JULY 2017

HIGHLIGHTS OF THE FRA'S RECORD OF DECISION

NEC FUTURE

NEC FUTURE
A Rail Investment Plan for the Northeast Corridor

The Federal Railroad Administration (FRA) sponsored the NEC FUTURE program to create a comprehensive plan for improving the Northeast Corridor (NEC) from Washington, D.C., to Boston, MA. Through NEC FUTURE, the FRA has worked closely with NEC states, railroads, stakeholders, and the public to define a common vision for the corridor's future.

JUNE 2012-MID 2015

Program begins and FRA collects input to inform alternatives development

TIER 1 DRAFT EIS PRESENTS
DISTINCT CHOICES FOR THE NEC

NOV 2015

NOV 2015-LATE 2016

Stakeholder input continues

TIER 1 FINAL EIS PRESENTS THE
PREFERRED ALTERNATIVE

DEC 2016

EARLY 2017

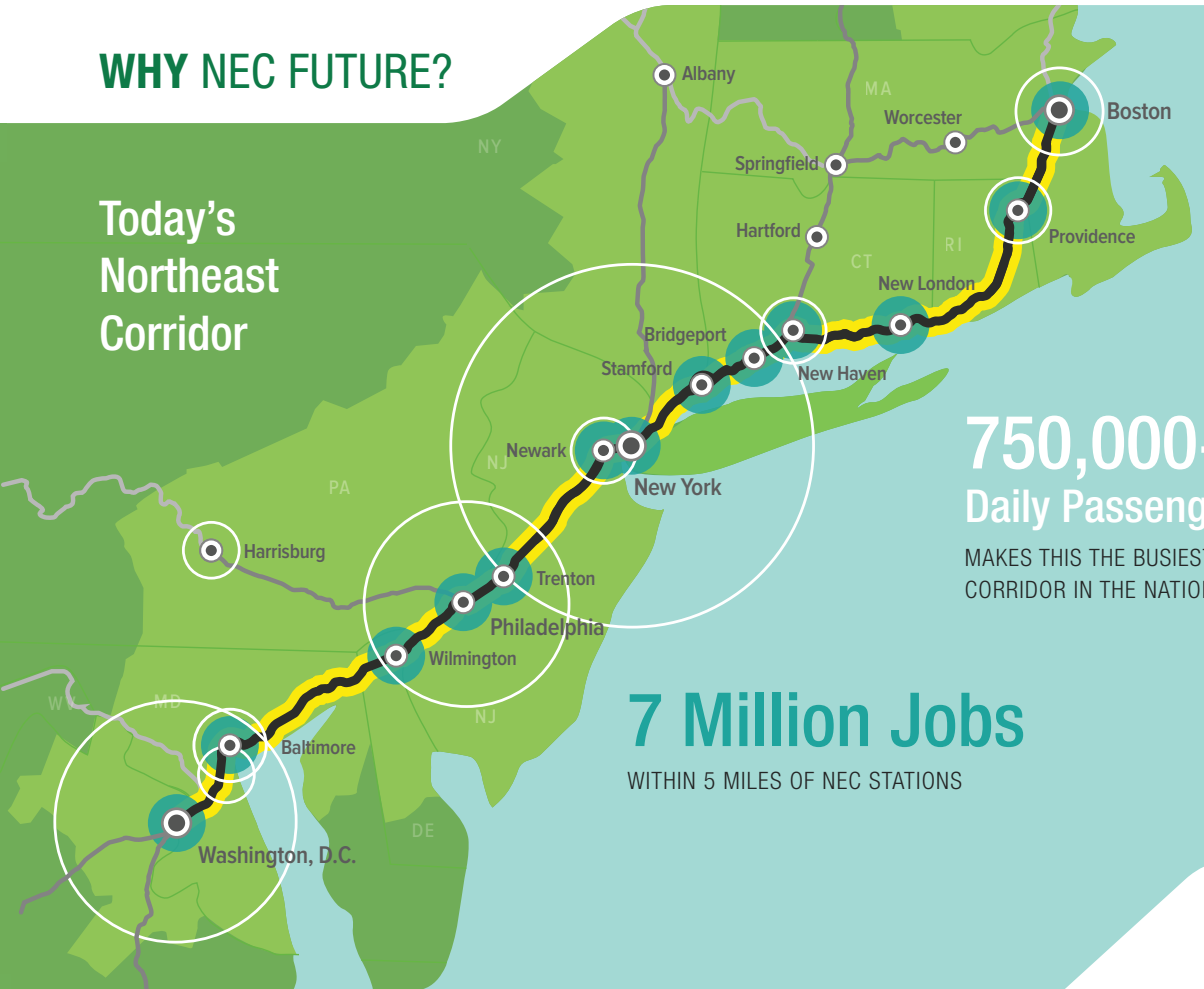
Stakeholder input continues

RECORD OF DECISION PRESENTS THE
SELECTED ALTERNATIVE

JULY 2017

WHY NEC FUTURE?

Today's Northeast Corridor



457 Miles

OF TRACK TOOK NEARLY A CENTURY TO BUILD

750,000+
Daily Passengers

MAKES THIS THE BUSIEST RAIL CORRIDOR IN THE NATION

7 Million Jobs

WITHIN 5 MILES OF NEC STATIONS

- Existing NEC
- Relative number of daily passengers
- Commercial area around stations

U.S. Department of Transportation
Federal Railroad Administration

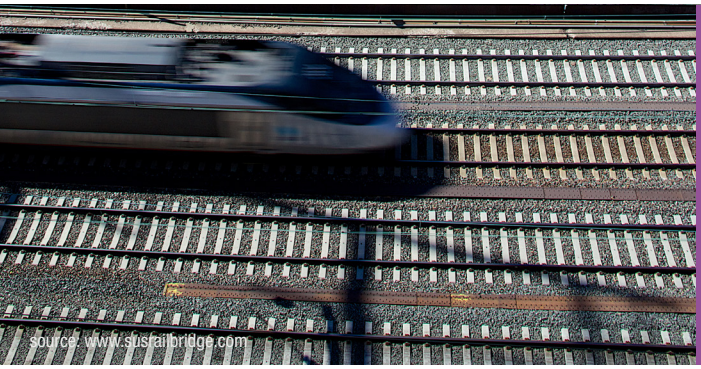
A Vision for **Growth**

The FRA selected a corridor-wide vision for the NEC that encompasses improvements to grow the role of rail within the transportation system of the Northeastern U.S. (the Selected Alternative). The Selected Alternative prioritizes a corridor-wide commitment to the existing NEC, from Washington, D.C., to Boston, MA, by bringing it to a state of good repair and provides the additional capacity and service enhancements necessary to address passenger rail needs through 2040 and beyond.

Components of the Selected Alternative:

IMPROVE RAIL SERVICE

Establishes corridor-wide service and performance objectives including travel time and frequency targets, increases travel options, and encourages enhanced service concepts such as regular "clockface" schedules, run-through service at major stations, and common ticketing.



MODERNIZE NEC INFRASTRUCTURE

Commits to corridor-wide repair, replacement, and rehabilitation of the existing NEC to bring the corridor into a state of good repair and increase reliability. This commitment also acknowledges the importance of—and supports—ongoing improvements through current projects.

EXPAND RAIL CAPACITY

Approves additional infrastructure between Washington, D.C., and New Haven, CT, and between Providence, RI, and Boston, MA, as needed to achieve the service and performance objectives, including investments that add capacity, increase speeds, and eliminate chokepoints. The location and design of additional infrastructure will be defined and site-specific impacts examined during subsequent Tier 2 project studies.

STUDY NEW HAVEN TO PROVIDENCE CAPACITY

Requires a planning study in Connecticut and Rhode Island to identify additional on- and off-corridor infrastructure as needed to achieve the service and performance objectives. The study will be completed by the states of Connecticut and Rhode Island in coordination with FRA and other appropriate stakeholders.

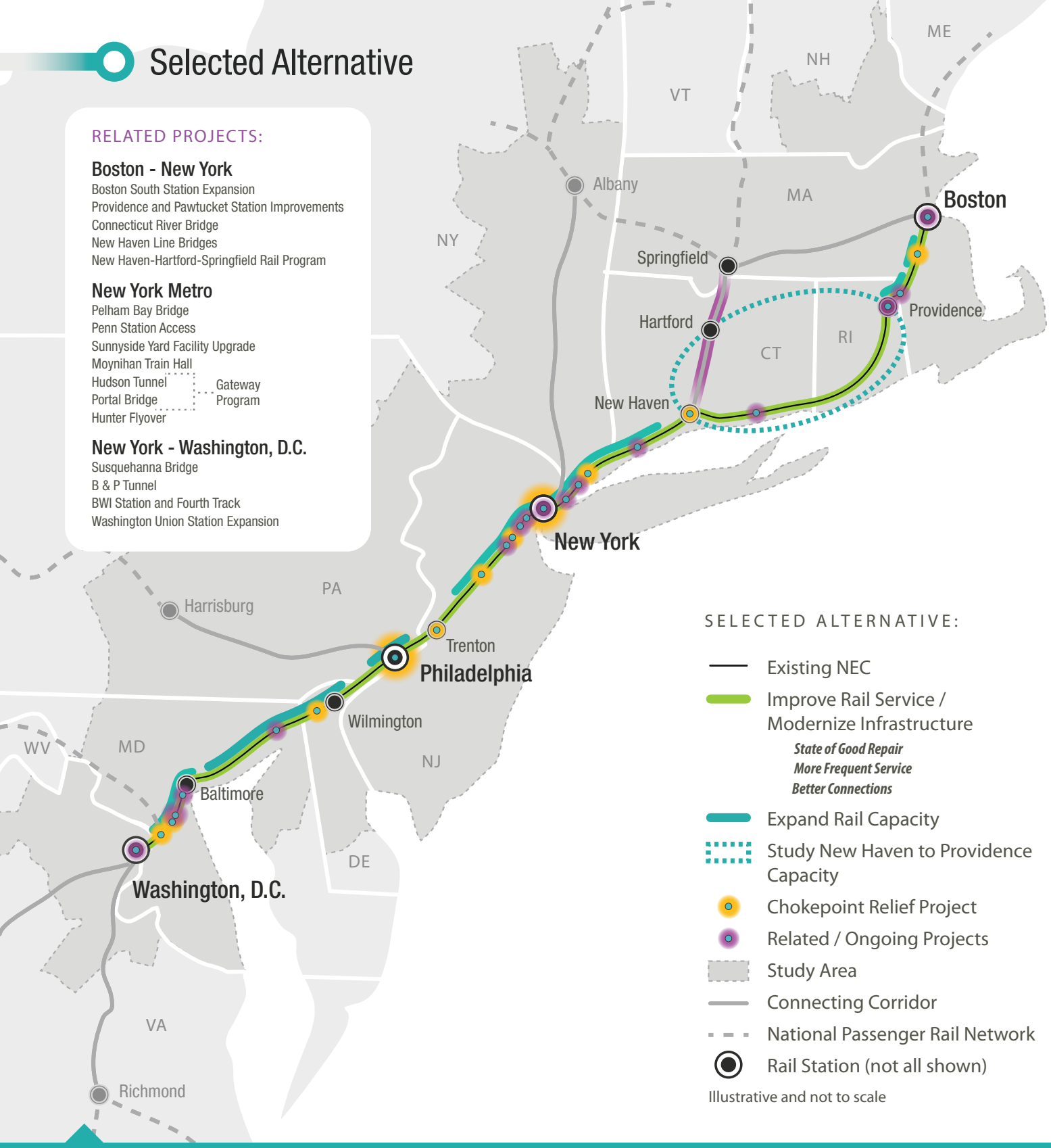
Key **Benefits**

- Supports the economic vitality of the Northeast and the nation by growing capacity and train service on the NEC
- Modernizes NEC infrastructure to maintain safe, reliable operations
- Provides more frequent and dependable service to conveniently connect more people and places
- Supports coordinated, enhanced operations to improve the passenger experience
- Expands access to jobs and urban centers with better connections to foster economic growth
- Strengthens the resiliency of the rail network to withstand disruptions
- Incorporates flexibility to phase improvements and balance immediate needs, funding availability, and market conditions
- Provides opportunities for public-private partnerships to leverage the substantial rail travel market

Costs

Capital costs are estimated at $120 -$150 billion over 25+ years (in current dollars) and will be refined with additional planning and studies.

Selected Alternative



Grows the NEC to a 4-6 track modernized, integrated rail network with sufficient capacity to accommodate a significant increase in intercity and commuter rail service, greatly improve reliability, and reduce travel time.