rolling stock. The first phase of the project (also known as the Minimal Operating Segment, MOS) is a 7.3 mile segment from Port Morris Yard to a new passenger station at Andover, NJ.
NJ	PATH Extension to Newark Liberty International Airport Rail Link Station	Proposed extension of PATH from its present terminus at Newark Penn Station to Newark Liberty International Airport's Rail Link Station (RLS) to enhance airport access for communities served by PATH. The project concept includes construction of new platforms and associated station passenger infrastructure with potential multimodal transit connections adjacent to the existing RLS, relocation of a rail storage yard in the vicinity of the RLS, and modifications at Newark Penn Station to accommodate bidirectional passenger flow as well as limited vertical circulation improvements. The proposed alignment utilizes a portion of the NEC ROW, requires planning coordination with potential Amtrak fifth-track project.
NJ	Cross Harbor Freight Program Tier 1 EIS	NEPA Analysis to evaluate alternatives to improve the movement of freight across New York harbor between the east-of-Hudson and west-of-Hudson regions, including No Action, Waterborne, and Rail Tunnel Alternatives
NY	Cross Harbor Freight Program Tier 1 EIS	NEPA Analysis to evaluate alternatives to improve the movement of freight across New York harbor between the east-of-Hudson and west-of-Hudson regions, including No Action, Waterborne, and Rail Tunnel Alternatives
NY	Flood Resiliency for Long Island City Yard (LIRR)	Construction of flood protections for the Long Island Rail Road Long Island City yard, which is located within the 100-year flood hazard area. This yard serves diesel and electric trains, adding to resilience.

Other Transportation Project - Non Highway		
Geography		
State	Name	Description
CT	New England Central Railroad Freight Rail Project	The project will complete state of good repair improvements and the upgrade of rail and track infrastructure to accommodate national standard 286,000-pound (286K) gross weight rail freight cars on the 55 miles of track running through the municipalities of New London, Waterford, Montville, Norwich, Franklin, Lebanon, Windham, Mansfield, Willington, and Stafford in eastern Connecticut.
MA	Merrimack River Bridge Rehabilitation	Rehabilitation of three bridges that provide an integral connection from Boston to Haverhill and other northern locations, carry two railroad tracks over the Merrimack River in the city of Haverhill, and serve as an important corridor for passenger service, including the MBTA Commuter Rail - Haverhill Line and Amtrak's "Downeaster" train and Pan Am freight service
MA	South Coast Rail	The plan provides resources for continued design, permitting as well as "early action" improvements to rail ties, existing signal systems, crossings and several bridges in the South Coast Region. These early action investments will improve the reliability of existing freight service in the South Coast while contributing to future passenger rail service.
MA	Fairmount Line Improvement Project	Rehabilitate existing Uphams Corner and Morton Street stations Construct four new stations—Newmarket, Four Corners, Talbot Avenue, and Blue Hill Avenue Reconstruct six existing railroad bridges (located over Columbia Road, Quincy Street, Massachusetts Avenue, Talbot Avenue, Woodrow Avenue, and the Neponset River) Construct new interlocking and an upgraded signal system (required to advance the bridge reconstruction work) Upgrades will enhance future service, allowing for increased frequency on the line
MA	MBTA Worcester Line Improvements/Service Expansion	Increase commuter rail service on the Framingham/Worcester line between Boston and Worcester with the addition of three new inbound and three new outbound trains between the two cities for a total of 31 stops arriving or departing Worcester station Agreement between CSX and the Commonwealth provides the Commonwealth ownership of the rail tracks and control of operations along the Framingham/Worcester line, allowing greater opportunities for MassDOT to not only improve service, but also increase service between Boston and Worcester

Geography		Other Transportation Project - Highway
State	Name	Description
MD	I-95 Fort McHenry Tunnel - Moravia Road to the Tunnel Modifications	Provide a continuous southbound lane from the southern limits of the Express Toll Lanes to the tunnel
MD	I-95 John F. Kennedy Memorial Highway - Express Toll Lanes	Construct two Express Toll Lanes in each direction from I-895 North to north of MD 43 and improve the interchanges with I-895, I-695, and MD 43
MD	I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Improvements (Phase I)	Provide improved capacity, operation, and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation
MD	I-95 John F. Kennedy Memorial Highway - Underwater repairs at Tydings Bridge	Rehabilitate pier foundations and provide pier scour protection to extend useful life of foundations
MD	I-95 New Interchange at MD 198	Construct new interchange with collector-distributor roads at I-95 and Contee Road Relocated to relieve congestion on the mainline of I-95 and improve traffic flow at the I-95/MD 198 interchange
MD	MD 4, Pennsylvania Avenue Upgrade	Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-49 to relieve congestion during peak hours
MD	MD 5, Branch Avenue Upgrade	Study to upgrade existing MD 5 to multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway
MD	US 1, Baltimore Avenue Reconstruction	Reconstruct US 1 from College Avenue to I-95 to address major congestion experienced along this segment of US 1 and improve traffic operations, pedestrian circulation, and safety
MD	US 40, Pulaski Highway	Improvements along US 40 from Middle River Road to MD 43 consistent with local corridor plans that promote mixed-used development along US 40 within White Marsh/Nottingham area of Baltimore County
MD	Virginia Manor Road Relocated, Old Gunpowder Road to the Intercounty Connector	Construct critical roadway connection to the (No Suggestions) Connector and I-95/Contee Road Interchange to enhance the supporting roadway network east and west of I-95 in the area that is planned for significant growth and development
DE	Bridge 1-501 Rehabilitation	Rehabilitate bridge and viaduct along SR 141 from the I-95 /141 interchange to Burnside Boulevard Total length of the project is 6,000 feet including the 2,000 foot long Newport Viaduct over the Christina River, Amtrak, and SR4
DE	I-295 Improvements Third Lane	Add a third lane from SR 141 to SR 9 to address peak periods when the current two-lane configuration is not adequate Project extends from I-95/SR 141 interchange to 2,400 feet west of US 13
DE	I-295 Improvements Weave Elimination	Remove current ramps from SB US 13 to the EB bridge and construct a collector/distributor ramp and barrier to preclude the weave problem from southbound I-95 to eastbound I-295 to southbound US 13 and offer optional routes to replace the moves eliminated by the barrier New access will require motorist to travel further south on US 13, and then make a cross traffic turn to get onto the Delaware Memorial Bridge
DE	I-95 & US 202 Interchange in Wilmington, Delaware	Widen existing ramp from NB I-95 to NB US202 in the I-95/US202 interchange from one to two lanes Additional ramp improvements will address weaving problems and develop US 202 gateway into the City of Wilmington
DE	I-95 Turnpike Toll Plaza Rehab High Speed E-ZPass	Build two Highway Speed EZ Pass lanes through the I-95 Newark Toll Plaza
DE	SR 1 / I-95 / Christiana Mall Rd Bridge Interchange	Construct new multiple-lane interchange to reduce traffic weaving and separate out local traffic movements from high speed movements
DE	SR 141/I-95 Interchange	Improvements focused along SR141 and ramps leading to and from the interstate, with minor improvements taking place on northbound I-95
DE	US 301 New Toll Road	Construct limited access tolled US 301 with 4-lanes (2 lanes in each direction), from Maryland Line to SR1, south of the C&D Canal (14 miles)
PA	30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines	Rehabilitate 6 roadway structures and pedestrian improvements located around the Philadelphia 30th Street Station area and over Amtrak's Northeast Corridor rail lines
PA	41st Street Bridge Over Amtrak's Harrisburg Line	Reconstruct 3 span, concrete encased steel thru girder bridge over Amtrak's Harrisburg line and Norfolk Southern RR Utility, railroad electrification, approach paving, and miscellaneous work
PA	Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003	Replace existing Allens Lane bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West (R8) Regional Rail Line
PA	Baltimore Pike Signals	Upgrade and interconnection of 16 signalized intersections along a 3.2-mile multi-lane state route to enhance motor vehicle flow along the corridor Modernize intersection signalization equipment Remove existing equipment and replace with new equipment including signal supports, traffic controllers, signal heads, and all electrical equipment including wires and conduit
PA	Boot Road Extension Bridge Over Brandywine Creek	Construct new bridge over the Brandywine Creek with one travel lane in each direction and sidewalks to provide a more direct connection to the Downingtown Amtrak/SEPTA Train Station and regional bicycle and pedestrian facilities, including PA Bicycle Route L

Geography		Other Transportation Project - Highway
State	Name	Description
PA	Bristol Road Intersection Improvements	Reconstruct and widen Bristol Road (SR 2025, Section 001) to accommodate a center left-turn lane from Segment 0332 Offset 0643 north of Old Lincoln Highway to Segment 0372 Offset 1015 at the Pasqualone Boulevard intersection Replace six (6) existing signals along Bristol Road Approximately 2.3 mile section of SR 2025 (Bristol Road) and typical section will include two 11 foot travel lanes an 11 foot center left-turn lane and 2 foot full depth installation shoulders
PA	Bristol Road/Butler Avenue SEPTA Railroad Crossing	Improve pedestrian arm railroad crossing gate for sidewalk at the SEPTA Railroad Crossing at Butler Avenue (Route 202) and Bristol Road
PA	Byberry Road Bridge Replacement	Replace the Bridge at Byberry Road over CSX Rail Line <u>Breakout of MPMS# 88706 for Bridge Rehabilitation</u>
PA	Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line SR:7205	Replace 4-span steel girder bridge, with minimal shoulders and minor improvement to the vertical crest, which spans over active AMTRAK, CSX and Norfolk Southern rail lines in East Caln Twp. & the Borough of Downingtown, Chester County, PA
PA	Chestnut Street Bridges at 30th Street	Rehabilitate Chestnut Street (PA 3) bridges spanning the Northeast Corridor, I-76, Schuylkill River, CSX Railroad, and 24th Street to maintain mobility within the project area Bridges are structurally deficient: steel portions have severe rust and advanced section loss and brick and concrete components have mortar loss and spalling respectively
PA	Church Road Bridge Over Norristown High Speed Line (CB) SR:7220	Replace of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township
PA	Concord Road Bridge Over SEPTA Chester Creek Branch Line SR:3004	Remove existing multi-span concrete bridge and replace with either a new bridge of similar type and size, earth fill, and a pedestrian box culvert to potentially accommodate a rail-trail or a <u>prefabricated concrete arch</u>
PA	Elm Street Bridge Over Plymouth Creek	Replace bridge running east-west on Elm Street over Plymouth Creek and the abandoned Reading Railroad Existing structure is 145 ft. long, and is a steel thru-girder with floorbeam system
PA	Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line SR:7410	Replace existing one lane bridge with 5' sidewalks on both sides, which is currently closed to traffic, to a new bridge with two lanes, 5' sidewalks on both sides, and corrected vertical geometry to provide better sight distance <u>Incorporate bicycle and pedestrian checklists</u>
PA	French Creek Parkway - Phase 1	1st phase of the design and construction of French Creek Parkway to provide a roadway connection between Main St. and Taylor Alley in the Borough of Phoenixville, including a new traffic signal, new bridge over French Creek, and 0.4 miles of new collector roadway and sidewalk network to support the redevelopment of a 120-acre brownfield site into a mixed use development with office, retail, and residential uses <u>New Functional Classification will need to be established for the roadway</u>
PA	Grays Ferry Avenue Bridge Over Schuylkill River	Rehabilitate pier caps on the bridge that crosses the Schuylkill River and Amtrak railway tracks
PA	Greenwood Avenue Bridge Over SEPTA Mainline Commuter Rail	Replace existing bridge over SEPTA's R2, R3 & R5 mainlines, due to structural deficiencies Complete replacement of the Greenwood Ave. Bridge over SEPTA, three lane bridge with sidewalk on one side, and tie into adjacent intersection and SEPTA driveways
PA	Henry Ave. Bridge over SEPTA SR:4001	Rehabilitate bridge, which crosses an unnamed tributary of the Schuylkill River and active CSX and SEPTA rail lines
PA	Hulmeville Avenue Bridge Over Conrail	Replace existing Hulmeville Avenue bridge that carries two lanes of traffic over three tracks of the former Reading Railroad that is now operated by CSX Span arrangement may be revised during the detailed design phase based on discussions between CSX and SEPTA to provide four (4) tracks throughout the project area An understanding between the parties is that any overhead bridge replacement must accommodate an additional track
PA	I-476, MacDade Boulevard Ramp Improvements	Channelize & signalize shopping center entrance and reconfigure NB I-476 / EB MacDade Boulevard off ramp to improve traffic safety (Former uncontrolled median opening at the shopping center entrance was closed due to <u>excessive accidents</u>)
PA	I-476, PA Turnpike Northeast Extension/PA 309 Corridor Incident Traffic Management	Implement a Unified Traffic Management and Signal Coordination Plan within the Pennsylvania Turnpike Northeast Extension (I-476)/PA 309 Corridor, including video cameras, variable message signs, interconnected signal systems and trail blazer signage, to handle both routine traffic conditions and diversions from the Turnpike <u>Part of the DVRPC FY06 Work Program</u>
PA	I-95 Allegheny Ave Interchange	Remove NB off-ramp at Westmoreland Street Add NB off-ramp at Castor Avenue Widen and reconstruct I-95 between Ann Street and Tioga Street Reconstruct or redeck bridge over Allegheny Avenue and the Westmoreland Viaduct (<u>Westmoreland Street to Tioga Street</u>) <u>Street to Tioga Street</u>

Geography		Other Transportation Project - Highway
State	Name	Description
PA	I-95, Ann Street to Wheatsheaf Lane (AFC)	Reconstruct 10 bridges and 0.9 miles of I-95 Consolidate existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue into two half interchanges: half diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95 Remove existing off-ramp at Westmoreland Street, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound Add a new northbound on-ramp at Castor Avenue to create a partial-clover interchange for I-95 Northbound Split existing loop-ramp to provide both access to I-95 Northbound and the Betsy Ross Bridge
PA	I-95, Betsy Ross Bridge Ramps Construction (BR0) (IMP)	Reconstruct several Betsy Ross Bridge/Aramingo interchange ramps Construct Adams Avenue Connector
PA	I-95, Betsy Ross Interchange (BR1) - Design (IMP)	Reconstruct 1.1 miles of the SR 0095 mainline roadway starting from south side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR (SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing) Eliminate lane drops (from 3 to 4) from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing Demolish and remove Ramp X SB on ramp and Ramp Y NB on ramp, within the NB and SB collector-distributor roads Reconstruct three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets) Rehabilitate (minor) Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C
PA	I-95, Columbia Street to Ann Street (GR1)	Relocate major utilities and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street
PA	I-95, Cottman-Princeton Main Line and Ramps (CP2) (IMP)	Reconstruct and widen I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps Demolish and replace of seven bridges Relocate Wissinoming Street between Princeton Avenue and Wellington Street Relocate approximately 1500 feet of Philadelphia Water Department trunk line water and sewer Construct six new storm drainage pipes from I-95 to the Delaware River Reconstruct I-95 from Levick Street to Bleigh Avenue to provide four lanes in each direction Improve short existing sections of three lanes in each direction between the off and on-ramps that create the existing bottleneck by adding a fourth lane Upgrade existing SB off-ramp at Bleigh Avenue (Ramp D) and NB off-ramp at Cottman Avenue (Ramp B) Construct new SB on-ramp at Cottman Avenue (Ramp F)
PA	I-95, North of Bridge Street Interchange Construction	Widen and reconstruct SR 0095 from the relocated Carver Street Bridge to Levick Street: Construct the new SB off-ramp to Tacony Street and Arsenal Business Center Remove the existing SB off-ramp to James Street Remove the existing Carver Street Bridge Reconstruct Tacony St. north of Bridge Street Replace Carver, Van Kirk & Comly Street bridges Install new traffic signal at the intersection of Carver Street and Tacony Street Utility impacts under I-95 are anticipated
PA	I-95, Orthodox Street to Levick Street (BSR) - Design (IMP)	Design of I-95 reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section, to eliminate the lane drop at the James St. Ramp in the SB direction and the add lane at the Bridge St Acceleration Ramp in the NB direction Four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/ deceleration lanes at the interchanges, six dual structures, and the Bridge Street Acceleration Ramp Bridge Reconstruct retaining walls supporting SR 0095 to support new widened roadway and ramps Reconstruct and realign 1.7 miles along SR 0095, 0.7 miles along Tacony Street from Aramingo Ave. to the west to just prior to Van Kirk St. to the east, and 1.2 miles along Aramingo Ave. from Frankford Creek to the south to the Amtrak Railroad Bridge to the north Widen a portion of Aramingo Ave. from Frankford Creek to the south to the Amtrak Railroad Bridge to the north

Geography		Other Transportation Project - Highway
State	Name	Description
PA	I-95, PA Turnpike Interchange (TPK) - State 1	Connect I-95 and I-276 in Pennsylvania, facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east coast from Florida to Maine Construct I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange Replace existing River Bridge toll plaza with an all-electronic (AET) on road toll facility in the westbound direction Remove of existing US13 interchange toll facility Integral to the Delaware Valley Freight Corridor Initiative
PA	I-95, Shackamaxon Street to Ann Street (GIR) - Design	Widen and reconstruct I-95 to eliminate the lane drop (from 4 to 3) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR4) Provide an auxiliary lane in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave
PA	I-95, Shackamaxon Street to Columbia Avenue	Close and remove existing I-95 north bound off ramp (Ramp E) Reconstruct and widen I-95 between Shackamaxon St. and Columbia Ave. Reconstruct Delaware Ave. between Columbia and Montgomery Aves. Replace I-95 structures over Shackamaxon St. Marlborough St., and Columbia Ave. Associated retaining and sound barrier wall construction
PA	I-95: Allegheny Ave Interchange	Reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue Reconstruct the NB on-ramp from Castor Avenue I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours
PA	I-95: Race - Shackamaxon (GR5)	Reconstruct, rehabilitate, and widen I-95 between Race St. and Shackamaxon St. Reconstruct northern Vine St. interchange ramp connections with I-95 Rehabilitate, replace deck, demolish, and replace eight bridges
PA	I-95N: Betsy Ross Inter (BR2)	Reconstruct 1.1 miles of the NB SR 0095 mainline roadway starting from north side of Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR
PA	I-95N: Columbia-Ann St N (GR3)	Reconstruct and widen I-95 NB from Columbia Ave. to north of Ann St. Reconstruct NB Girard Ave. interchange ramps Demolish and replace five bridges
PA	I-95S: Betsy Ross Inter (BR3)	Reconstruct 1.1 miles of the SB SR 0095 mainline roadway starting from north side of Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR
PA	I-95S: Bridge Street Interchange	Eliminate the SB lane drop at the James Street Ramp Eliminate the NB add lane at Bridge Street Widen I-95 to four lanes in each direction from Orthodox Street to Levick Street Add exclusive acceleration/ deceleration lanes at the interchanges Replace six dual, mainline bridges and one ramp bridge Widen one mainline structure Line 1-(5 with long retaining walls through much of this section Construct two sound barriers
PA	I-95S: Columbia-Ann St N (GR4)	Reconstruct and widen I-95 SB from Columbia Ave. to north of Ann St. Reconstruct SB Girard Ave. interchange ramps Demolish and replace nine bridges
PA	Lafayette Street Extension (MG1)	Extend Lafayette Street past its current terminus at Ford Street to Conshohocken Road Build slip-ramps at to connect Lafayette Street with the Pennsylvania Turnpike Realign existing Schuylkill River bike/pedestrian trail as a multi-purpose trail for public access and recreational use as part of the project Long term goal: construct an interchange at the Dannehower Bridge/Lafayette Street intersection
PA	Lafayette Street Extension (MGL)	Improve roads around the new Lafayette Street/I-276 turnpike EZ Pass-only interchange Replace NS rail bridge
PA	Lafayette Street Extension (MGL)	Improve roadways around the new Lafayette Street/I-276 turnpike EZ Pass-only interchange Replace NS rail bridge
PA	Lafayette Street, Barbados Street to Ford Street Widening (MGN)	Reconstruct and widen existing Lafayette Street from 2 to 4 lanes between Barbados and Ford Streets, as well as provide turn lanes and upgrade signals
PA	Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)	Extend Lafayette Street as a four lane roadway on a new alignment to tie into a new PA Turnpike interchange and provide turn lanes onto Conshohocken Road

Geography		Other Transportation Project - Highway
State	Name	Description
PA	Lloyd Street Bridge Over Amtrak/SEPTA R2 Rail Line	Replace Lloyd Street bridge, which was constructed by the railroad in 1899, due to structural defects Pedestrian walkways have been closed due to holes in the decking
PA	Main St over SEPTA (Bridge)	Rehab /replace state bridge over the Over Septa rail line on Main Street between Cahill Road and 9th Street in Sellersville Borough Structurally Deficient bridge breakout project from MPMS #88706.
PA	Montgomery Avenue Bridge over Amtrak at 30th Street	Reconstruct 5 span, concrete encased steel thru girder bridge over Amtrak's Northeast Corridor along with historically sensitive approach paving restoration with a 3 span steel girder bridge founded atop new reinforced concrete piers and integral abutments Utility and railroad electrification work
PA	North Delaware Avenue Extension	First of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities Construct new roadway and a new bridge across Frankford Creek Extend road between Lewis Street where it currently ends, further north approximately a mile and 1/2 to Buckius Street Roadway planned with wide shoulders for bike use, sidewalks, and will serve as an alternative to the North Delaware Greenway Trail while some portions are under construction, and as an alternate route for local truck traffic in order to get that traffic off of narrow Richmond Street
PA	Oxford Valley Road/Lincoln Highway Intersection Improvements	Add turn lanes from Oxford Valley Road onto Route 1 Realign Levittown Parkway
PA	PA 100, Shoen Road to Gordon Drive (02L)	Reconfigure existing 2-12' lanes and 10' shoulders to 3- 11' lanes and 4' shoulders Remove inefficient jug handles and install dedicated left and right turn lanes Storm water collection and management system Add sidewalk from Ship Road to Sharp Lane to connect existing Uwchlan Trail System Upgrade traffic signals from Gordon Drive/Rutgers Drive to Shoen Road, including new supports, signal heads, actuation, emergency pre-emption, and all electrical components Retain the closed-loop system footprint between the intersections and the municipal building
PA	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) - Part 1 of River Crossing Complex	Relocate PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone and provide the opportunity for a new "gateway" for the Valley Forge National Historic Park Move roadway approximately 300 feet to the east of the park entrance Part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park
PA	PA 252 Underpass/US 30 Intersection	Component of the Paoli Transportation Center Road Improvements project (MPMS #47979) and implements some of the short term solutions recommended by the Feasibility Study for the PA 252 Underpass and US 30 Intersection undertaken using DEMO funds for that location Includes improvements that will help to reduce congestion and increase safety near the intersection of PA 252 and US 30 and include upgrades to the traffic signal to provide a left turn phase, signal timing, pedestrian improvements, lane reconfigurations, and striping
PA	PA 29, Main Street Bridge Over Reading Railroad Tracks Removal	Remove narrow and unnecessary bridge to improve traffic and sight distance constraints on Route 29 Fill overpass and connect with wider road section
PA	PA 313/US 202, East State Street to Mechanics Road Intersection Improvements	Realign US 202 at E. State St. to a "T" intersection Extend the PA 313 left turn lanes at US 202 Widen US 202 from PA 313 to Mechanicsville Road to accommodate a center left turn lane at the US 202/PA 313 intersection Add pedestrian and bicycle access
PA	PA 41 Study	Preliminary engineering and environmental studies to identify transportation improvements for the PA 41 Corridor Current alternatives include widening and limited realignment Actual cost estimates for construction will be determined with the completion of the <u>Environmental Impact Statement</u>
PA	PA 452, Market Street Bridge Over Amtrak/SEPTA R-2 Rail Line SR:0452	Replace existing two lane bridge (built in 1925) with shoulders and 8' sidewalks for inclusion in the Delaware County Bicycle Plan
PA	PA 611, Old York Road Over SEPTA R3 SR:0611	Replace Old York Road bridge with a new three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents

Geography		Other Transportation Project - Highway
State	Name	Description
PA	Paoli Transportation Center Road Improvements	Improvements to roadways around Paoli Intermodal Transportation Center, focused on roadways around the new transportation center including US 30 (Lancaster Avenue), North Valley Road, and Central Avenue (See MPMS #60574 for the transit components of the Intermodal Center. Study underway)
PA	Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines SR:7104	Replace existing structure carrying Pennswood Road over Amtrak.
PA	Ridge Pike / Two RR Bridges	Reconstruct and widen two bridges carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between Manor Avenue and Carland Road Construct new pedestrian bridge over Norfolk Southern immediately adjacent to the highway bridges to provide a sidewalk on Ridge Pike Both existing bridges over the railroad are structurally deficient
PA	Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange	Widen (partially) Commodore Barry associated with the construction of a new on ramp and a new off ramp from the Commodore Barry Bridge/US 322 to S.R. 0291, Second Street, in the City of Chester to improve access to and from the City of Chester and the waterfront area from I-95 and the Commodore Barry Bridge/US 322 Add new westbound on ramp from the intersection of S.R. 0291 & Tilghman Street to the Commodore Barry Bridge/US 322 and new eastbound off ramp from the Commodore Barry Bridge/US 322 to S.R. 0291 & Jeffrey Street Construct full depth joint replacements and bearing replacements on the bridge through the limits of the bridge widening Safety and drainage improvements, ramp lighting, guide signing upgrades, and new traffic signals at the ramp termini with S.R. 0291 Amtrak involvement in the project due to the partial widening of the Commodore Barry Bridge includes relocation of two catenary structures and the jacking of a new DRPA storm drain pipe
PA	Sellers Avenue Bridge Over Amtrak and SEPTA R2 Rail Line SR:2031	Replace superstructure of the Sellers Avenue Bridge over Amtrak while reusing existing stone abutments
PA	US 1, Baltimore Pike Interchange Improvements SR:0352	Preliminary engineering for the reconstruction of this cloverleaf interchange, originally built in 1939 <u>Roadway is included in the Delaware County Bicycle Plan</u>
PA	US 1, Baltimore Pike Widening	Widen from two lanes in each direction to three lanes in each direction Relocate the School House Rd. intersection Add left turn lanes on US 1 at School House Rd Install new traffic signals
PA	US 1, Township Line Road Bridge Over SEPTA Route 100 Rail Line SR:0001	Rehabilitate bridge carrying S.R. 0001 (Township Line Road) over the SEPTA Norristown High Speed Line
PA	US 202 and US 1 Loops Roads	Completes the loop roads on the southeast and southwest corners, connecting Applied Card Way to Hillman Drive at the existing Route 202/Hillman Drive signalized intersection in the southeast quadrant, and connecting Hillman Drive to Painters Crossing/Brandywine Drive in the southwest quadrant to divert traffic from the Route 202/US 1 intersection Northeast and northwest quadrants have the existing completed loop roads, State Farm Drive and Brandywine Drive, respectively Add turning movements at the intersections (i.e., no jug handles) for the proposed loop road connections
PA	US 202, 5-Points Intersection Improvements (71A)	Modify intersection of SR 0202 (Doylestown Road) with SR 0309 (Bethlehem Pike) and SR 0463 (Horsham/Cowpath Road) in Montgomery Township, Montgomery County, Pennsylvania, including the installation of additional thru lanes and minor widening on several legs, as well as the retiming of the existing traffic signal Modify existing drainage system Replace existing traffic signal support structures, adjusting several existing driveways to accommodate additional lanes, and upgrading the signing and pavement marking Replace both signal support structures
PA	US 202, Exton Bypass to Route 29	Reconstruct and widen approximately 2.5 miles of Limited Access Highway from the SR 0030 (Exton Bypass) to the Valley Creek Bridge Widen SR 401 between the ramp intersections, along with the installation of traffic signals at the ramps. Add additional lane and shoulder in each direction within the existing grass median along the mainline Widen SR 401 between ramps. Add left and right turn lanes along SR 401 to accommodate ramp turning movements

Geography		Other Transportation Project - Highway
State	Name	Description
PA	US 202, Johnson Highway to Township Line Road (61S)	Widen US 202 approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps Replace one bridge and one culvert in this portion of Section 600 Replace traffic signal equipment at the intersections with Johnson Highway, Germantown Pike and Township Line Road Includes ITS <u>Designed under Section 610</u>
PA	US 202, Markley Street Improvements (Section 510)	Reconstruct Route US 202, from Main Street from Harding Blvd. from existing four-lane cross-section Replace existing "Bailey Bridge" carrying the NB lanes over Stony Creek Rehabilitate box beam structure carrying the SB lanes over Stony Creek Rehabilitate Main Street arch bridge over Stony Creek Roadway reconstruction to take place within the existing roadway footprint or involve minor widening; more significant widening to provide two NB left turn lanes from Markley Street to Main Street Total pavement reconstruction anticipated Corridor-wide improvements include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs)
PA	US 202, Markley Street Improvements (Section 520)	Reconstruct Route US 202, from Harding Blvd to Johnson Highway from a two-lane to three-lane roadway, with one northbound lane, one southbound lane, and one two-way left turn lane Improve signals Widen roadway following the existing alignment Pavement reconstruction is anticipated
PA	US 202, Markley Street Southbound (Section 500)	Pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet, and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet Incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), which will be used for the respective construction contracts
PA	US 202, Morris Road to Swedesford Road (65S)	Widen US 202 from 2 lanes to 5 lanes in this 2.6 mile section Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway Improve intersections at Morris Rd., Sumneytown Pk., and Swedesford Rd Integrate a coordinated ITS and traffic signal operating system Designed under section 650 (section 600 was designed in two sections, 610 and 650, and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309
PA	US 202, Swedesford Road to PA 29	Reconstruct and widen US 202 on existing alignment for approximately 4.2 miles of limited access highway between Valley Creek Bridge (between Route 29 and Route 401 interchanges) and North Valley Road to add two additional travel lanes and provide a total of three 12' travel lanes in each direction and wider shoulders that improve safety Modify Route 29 interchange Improvements will help to accommodate pedestrians and bicyclists using the future Chester Valley Trail and other municipal trails Construct SWM basins and installation of sound barrier walls
PA	US 202, Township Line Road to Morris Road (61N)	Widen US 202 approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Twps Improve intersections along the project by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities Install new traffic signals Integrate coordinated ITS and traffic signal operating system Takes place at two offline intersections, North Wales Rd./Township Line Rd. and Arch Rd./Township Line Rd. to improve traffic flow through the area during construction <u>Designed under Section 610</u>
PA	US 322 Final Design	Serves as the final design phase for corridor improvements to Route 322/Conchester Road Options being considered would enable US 322 to meet future traffic needs and include widening the road to four lanes, the construction of jughandles, and the installation of median barriers

Geography		Other Transportation Project - Highway
State	Name	Description
PA	US 322, Featherbed Lane to I-95	Widen and improve SR 322 to a four lane typical section with a median barrier from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township Widened existing two lane section of SR 322 to 4 or 5 lanes with jughandles or exclusive left turn lanes to accommodate left turns at intersections Add a fifth lane between Chelsea Parkway and Cherry Tree Road to accommodate left turns into and out of the adjacent commercial properties
PA	US 322, US 1 to Featherbed Lane	Widen SR 322 (currently two lanes) to a four lane typical section with a median barrier from US Route 1 in Concord Township to east of Mattson Road/Featherbed Lane near Clayton Park and the Bethel Township line
PA	US 422 Expressway Reconstruction, Chester and Montgomery (M1A)	Reconstruct approximately one mile of expressway on both existing and new alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel Reconstruct three (3) bridges carrying SR 0422 over the Schuylkill River, Norfolk Southern Railroad Spur, and Norfolk Southern Railroad Mainline (24.0 Sufficiency Rating), and one (1) bridge carrying Armand Hammer Blvd. over SR 0422 providing 16'-6" of vertical clearance
PA	US 422, (New) Expressway Bridge Over Schuylkill River (SRB) - Part 3 of River Crossing Complex	Construct new US 422 bridge structure over the Schuylkill River for westbound traffic Replace existing US 422 structure over the Schuylkill River (sufficiency rating 44.1) for eastbound traffic Replace US 422 structure over Indian Lane (sufficiency rating 69.1) Replace US 422 structure over the Schuylkill River Trail (sufficiency rating 62.5) Replacement PA 23 structure over US 422 (sufficiency rating 24.8) Construct new flyover ramp from US 422 eastbound to PA 23 (See MPMS #16489 for the Old Betzwood Bridge)
PA	US 422, Schuylkill River Bridge Over Schuylkill River (M2A-Stowe)	Reconstruct bridge carrying SR 0422 over Schuylkill River to repair the fracture crack that was found in 2003 and required closure of the bridge followed by the emergency repair work New structure will have a multi-girder superstructure Structural improvements also include the replacement and extension of two (2) culverts
PA	US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex	Part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park Environmental clearance for various components undertaken through MPMS #46954 PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp and west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and new parallel four (4) lane bridge US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange Rebuild Old Betzwood Bridge Bike/Pedestrian Trail as a bike/pedestrian bridge only (MPMS# 16703) Early action interim project to provide timely and effective relief to WB afternoon congestion until the long range projects can fully advance (MPMS #74648)
PA	W Girard Ave O/CSX (Bridge)	Rehab/replace state bridge over the CSX rail line on US 30 (W Girard Avenue) between Parkside Avenue and the Schuylkill Expressway in Philadelphia Structurally Deficient bridge breakout project from MPMS #88706
PA	Woodbourne Road/Lincoln Highway Intersection Improvements	Add through lanes, right turn lanes, and left turn lanes along Woodbourne Road from Terrace Road to First Street Modify traffic signal for intersections of Old Lincoln Highway and Lincoln Highway with Woodbourne Road Add right turn lanes and lengthen existing left turn lanes
NJ	Atlantic City Expressway Widening	Widen from 5 lanes to 6 lanes from Route 73 to Atlantic County
NJ	Delancy Street, Avenue I to Avenue P	1.1 miles improvements to reduce flooding, raise level of service, for passenger and freight traffic near Routes 1&9
NJ	Garden State Parkway Interchange 91 improvements	Add complete set of on/off ramps to the GSP at exit 91 to increase access to highway, reduce detour driving
NJ	Garden State Parkway Interchange Improvements in Cape May	Improve intersections to address grade-separated interchanges at Shell Bay Ave, Stone Harbor Boulevard, and Crest Haven Road
NJ	Garden State Parkway Widening exits 63-80	Widen Garden State Parkway exits 63-80

Geography		Other Transportation Project - Highway
State	Name	Description
NJ	I-295 / NJ 42 / I-76 Connection	Eliminate shared road portion of I-295 and NJ 42 to improve freight flow and relieve congestion
NJ	I-295 at NJ 38	Add missing movement to interchange at NJ 38
NJ	NJ 42 Freeways	Reconstruct NJ 42 from I-295 to AC Expressway
NJ	NJ Turnpike Widening from Exit 6 through Exit 9	Continue separated highway to Exit 6 for PA turnpike to add needed passenger and freight capacity on the highway and improve connection to PA Turnpike
NJ	NJ Turnpike Widening from the Delaware Memorial Bridge to Exit 4	Add one lane in each direction to complete a minimum of three lanes in each direction for the length of the NJ Turnpike
NJ	Garden State Parkway Interchange 125 (Phase 1)	Parkway Interchange 125 (Phase 1)
NJ	Garden State Parkway Interchange 142 Improvements	Parkway Interchange 142 Improvements
NJ	Portway, Passaic River Crossing - freight	Portway, Passaic River Crossing - freight
NJ	Route 295/42/I-76 Direct Connection	Construct direct connection between 295 and 42 and 76 Widen I-76
NJ	Route 295/42/I-76 Direct Connection ITS	Integrate ITS with 295/42/76 interchanges for congestion relief
NJ	Route 78 PA State Line to NJ Turnpike ITS Improvements	Route 78 PA State Line to NJ Turnpike ITS Improvements
NJ	Route 78, Pittstown Road (Exit 15) Interchange Improvements	Improve intersections to relieve on/off ramp congestion and queuing traffic
NJ	Route 80, route 46 to West of Change Bridge Road, ITS Improvements	Route 80, route 46 to West of Change Bridge Road, ITS Improvements
NJ	Route 80-Route 15 Interchange	Connect missing links to allow all movements
NJ	Scudder Falls Bridge (I-95) Reconstruction and Widening	Widen bridge to 3 lanes in each direction, make improvements to interchange with NJ 29
NJ	Goethals Bridge Replacement Project	Replace functionally obsolete crossing; the bridge carries I-278 and connects directly with I-95/NJ Turnpike
NY	Goethals Bridge Replacement Project	Replace functionally obsolete crossing; the bridge carries I-278 and connects directly with I-95/NJ Turnpike
NY	River Parkway at Gun Hill Road Realignment	Realign Bronx River Parkway Mainline to Gun Hill Rd exit Construct deceleration lane in NB direction Widen existing ramps to two lanes Install concrete median barrier to reduce accidents and improve safety
NY	Atlantic Avenue Extension	Design and construct Atlantic Ave extension to improve access to Jamaica Station Transit Hub at Sutphin Blvd, from VWE Extend Atlantic Ave through an existing mapped ROW
NY	Elm Street Bypass: Colonie	Construct new two-lane road from NY32 to Lansing Lane, Maplewood, Town of Colonie, Albany County
NY	I-87 Exit3-4 Improvement - Part 1	Reconstruct Exit 4 to improve access to Wolf RD/Airport and address operational issues
NY	I-90 Exist 8 Connector Phase 2 ITS Demonstration	Install ITS Currently estimated to cost \$750M Additional funding dependent on identifying another fund source
NY	Kew Gardens / VWE Interchange Improvements	Rehabilitate bridges Widen Van Wyck Expressway for operational and safety improvements in Queens County
NY	Nassau County Incident Management	Install incident management system to maximize efficiency of traffic flow along major arterials
NY	Route 17 Upgrade to I-86: Exit 130A to Exit 131	Add ramp from Route 32 SB to Route 17 EB
MA	Bridge Street in Salem	Widen Bridge Street (Route 1A) from Flint Street to Washington Street to two lanes in each direction
MA	I-93/I-95 Interchange in Reading, Stoneham, Wakefield, & Woburn	Improve safety at the junction of Interstate 93 and Interstate 95, through multiple highway and transit improvements that brings infrastructure renewal and adds local transit capacity
MA	I-93/I-95 Interchange in Canton	Replace and construct ramps Construction connection road between I-95 and I-93 Widen Dedham St. to 4 and 5 lanes
MA	I-93/Route 3 Interchange in Braintree	Addresses mobility and safety issues of the Braintree Split
MA	I-95 Northbound/ Dedham St. Ramp/ Dedham St. Corridor in Canton	Construct a new ramp from Interstate 95 northbound to Dedham Street in Canton
MA	Interchanges at I-495/I-90 and I-495/Route 9	Interchanges at Interstate 495/Interstate 90 and Interstate 495/Route 9 will be improved to address existing and future safety and capacity deficiencies.
MA	Lowell Junction Interchange	Construct a new highway interchange on Interstate 93 between Exit 42 (Dascomb Road) and Exit 41 (Route 125) to provide improved access from Interstate 93 to the industrial and office properties in the Lowell Junction area (at the Tewksbury-Wilmington border)

Other Transportation Project - Highway		
Geography		
State	Name	Description
MA	Middlesex Turnpike Improvements, Phase III in Bedford, Burlington, & Billerica	Widen Middlesex Turnpike from 800 feet north of Plank Street to 900 feet north of Manning Road to provide two lanes in each direction, making it a four-lane highway with a median
MA	Montvale Avenue in Woburn	Arterial and intersection improvement project along Montvale Avenue from Central Street to east of Washington Street in the City of Woburn
MA	Needham St./ Highland Ave./ Winchester Steet Newton & Needham	Needham Street will remain a three-lane cross-section from the Needham Street/ Winchester Street/Dedham Street intersection in Newton to the bridge over the Charles River at the Needham town line
MA	Route 1 Improvements in Malden, Revere, Saugus	Widen Route 1 from four to six lanes between Copeland Circle (Route 60) and Route 99
MA	Route 126/Route 135 Grade Separation in Framingham	Construct a 700-foot, below-grade underpass (one travel lane in each direction) from Park Street to Irving Street, allowing through traffic on Route 126 (Concord Street) to pass underneath Route 135 (Waverly Street) and the railroad tracks
MA	Route 18 Capacity Improvements in Weymouth	Widen Route 18 to two continuous lanes in each direction (with four-foot shoulders) between Highland Place/Charmada Road (south of Middle/West Street) in Weymouth and Route 139 in Abington
MA	Route 53 Final Phase in Hanover	Widen Route 53 from two to four lanes in Hanover between Route 3 and Route 123, a distance of 0.26 mile
MA	Sullivan Sq./ Rutherford Avenue in Boston	Transform the corridor's highway-like design into a multimodal urban boulevard Rutherford Avenue corridor in the Charlestown neighborhood of Boston extends about 1.5 miles from the North Washington Street Bridge to the Sullivan Square MBTA Orange Line station
MA	Trapelo Road in Belmont	Reconstruct Trapelo Road from the Cambridge city line to Waverly Oaks Road (Route 60), a length of 2.5 miles to provide traffic signal, sidewalk, bicycle, and streetscape improvements

Geography		Non-Transportation Projects	
State	Project Name	Description	
VA	Potomac Shores Development	A public private partnership to spur new development, which includes the Potomac Shores VRE Station.	
DC	Navy Yard Master Plan	The National Capital Planning Commission (NCPC) approved the final master plan for the Washington Navy Yard submitted by the master plan for the Department of the Navy. However, the proposed conversion of the Admiral Willard Park into a surface parking lot was not approved. Includes addition of a 100 foot green buffer along the Potomac River riverfront.	
MD	Executive Order 01.01.2014.14 Strengthening Climate Action in Maryland	Executive Order expanding and modifying the Maryland Commission on Climate Change requiring state agencies to integrate GHG reduction act, consider climate change impacts, and the Commission will report every year beginning Nov 15 2015 on status of the State's efforts to address the causes and consequences of climate change, including future plans and recommendations for legislation, if any, for consideration by the General Assembly.	
DE	Brownfield Redevelopment	Brownfield redevelopment plan to reuse 29 acres of mostly vacant and idle land east of the city's most-active Riverfront redevelopment area, near the Southbridge community. Christina River LLC, led by owners of an export company off Pyles Lane in New Castle, secured the 10-year, 1 percent interest loan From the Department of Natural Resources and Environmental Control for the former New Arc Welding property. The site lies off Commerce Street partly along the Christina River, roughly opposite the 7th Street Peninsula.	
DE	First State National Monument	First State National Monument's boundary encompasses a little over 1,000 acres of federal, state, and city lands in Kent and New Castle Counties in Delaware. This is a new national park which consists of the Woodlawn Tract, New Castle Court House, New Castle Green, and Dover Green.	
DE	DAQ's 2015 Air Toxics Strategic Plan (2015 - 2019)	The Division of Air Quality's Air Toxics Strategic Plan (ATSP) is a five-year plan of activities to be undertaken by Division of Air Quality (DAQ) and its partners to reduce the risk of adverse health effects caused by the inhalation of air toxics.	
PA	Ardmore Redevelopment Project	A redevelopment in downtown Ardmore is back on track after the state restored \$10.5 million in grants that were previously pulled from the project. Carl Dranoff, president of Dranoff Properties, said the funding was critical for a high-rise apartment and retail complex across from the Ardmore train station.	
CT	Stamford Transportation Center Transit Oriented Development (TOD)	<p>The TOD project will include approximately 600,000 SF of commercial office space, 60,000 SF of street level retail space, a hotel with approximately 150 rooms and about 150 residential units. The purpose of the proposed project is to:</p> <ul style="list-style-type: none"> - Replace the aging 727-space original parking garage that services the Stamford Transportation Center with low maintenance, long service life facilities that accommodated a minimum of 1,000 spaces. - Expand the availability of parking and improve multimodal traffic, bicycle, and pedestrian flow around the Stamford Transportation Center and Station Place - Minimize the public costs for construction and ongoing operations and maintenance of the parking facilities serving the Stamford Transportation Center by promoting TOD which leverages and enhances the multimodal public transportation services provided by the Stamford Transportation Center 	
CT	Hill-to-Downtown Community Plan	The Hill-to-Downtown Community Plan is the result of a 12-month collaborative effort between community stakeholders and the City of New Haven to understand the challenges and opportunities facing this key city district. Critical sponsorship and leadership for the project was provided by the US Department of Housing and Urban Development, the CT Department of Economic Development, and the CT Department of Transportation.	
CT	Downtown Crossing/Route 34 East project	<p>At Full Build, the Downtown Crossing/Route 34 East project will reclaim 10 acres of land, currently occupied by expressway stubs and ramps, and make it available for development, including residential, retail, and health care and research facilities. The new city streets will be designed at a scale suitable and safe for all forms of transportation: pedestrians, bikes, public transit, and vehicles.</p> <p>A primary goal of the Downtown Crossing/Route 34 East project is to develop a livable, walkable community while providing local and regional connectivity. With housing and shopping linked to nearby transit and more comfortable streets for pedestrians and bicycles, this project will encourage increased physical activity and reduce air and noise pollution associated with automobile travel, supporting the City's sustainable growth objectives.</p>	
MA	Assembly Station	The MBTA opens Assembly Station. Assembly provides a link from Somerville's Assembly Row to Boston and is key to creating transit-oriented development in the area, MBTA officials said. Those plans call for more than 2.8 million square feet of office space; 635,000 square feet of retail shops, restaurants, and other entertainment outlets; and 1,813 homes at the site.	

Geography	Non-Transportation Projects	
State	Project Name	Description
MA	Rehab of Springfield Union Station	In December 2014, the Springfield City Council authorized spending \$3.2 million toward the long-awaited, \$75.6 million Union Station intermodal transportation project.