Summary of Pre-Applications Submitted By NYSDOT on July 10, 2009 to FRA for potential ARRA funding.

Project Name	Requested Funding	Funding Track
Construct 2nd Main Track Albany -Schenectady	**$75.24M**	**Track 1 Project - Final Design and Construction**

This project proposes to improve the reliability of a critical connecting link in the Empire Corridor improving passenger train operations, by constructing a 2nd main track between the Schenectady and Rensselaer stations between CP 146 and CP 156 and rehabilitating CP 160. The existing single track line requires trains to wait at either Schenectady Station or the Albany-Rensselaer Station, for up to 18 minutes for the rail line to clear when another train is traveling in the opposing direction. The grade crossings within the project will be improved by upgrading existing warning device systems to include automatic flashers and gates, and predictors at Lincoln Avenue, Morris Road, and Cordell Road crossings in Colonie. This project is a ready to go project and a component of the Funding Track 2 - Empire Corridor Application, as described in the Funding Track 2 preapplication.

This project will construct a 2nd track between the Schenectady and Rensselaer stations between CP 146 and CP 156 and rehabilitating CP 160. This project includes improving grade crossings, upgrading existing warning device systems to include automatic flashers & gates, & predictors at Lincoln Ave, Morris Rd, and Cordell Rd crossings. The project also include realigning the existing track in some areas. Since there previously had been two or more tracks at this location, the proposed work fits on the railroad's existing road bed and within the existing Right of Way. The project also includes bridge rehabilitation.

Construction start date: 04/01/2010
Construction completion date: 09/01/2012
Service improvements realized: 09/01/2012

Complete Rensselaer Intermodal Station Capacity Improvement	**$29.39 M**	**Track 1 Project - Final Design and Construction**

This project will eliminate delays and improve travel times by completing the 4th station loading track at the Albany-Rensselaer Rail Station, including required modifications to adjacent interlockings and train control signal systems, and reconfigure interlockings at CP-142, CP-143 and CP-144 to optimize train operations into and out of the station, including movement of trains in and out of the adjacent shop facility and the turning, servicing and storage of trains between runs. Realign main tracks at CP 142 to allow Amtrak trains using the Hudson Line to approach the Rensselaer Rail Station on a clear train control signal indication, avoiding delays. This project was awarded $1.25M from the FRA for preliminary engineering.

Construction start date: 4/2010
Construction completion date: 9/2012
Service improvements realized: 9/2012

Livingston Avenue Bridge (LAB) Replacement	$8.0 M DESIGN ONLY	Track 1 Project - Preliminary Design and NEPA
This project would construct a new movable structure crossing the Hudson River for passenger service adjacent to the existing Livingston Avenue Bridge. The proposed structure would satisfy current standards including double track service at 40 mph, standard 23 ft vertical clearance and Normal Cooper E-80 loading. The scope of work would include building a replacement structure on adjacent alignment while maintaining rail traffic on the existing bridge. Once the new bridge is in service, the existing structure would be removed. This alternative assumes the new structure will have a service life of at least 75 years. The new movable span will satisfy Coast Guard requirements. **Total project cost: $199.9M** **Construction start date: 04/2011** **Construction completion date: 12/2014** **Service improvements realized: 12/2014**		
Complete Niagara Falls International Rail Station/Intermodal Transportation Center Development	**$14.51M**	**Track 1 Project - Final Design and Construction**
Upgrade Canadian National Railway undergrade bridge over Whirlpool Street; Construct retaining wall at north edge of existing railroad embankment from former Customs House east to CSXT undergrade bridge over Main Street; Shift existing CSXT Single Track Main southward on existing embankment; Reconfigure CP-28 to add 1 turnout for east end of new Station Track & remove 1 turnout to abandoned Canadian Pacific Railway Niagara River Bridge; install new turnout in CN Single Main Track for west end of new Station Track, and construct new Station Track on existing embankment, north of existing Single Main Track **Construction start date: 04/2010** **Construction completion date: 09/2012** **Service improvements realized: 10/2010**		
Capacity Improvement – CPR CPC 33-35 (Ballston Spa)	**$5.60 M**	**Track 1 or 4 Project - Final Design and Construction**
This project will improve capacity by constructing a second main line track from CPC-33 to CPC-35 on the busy south approach to the Saratoga Passenger Station and Saratoga Springs Yard. The host railroad has noted about 79 annual delays occur to Amtrak between Ballston Spa and Saratoga, some delays as long as 29 minutes. The source of these delays is passenger trains meeting passenger trains and/or passenger trains encountering a conflict with a long freight train. The source of these passenger train delays will be mitigated by this project. **Construction start date: 04/01/2010** **Construction completion date: 12/31/2010** **Service improvements realized: 12/31/2010**		

Schenectady Station Construction	**$12.96M**	**Track 1 Project - Final Design and Construction**
No further information currently available.		
Grade Crossing Safety Improvements - Hudson Line, MP 75 Through 143	**$2.17 M**	**Track 1 Project - Final Design and Construction**
Improve safety and passenger rail operations by installing grade crossing active warning device, roadway approach, and/or pedestrian improvements. **Construction start date: 06/2010** **Construction completion date: 05/2011** **Service improvements realized: 05/2011**		
Green Avenue Grade Crossing, Hudson Line, Castleton-on-Hudson	**$0.75M**	**Track 1 Project - Final Design and Construction**
The project will eliminate the need for fuel trucks to cross the High Speed Passenger Rail line and will improve the safety for vehicular traffic and the High Speed passenger trains that use this Rail Road crossing. The project includes installing underground chase pipe system and dedicated parking area for fuel delivery **Construction start date: 04/2010** **Construction completion date: 12/2010** **Service improvements realized: 12/2010**		
Grade Crossing Improvements - Chicago Line, MP 164 thru 430	**$4.55M**	**Track 1 Project - Final Design and Construction**
Improve passenger rail operations by installing grade crossing active warning device, roadway approach, and/or pedestrian improvements **Construction start date: 06/2010** **Construction completion date: 05/2011** **Service improvements realized: 05/2011**		
Grade Crossing Improvement - Center Street - Village of Fonda	**$0.6 M**	**Track 1 Project - Final Design and Construction**
Improve pedestrian safety at Center Rd crossing through new sidewalks adjacent to crossing; installing pedestrian channelization devices and improving interface with crossing warning devices. **Construction start date: 06/2010** **Construction completion date: 05/2011** **Service improvements realized: 05/2011**		

Grade Crossing Improvements - Niagara Branch, Ensminger Road and Franklin Street in Tonawanda	**$0.2M**	**Track 1 Project - Final Design and Construction**
Improve passenger rail operations by constructing grade crossing active warning device, roadway approach, and/or pedestrian improvements **Construction start date: 06/2010** **Construction completion date: 05/2011** **Service improvements realized: 05/2011**		
Syracuse Station Track Improvements	**$ 11.56M**	**Track 1 Project - Final Design and Construction**
Add a second platform track at the Syracuse Station, including completion of the Park Street Bridge, and the necessary modifications to the interlockings for the connection to existing Track 7 and then to the CSXT Mohawk Subdivision (former Conrail Chicago Main Line). This project will add a second Syracuse Station Platform Track (proposed Track 6 south of the existing platform on an existing previously graded embankment), complete the Park Street Bridge (west of the exsiting station platform) , and modify the interlockings CP-291 (MP QC-291.5 west of the Station) and CP-290 (MP QC-290.4 east of the Station) for the connection of new Track 6 to the existing Track 7, and then to the Mohawk SD (former Conrail Chicago Main Line). This eliminates delays due to two trains currently unable to be in Syracuse Station at the same time. **Construction start date: 04/01/2010** **Construction completion date: 09/01/2012** **Service improvements realized: 09/01/2012**		
Adirondack Corridor Service Reliability Initiative including Freight Subdivision and Canadian Subdivision Grade Crossing Improvements.	**$12.34M**	**Track 1 Project - Final Design and Construction**
Continue to replace jointed rail with continuously welded rail (CWR), replace ties, drop ballast, stabilize subgrade and surface track on the Canadian SD. Construct a small (approx. 10 ft x 15 ft) building for CBP and about 1000 feet of gravel access road adjacent to the Connection Track used by Amtrak, between the Canadian National Railway Rouses Point SD and the CPR Canadian SD in Rouses Point for inspection off the Main Line. Upgrade approach circuitry for highway/railroad grade crossing warning devices for 70 crossings total, of which 3 crossings are on the Freight SD and 67 crossings are on the Canadian SD **Construction start date: 04/01/2010** **Construction completion date: 09/01/2012** **Service improvements realized: 09/01/2012**		

Dedicated Passenger Track Initiative Phase 1 - Schenectady to Amsterdam (CP-160 to CP-173)	**$ 46.6M DESIGN ONLY**	**Track 1 Project - Preliminary Design and NEPA**

This project would initiate preliminary engineering and environmental analysis for a portion of the corridor identified as an early action segment based on the anticipated ease of implementation on the existing railroad roadbed. The project proposes to construct an dedicated passenger track for 110 mph operations and increased frequencies within the existing railroad right-of-way.

Construction start date: 04/2011
Construction completion date: 12/2013
Service improvements realized: 12/2013

Dedicated Passenger Track Initiative Phase 1 - Amsterdam to Fonda (CP-175 to CP-203)	**$ 115.2 M DESIGN ONLY**	**Track 1 Project - Preliminary Design and NEPA**

This project would initiate preliminary engineering and environmental analysis for a portion of the corridor identified as an early action segment based on the anticipated ease of implementation on the existing railroad roadbed. The project proposes to construct an dedicated passenger track for 110 mph operations and increased frequencies within the existing railroad right-of-way.

Construction start date: 04/2011
Construction completion date: 12/2013
Service improvements realized: 12/2013

Dedicated Passenger Track Initiative Phase 1 - Savannah to Lyons (CP-323 to CP-334)	**$ 57.6 M DESIGN ONLY**	**Track 1 Project - Preliminary Design and NEPA**

This project would initiate preliminary engineering and environmental analysis for a portion of the corridor identified as an early action segment based on the anticipated ease of implementation on the existing railroad roadbed. The project proposes to construct a dedicated passenger track for 110 mph operations and increased frequencies within the existing railroad right-of-way.

Construction start date: 04/2011
Construction completion date: 12/2013
Service improvements realized: 12/2013

Dedicated Passenger Track Initiative Phase 1 - Rochester to Chili (CP- 373 to CP-380)	**$ 33.6M DESIGN ONLY**	**Track 1 Project - Preliminary Design and NEPA**

This project would initiate preliminary engineering and environmental analysis for a portion of the corridor identified as an early action segment based on the anticipated ease of implementation on the existing railroad roadbed. The project proposes to construct a dedicated passenger track for 110 mph operations and increased frequencies within the existing railroad right-of-way.

Construction start date: 04/2011
Construction completion date: 12/2013
Service improvements realized: 12/2013

Niagara Branch Signal System Capacity Improvements	$ 4.56M	Track 1 Project - Final Design and Construction
Remove existing Rule 251 signal equipment on the CSXT Niagara SD between MP QDN-7.5 to MP QDN-17.2, and replace with new Rule 261 equipment as well as interlocking at CP-8, CP-9 and CP-17; establish a new CP-10 with universal crossovers by relocating and consolidating existing hand thrown crossovers from MP QDN-9.3 and MP QDN-14.1; establish a new CP at MP QDN-1.5 connection to Avenue IT; upgrade track and signal system as required from Avenue IT connection to Buffalo Terminal SD at CP-1 to Niagara SD CP-28. **Construction start date: 04/01/2010** **Construction completion date: 09/01/2012** **Service improvements realized: 09/01/2012**		
Hudson Subdivision Rock Slope Stabilization	**$ 1.2M**	**Track 1 Project - Final Design and Construction**
Rock cut faces are more than a century old with minimal maintenance, and over time freeze-thaw and weathering processes have made the faces unstable. Existing slide fences trip railroad signals to keep trains from hitting fallen rock on tracks, but these devices do not always work in all circumstances and do not eliminate the delays caused by occasional rock slides. Scale and stabilize rock slopes on Hudson Subdivision to minimize activation of slide fences, which cause delays. Project will improve reliability. Scale and stabilize rock slopes on Hudson Subdivision to minimize activation of slide fences, which cause delays. Project will improve reliability. **Construction start date: 04/01/2010** **Construction completion date: 09/01/2012** **Service improvements realized: 09/01/2012**		
Hudson Subdivision Small Bridge Replacements	**$12.0M**	**Track 1 Project - Final Design and Construction**
Replace the existing small open deck girder bridge spans, and ballast pocket floor through plate girder bridges, with ballast deck bridges. On ballast deck bridges, the rails are anchored directly to timber track ties supported in the ballast section. The ballast bridge deck requires a floor to support the ballast section, which floor transfers loads directly to the bridge superstructure. The type of floor to be provided, such as a structural steel plate floor or a concrete slab floor, will depend on engineering and cost evaluations. Convert remaining short span (< 40 ft) open deck bridges and ballast pocket floor through plate girder bridges, to ballast deck at multiple locations. With respect to item (18), Amtrak leases part of the Hudson SD and maintains the track beginning at MP QC-123.86 (vicinity of CP-124) on Track #1 and MP QC-125.67 (vicinity of CP-125) on Track #2, collectively referred to as “Stuyvesant”, though the project limits to MP QC-161.5, “Sandbank”, where Amtrak ownership begins. Amtrak ownership ends at MP QC-168.3, where CSXT ownership and the Amtrak leasehold resume. The Amtrak leasehold ends at CP-169 (MP QC-169.7). NYSDOT understands that, under terms of the lease agreement between Amtrak and CSXT, CSXT and not Amtrak is responsible for maintenance of bridges, however, on a case-by-case basis Amtrak may actually perform capital work on some bridges for CSXT. **Construction start date: 04/01/2010** **Construction completion date: 09/01/2012** **Service improvements realized: 09/01/2012**		

Hudson Station Platforms and Track Alignment	**$0.79M Design Only**	**Track 1 Project - Preliminary Design and NEPA**
No further information currently available.		
New Control Points – Hudson Division MP 99, 82, and 136	**$ 31.80M**	**Track 1 Project - Final Design and Construction**
Construct new universal interlockings at approximately Milepost QC 99, Milepost QC 82 and Milepost QC 136, with crossovers and associated signal system modifications, including approach blocks. With respect to all three interlockings, NYSDOT is evaluating the costs and benefits of installing either # 32.7 or # 20 crossovers. **Construction start date: 04/01/2010** **Construction completion date: 09/01/2012** **Service improvements realized: 09/01/2012**		
Buffalo - Depew Station Improvements	**$ 0.573 M**	**Track 1 Project - Final Design and Construction**
General state-of-good-repair and ADA accessibility, consisting of: Reconstruction of platform, tactile strip, and construction of associated ramps and railings, reconstruction of ticket counter, and improved signage package. **Construction start date: 4/2010** **Construction completion date: 9/2012** **Service improvements realized: 9/2012**		
Rochester Station Improvements	**$1.145M**	**Track 1 Project - Final Design and Construction**
General state-of-good-repair and ADA accessibility, consisting of reconstruction of platform, tactile strip, and construction of associated ramps and railings, reconstruction of ticket counter, ADA restrooms, improved signage package, and installation of Amtrak Emergency Phone on platform. **Construction start date: 4/2010** **Construction completion date: 9/2012** **Service improvements realized: 9/2012**		

Stuyvesant Third Track and Interlocking Improvements	**$ 41.76 M**	**Track 1 Project - Final Design and Construction**

Increase capacity at the junction of CSXT Hudson and Schodack Subdivisions, by providing a way for freight trains to meet or pass without consuming Hudson SD capacity while doing so. By keeping stopped freight trains off the two main tracks of the Hudson SD, passenger trains can move through the territory without delay. This could be accomplished by extending the Schodack SD southward as new Track 4 between CP-125 and a new CP-123, retiring CP-124 and creating full 3 track universal interlockings at both new CP-123 and existing CP-125. This could also be accomplished by restoration of the previously removed Track #3 from the Schodack SD to CP-124 on the Hudson SD. CSXT road freight trains to and from NYC all operate over the Schodack SD at CP-125 to enter or leave the Hudson SD. New signal devices and system design should be compatible with future implementation of Positive Train Control (PTC) in compliance with federal law.

The goal to improve capacity at this junction could be achieve by double tracking the Schodack SD or by re-installing a third Main Track on the Hudson SD. Options include: A. Extend the Schodack SD from MP QG-1.3 southward on the west side of the ROW as new Hudson SD Track 4 between CP-125 (Mile Post QC-125.6) and a new CP-123, retiring CP-124 (MP QC-123.7) and create full 3 track universal interlockings at both new CP-123 and existing CP-125; or B. Restore the previously removed Track #3 on the Schodack SD from MP QG-5.0 to Hudson SD CP-124 on the east side of the ROW and reconfigure CP-124 and CP-125 as three track universal interlockings.

Construction start date: **04/01/2010**
Construction completion date: **09/01/2012**
Service improvements realized: **09/01/2012**

Amsterdam Station Improvements	**$0.30M**	**Track 1 Project - Final Design and Construction**

General state of good repair and ADA accessibility, consisting of: Reconstruction of platform, tactile strip, and construction of associated ramps and railings, Reconstruction of ticket counter, Reconstruction of unisex ADA restroom and associated interior repairs, Construction of new ramp at entrances, Installation of signage and PIDS, Installation of AMTRAK Emergency Phone, Installation of TTY/TDD phone

Construction start date: **8/2010**
Construction completion date: **12/2011**
Service improvements realized: **12/2011**

Moynihan Station-Train Hall and Infrastructure	**$398.17MM Portion of total project cost**	**Track 1 Project - Final Design and Construction**

New train hall in the Farley Post Office Building, with underground access to platforms and tracks in Penn Station; new ADA-compliant passenger amenities including ticketing and waiting areas, information displays, and customer service facilities; back-of-house space for railroads, and retail space; approximately 30 new vertical access points to the tracks below; new platform ventilation; and expansion of the existing 33rd Street Corridor for direct, ADA-compliant connection between Moynihan and Penn Stations.

Construction start date: **04/2010**
Construction completion date: **Fall 2014**
Service improvements realized: **Fall 2014**

Hudson Subdivision: Signal Reliability Improvements - Train Control System Communications Modernization	**$12.6M**	**Track 1 Project - Final Design and Construction**

Modernize CSXT Hudson Subdivision train control system communications by removing the existing pole line & associated cable between Poughkeepsie CP-75 and Rensselaer CP-144.2- Replace signal control system communications between the existing Automatic Block Signals, Slide Detector Fences, Controlled Points, and Train Dispatcher or Operator locations either with buried cable or secured wireless radio technologies, depending on engineering and cost evaluations. Install new signal control cabinets, as appropriate. Make minor modifications to the components of the existing ABS signals; signals at the CP's; SD Fences; & Train Disp/Operator equipment, as necessary, to accommodate the changes.

Construction start date: 04/01/2010
Construction completion date: 09/01/2012
Service improvements realized: 09/01/2012

Mohawk Valley: Empire Corridor Congestion Relief	**$15.12M**	**Track 1 Project - Final Design and Construction**

Install new Automatic Block Signals at five locations: 1. MP QC-177.8: Westbound Automatic Block Signal on both tracks; 2. MP QC-233: Eastbound and westbound ABS signals on both tracks. 3. MP QC-237.3: Eastbound Automatic Block Signal on both tracks. 4. MPQC-237.7: Westbound Automatic Block Signal on both tracks; 5. MP QC-251.1: Eastbound Automatic Block Signal on both tracks; B. Modify existing controlled point signals at CP-235 and CP-239 to display a "Restricting" indication for following moves on both eastbound and westbound on both tracks; C. Upgrade CP-175, CP-207 and CP-239 to "universal interlockings".

Construction start date: 04/01/2010
Construction completion date: 09/01/2012
Service improvements realized: 09/01/2012

Syracuse: Empire Corridor Congestion Relief	**$7.62 M**	**Track 1 Project - Final Design and Construction**

Construct track and signal improvements along the CSX Mohawk Subdivision in the Syracuse area. Work includes improvements at DeWitt Yard to remove train classification and other yard movements from the main line tracks utilized by Amtrak and through freight trains. Work also includes upgrades to track serving Syracuse Passenger Station Platform.A. DeWitt Yard East End: Modify CP-278 by the installation of one additional crossover and upgrade Track #4 and "Add-A-Block" Track to a Main Track under control of the Train Dispatcher from CP-278 to CP-283. Dewitt Yard East End: Modify CP-282 by the installation of one additional crossover. CP-286 to CP-290: Upgrade four miles of Track #7 Runner to 60 MPH from 30 MPH; upgrade Track #7 Runner Signal System from Rule 251 Operation (One-way Westbound) to Rule 261 (Two-Way); upgrade selected crossovers from #15 turnouts to #26.5 turnouts at CP-286, CP-290, and CP-291.

Construction start date: 04/01/2010
Construction completion date: 09/01/2012
Service improvements realized: 09/2012

South Rensselaer Port Connector	7.20M	Track 1 Project - Final Design and Construction

Amtrak is running trains up to 110 mph at this location. In this area there are two at-grade crossings, one of which is located on a curve and is un-signalized. The unsignalized crossing is being used by farmers who farm land on both the east and west sides of the track. Due to the high speed of the trains and the slow speed of the farm equipment, there is a high collision and train derailment potential at this location, presenting a safety hazard. This project will eliminate the need for two at-grade crossings by constructing, improving passenger rail safety by constructing a grade separated connector road over the railroad providing a southern access point to American Oil Road from NYS Route 9J, as an alternative route for farm vehicles, emergencies vehicles, and public access to the Papscanee Preserve and the South Rensselaer Port.

This project will provide a 701m long connector road between Route 9J and American Oil Road. The proposed vertical alignment will provide a minimum clearance height of 7.1m, and a design length of 34m over the railroad tracks.

Construction start date: 4/2010
Construction completion date: 9/2012
Service improvements realized: 9/2012

Ripley Grade Crossing Elimination	30.96M	Track 1 Project - Final Design and Construction

Design and construct a grade-separated structure to carry State Route 76 over/under the parallel Main Lines of the CSXT Lake Shore Subdivision (over which Amtrak's Lake Shore Limited operates) and the NS Lake Erie District, which both bisect the Town of Ripley in western New York State. The project will facilitate elimination of up to 10 local at-grade crossings.
New signal devices and system design should be compatible with future implementation of Oositive Train Control (PTC) in compliance with federal law.

Design and construct a grade-separated structure to carry State Route 76 over/under the two parallel Main Lines of the CSXT Lake Shore SD at approximately MP QD-65.3 and the NS Lake Erie District at approximately MP B-66.3. Eliminate up to ten grade crossings, five over each Main Line, at: Shaver St., State St (SR-76), Goodrich St., Maple Ave, and Loomis Street. Minor track and signal relocations for the CSXT and NS approaches to the new structure will be required. The CSXT and NS lines here comprose the heaviest-used rail corridor in New York State outside the metropolitan New York City area.

Construction start date: 04/01/2010
Construction completion date: 09/01/2012
Service improvements realized: 09/01/2012

Poughkeepsie -Schenectady Rail Corridor Reliability Improvement - ROW Acquisition	**The total cost is not yet determined, but remains subject to negotiation with the host railroad** **Track 1 Project - Final Design and Construction**

This project proposes to improve the reliability of a critical connecting link in the Empire Corridor by acquiring from the host railroad (CSX Transportation) the existing railroad right of way known as the Hudson Subdivision between QC-75.8 and QC-161.5 and between QC-168.3 and QC-169.7. By assuming ownership and control of this vital link in the Empire Corridor, the State will be better able to ensure that it is maintained and operated in a manner compatible with high speed passenger rail service, in furtherance of it vision for high speed rail across the State. The State has submitted other pre-applications for various other signal and track improvements within this particular corridor. Amtrak leases part of the Hudson SD and maintains the track beginning at MP QC-123.86 (vicinity of CP-124) on Track #1 and MP QC-125.67 (vicinity of CP-125) on Track #2 to MP QC-161.5. Amtrak owns from MP QC-161.5 to MP QC-168.3, where CSXT ownership and the Amtrak leasehold resume. The Amtrak leasehold ends at CP-169 (MP QC-169.7).

By assuming ownership and control of the right of way, the State will be better able to ensure its maintenance and operation in a manner compatible with high speed rail. The State has submitted other pre-applications for various other signal and track improvements within this particular corridor.

Construction start date: **04/01/2010**
Construction completion date: **09/01/2012**
Service improvements realized: **09/01/2012**

Empire State Intercity Passenger Rail System	**$7.76 Billion**	**Track 2 Program**

The Empire State Intercity Passenger Rail System Program along the Empire Corridor is described in the attachment. Building on projects identified under FRA's Track 1 funding, this program achieves the vision for New York State intercity passenger rail. Components of the program include 110 mph passenger rail service between Buffalo and Albany via a dedicated 3rd passenger track across the State (implemented in phases); track and signal improvements; enhancements to passenger/freight traffic access to stations; station improvements; an Empire platform in Moynihan Station; replacement and new equipment for expansion. This program will address critical bottlenecks in existing service, enhance safety, expand service, reduce travel time significantly, increase reliability and increase frequency.

Plan Goals:
Average daily round trips - (weekday)
13 NFL - ALB
24 ALB - NYP
On-time performance (OTP)
(at endpoint terminals) - 90%
Top speed (mph)
60 mph NFL - BFX
110 mph BFX - NYP
Average operating speed (mph) (between endpoint terminals)
70-90 mph

Construction start date: **2012**
Construction completion date: **2017**
Service improvements realized: **2014**

Poughkeepsie Mainline and Yard Improvements/CP 71 - CP 75 Triple Track-Congestion Relief	$4.3 million DESIGN ONLY	Track 1 Project - Preliminary Design and NEPA

This application is for Preliminary Engineering/NEPA environmental review of a project to improve the track and yard infrastructure that would remove a choke point for Amtrak Intercity Passenger Rail (IPR) through main line service in the Poughkeepsie vicinity, the northernmost terminus of Metro-North's Hudson Line service on the Empire Corridor. The purpose of the improvements is to maximize operating efficiency and reliability for current and planned intercity, commuter and freight operations in the area. The components of the proposed project are: Replace existing CP 72 with a new interlocking at CP 71 equipped with higher-speed turnouts; Extend Track 3 to CP 71 and upgrade it to meet Class 4 criteria and matching Class 4 segments of Tracks 1 and 2; and rehabilitate the former CSX "CNE" Yard into a single terminal yard for Metro-North to reduce an existing intercity rail chokepoint and minimize interference with and delays to intercity and freight operations. Both projects are included in the 2009 New York State Rail Plan and were recommended improvement projects in the Joint Users' Hudson Line Railroad Corridor Transportation Plan (2005).

Preliminary Engineering of the combined single new storage yard, interlocking relocation and speed upgrade, and extension and speed upgrade of existing siding.

Submitted project for PE/NEPA only (PE and design 08/2010-07/2011)
FD/Construction - 06/2013
Construction completion date: 12/2015
Service improvements realized: 2016

Croton Harmon to Poughkeepsie High Capacity Signal System	$100.44M	Track 1 Project - Final Design and Construction

This application is for final design and construction of a project to install a new high-capacity signal system between Croton-Harmon (CP-34) and Poughkeepsie (MP 75.8) on the Empire Corridor - Hudson Line. The system upgrade will provide for higher capacity and reliability to Amtrak and freight operations. The improvements will provide for close-headway high-capacity passenger-train operations while maintaining the ability to operate freight trains at 50 MPH Maximum Authorized Speed, almost doubling the operational capacity of the railroad and significantly cutting delays now experienced on the Hudson Line.

Install a new high-capacity signal system from CP-34 (Croton Harmon) to CP- 75 (Poughkeepsi) on the Hudson Line that will provide for close- headway high-capacity passenger-train operations while maintaining the ability to operate freight trains at 50 MPH Maximum Authorized Speed, almost doubling the operational capacity of the railroad and significantly cutting delays now experienced on the Hudson Line. Improvements include 1) New Signal system wayside equipment (Interlocking & intermediate locations); 2) New Highway grade crossing equipment with constant warning time for improved safety; 3) New Signal and communications cable system; and 4) New Signal power system

Construction start date: **9/2010**
Construction completion date: **09/2012 (Dependent on project funding and timing)**
Service improvements realized: **09/2012**

Positive Train Control	Cost Unclear	Track 1 Project - Preliminary Design and NEPA
The purpose of this project is to design and install a new Positive Train Control System ("PTC") on all Metro-North Railroad and MTA Long Island Rail Road main-line tracks on the NEC and/or Empire Corridor . PTC is a system to provide enforcement of civil speed and temporary speed restrictions; positive stop at interlockings and protection over switches improperly aligned; and protection of roadway workers. Late last year, Congress passed the Rail Safety Improvement Act of 2008 which requires, among other things, the development plan by April 2010 for installation of PTC on all commuter railroad main-line tracks. Full implementation of PTC on main-line tracks is required by December 31, 2015. This application is for the design phase. Through a joint procurement effort, the MTA Long Island Railroad and MTA Metro-North Railroad will award a single contract to a design consultant on behalf of both Railroads for the design effort. The project is being coordinated with Amtrak.		