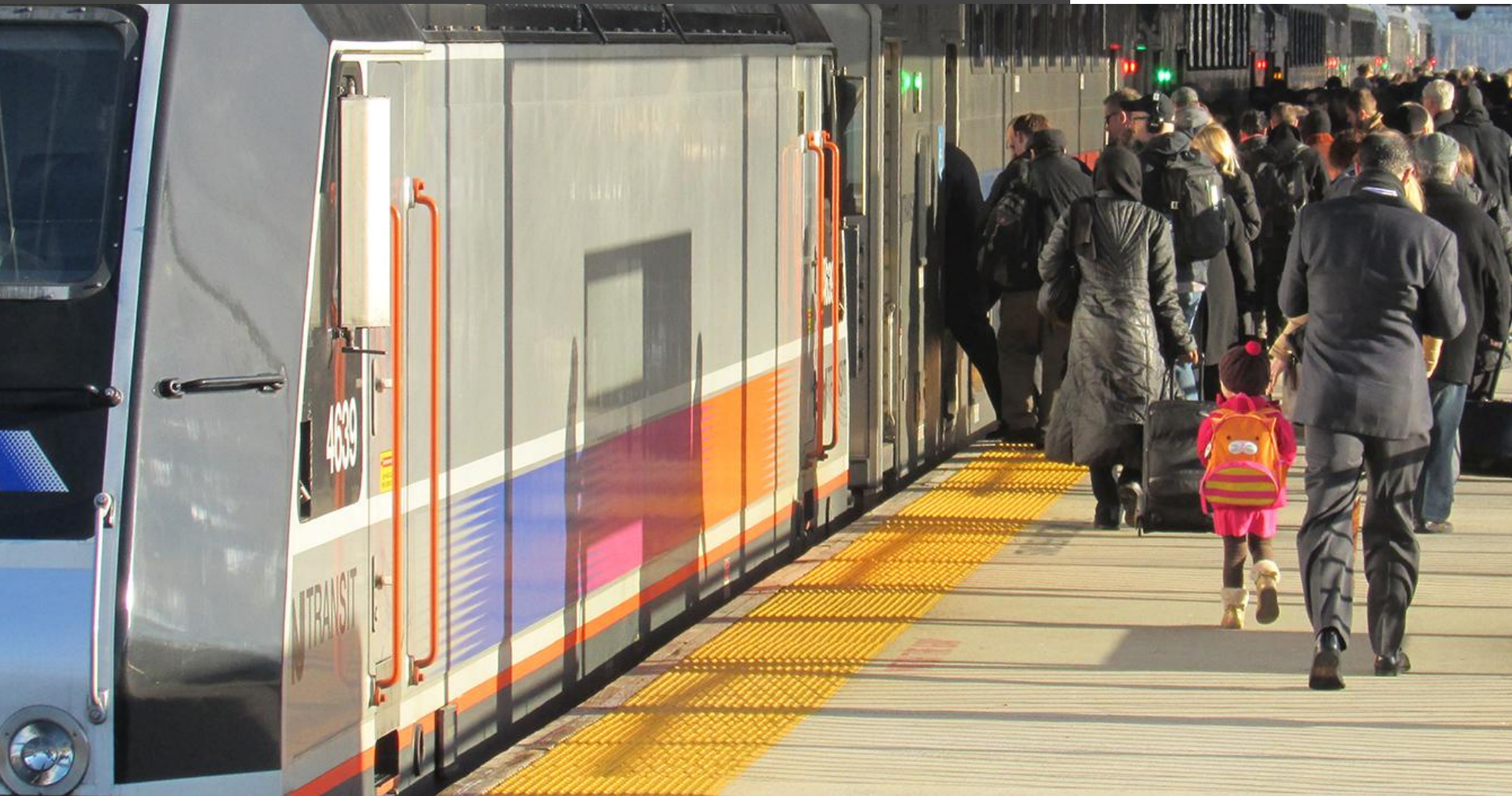
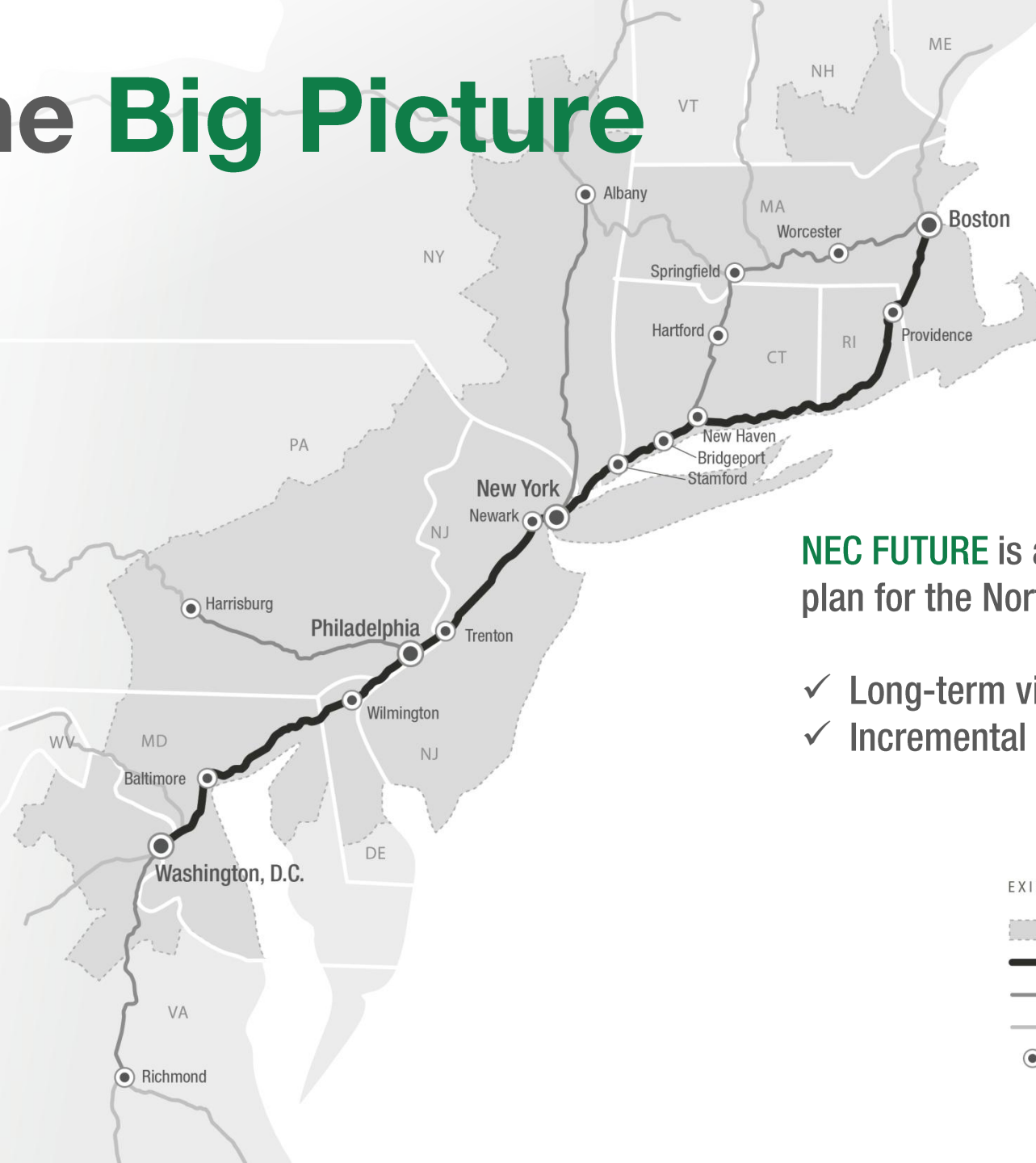


NEC FUTURE: A Rail Investment Plan for the Northeast Corridor

# Our Future on Track



# The Big Picture



**NEC FUTURE** is a comprehensive plan for the Northeast Corridor

- ✓ Long-term vision
- ✓ Incremental approach

EXISTING:

- Study Area
- NEC
- Connecting Rail Corridor
- National Rail Network
- Rail Station



# The Big Questions

➤ How will the NEC keep pace with growth in the Northeast?

➤ What role will it play in the region's future?



# Key Needs

The investment plan will address key needs:



State of Good  
Repair



Connectivity



Capacity



Performance



System-Wide  
Resiliency



Environmental  
Sustainability



Economic  
Growth

# Schedule



# The Process is Collaborative

- 8 NEC states, the District of Columbia, and adjoining states
- NEC Commission
- Passenger and freight railroad operators
- Federal and state environmental resource and regulatory agencies
- Metropolitan Planning Organizations
- Businesses and organizations
- Public

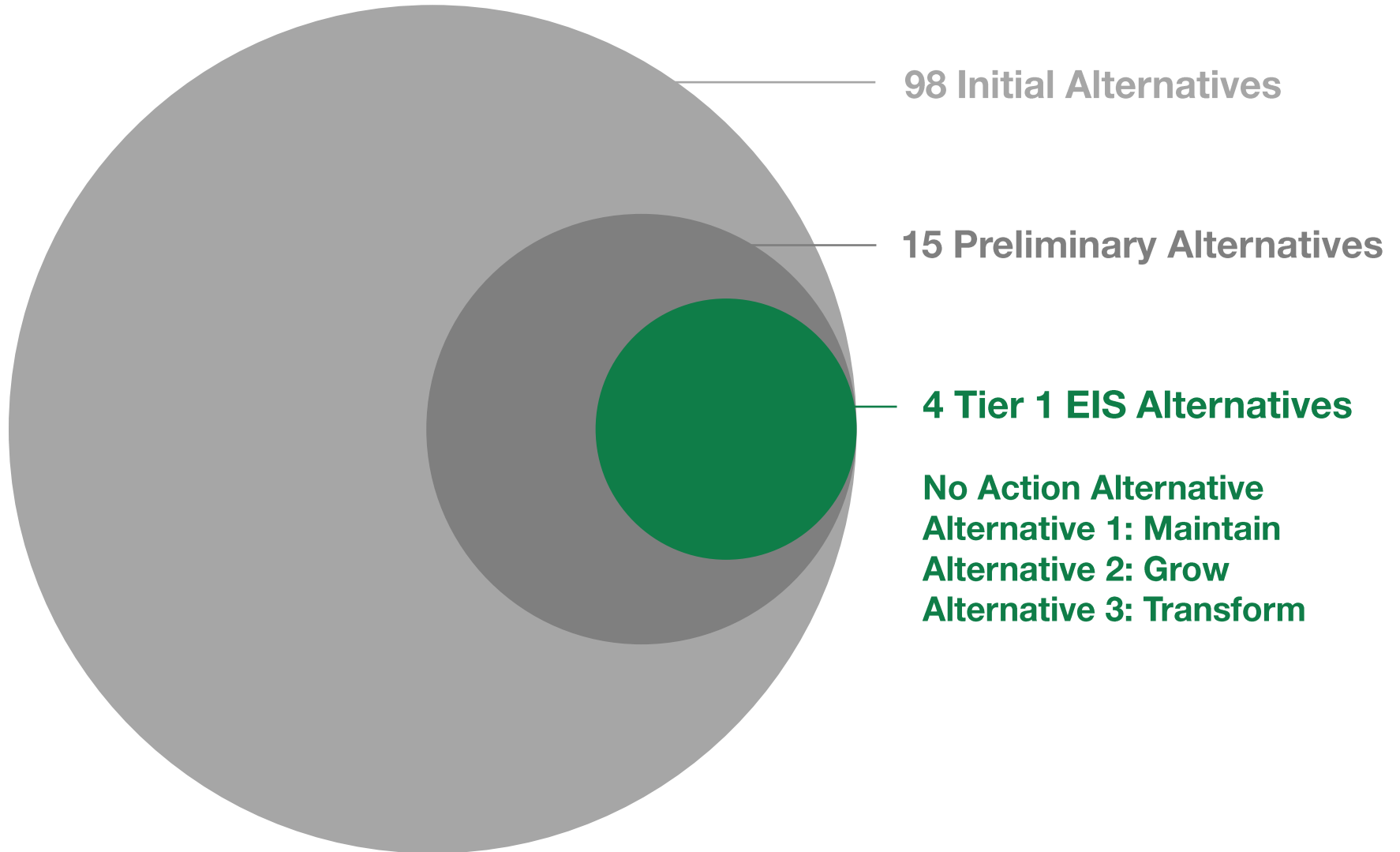




**Let's Talk**  
**Alternatives**

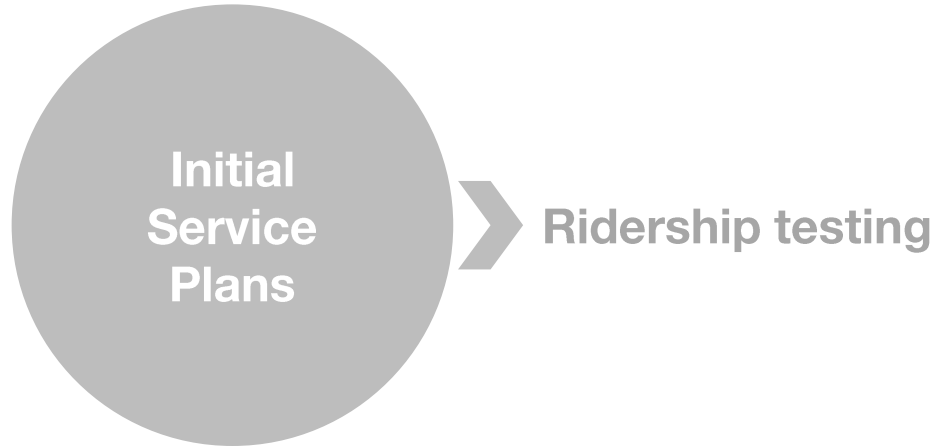


# Alternatives Development

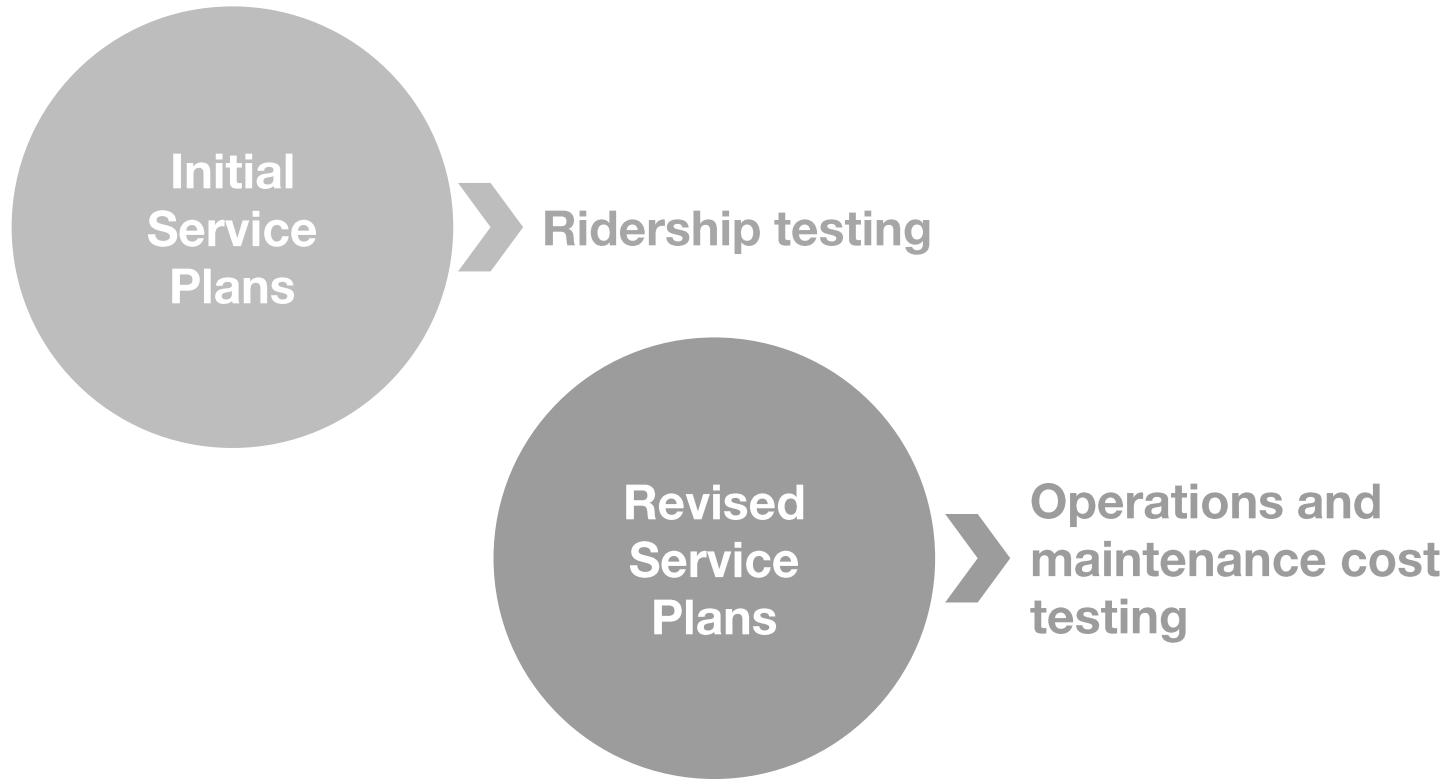




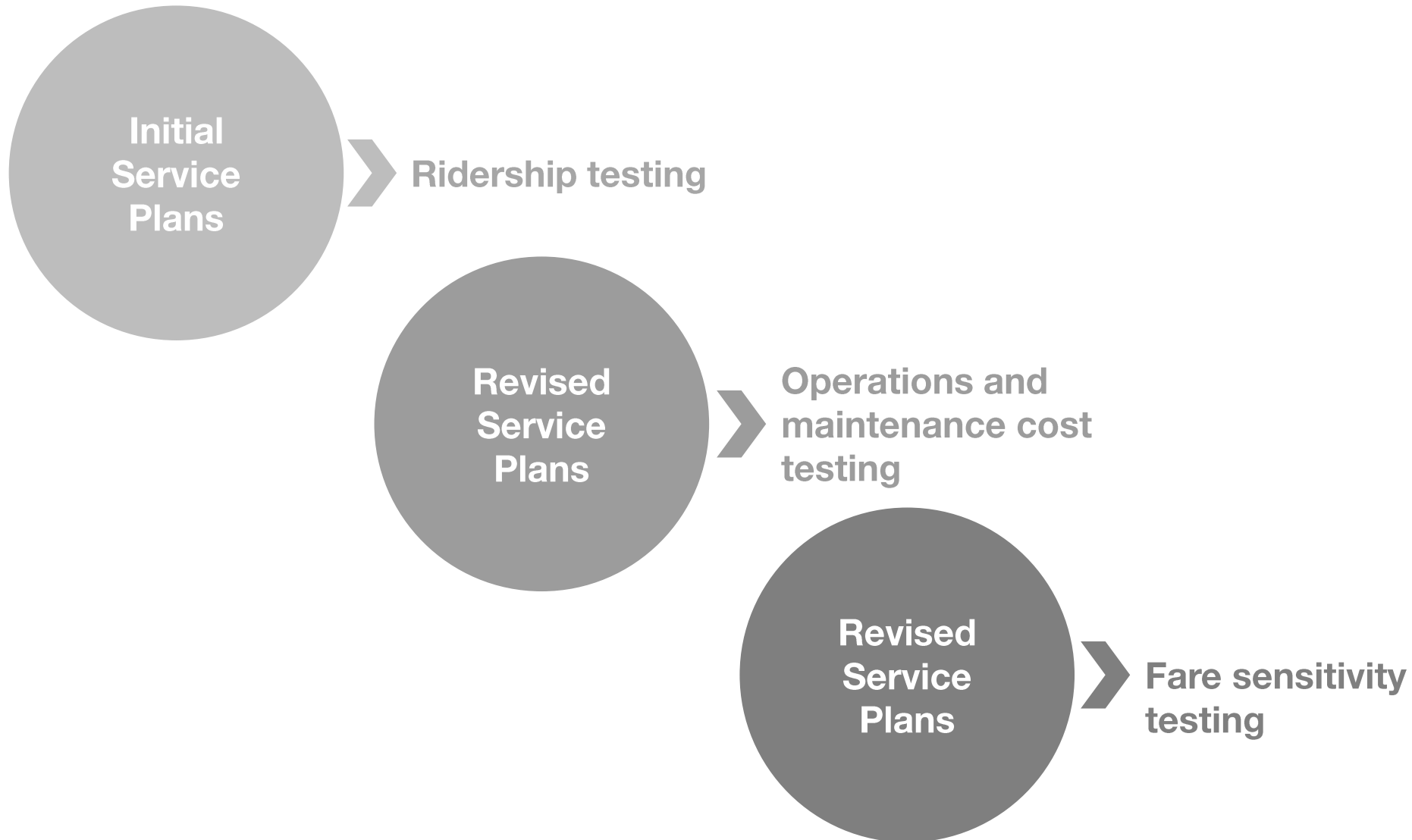
# Refining the Alternatives



# Refining the Alternatives

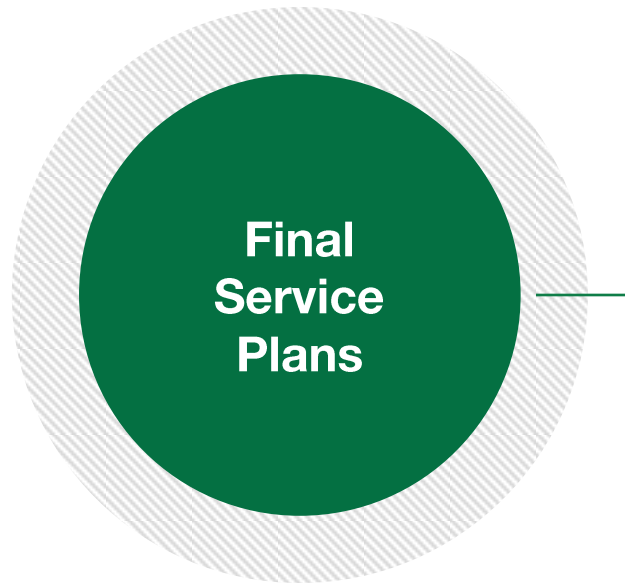


# Refining the Alternatives





# Refining the Alternatives



**Alternative 1: Maintain**  
**Alternative 2: Grow**  
**Alternative 3: Transform**

# What's in an **Alternative**?

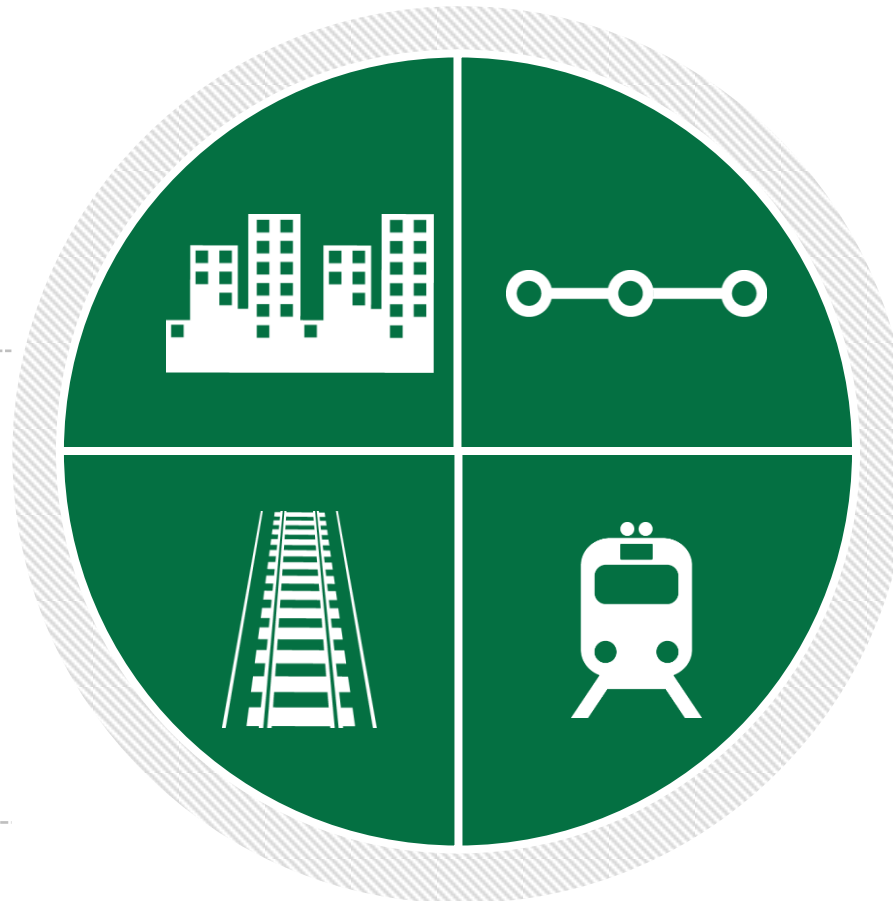
Each Action Alternative is an investment program consisting of:

A set of geographic **markets** (cities) to be served by passenger rail

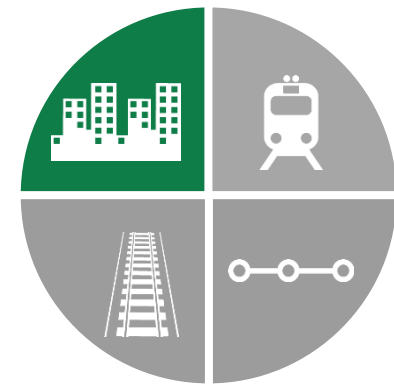
A **Representative Route** that connects these markets

**Infrastructure Improvements**, defined at a conceptual level, that support the level of service identified

The level of passenger rail **service** that will be provided in 2040



# Markets



A set of geographic markets (cities) to be served by passenger rail

## Major Hub

Stations that serve the largest markets in the Study Area and have the full complement of rail services types

*Washington, D.C., Philadelphia, New York City, Boston*

## Hub

Stations that offer some Intercity service, although service is more limited than Major Hub stations

*Baltimore, MD; Trenton, NJ; Hartford, CT; Providence, RI*

## Local

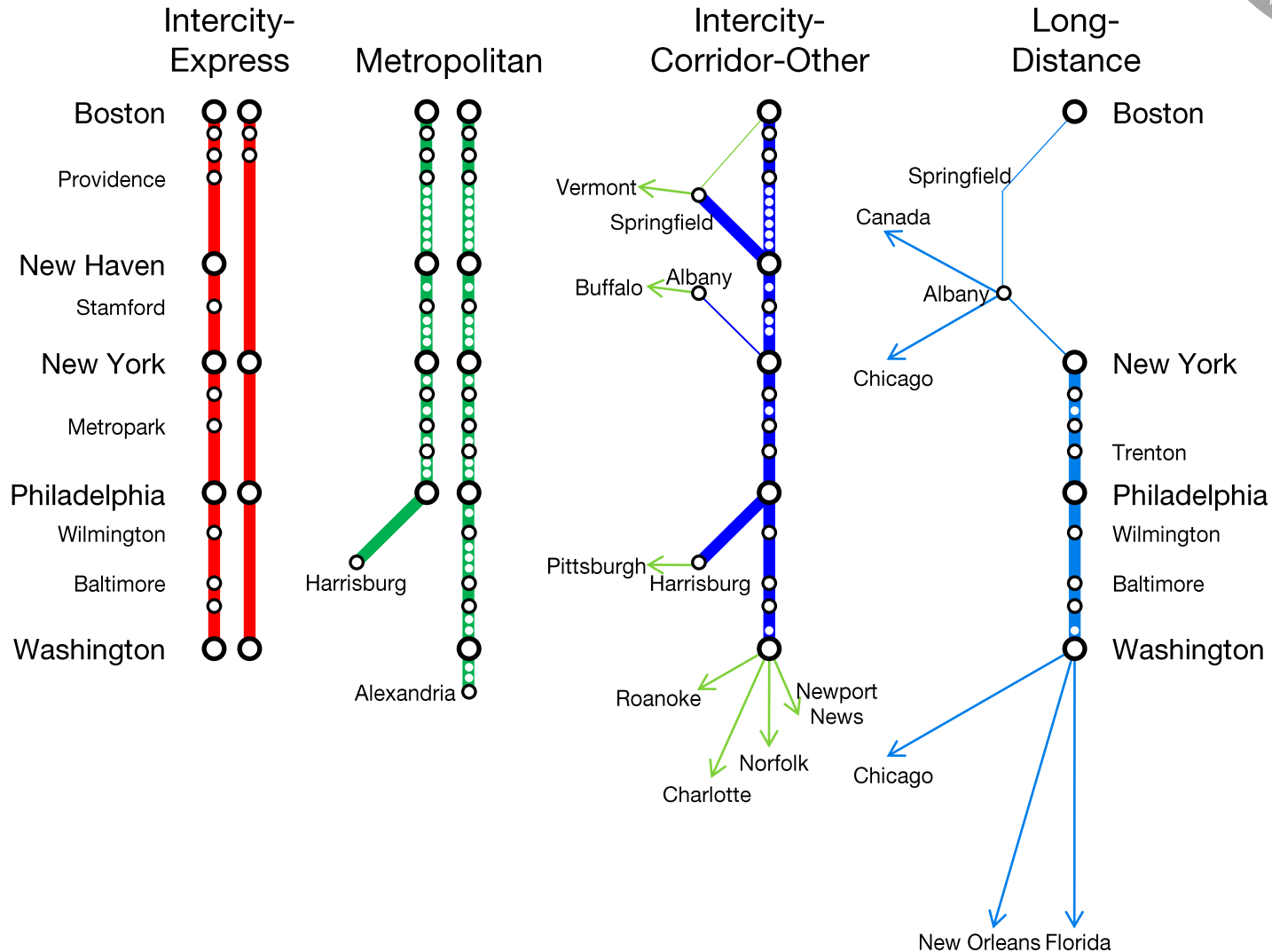
Stations that are served almost exclusively by Regional rail service

*Halethorpe, MD; Claymont, DE; Torresdale, PA; Edison, NJ;  
Westport, CT; Wickford Jct., RI; Attleboro, MA*



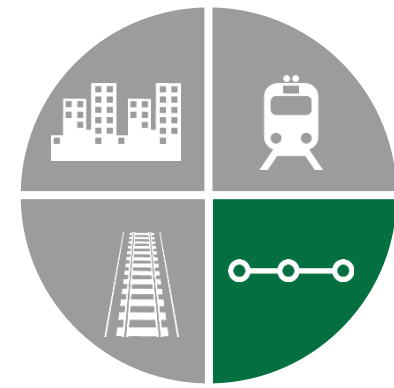
# Service Plan

The level of passenger rail service that will be provided in 2040



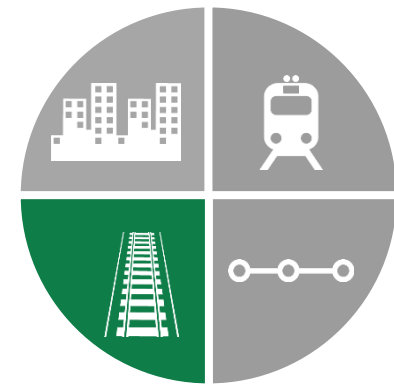
# Representative Route

A representative route that connects markets



- Physical path (or footprint)
- Representative of where the physical route is located
- Not a prediction of future preferences or decisions
- Provide a sound basis for programmatic evaluation
- Used to assess the potential environmental effects

# Infrastructure Elements



Infrastructure improvements, defined at a conceptual level, that support the desired level of service

- Chokepoint relief projects**

Location-specific projects to provide relief of train movement congestion and increase railroad capacity at existing chokepoints

- New Track**

Additional tracks and other improvements generally within the right-of-way of the existing NEC to increase capacity or improve trip times

- New Segment**

New tracks constructed on new right-of-way that does not follow the existing NEC




# Common Elements



Despite differences in how they achieve these elements, each of the three Action Alternatives:

- Maintains and improves service on the existing NEC
- Incorporates innovative approaches to improve the passenger experience and increase efficiency
- Brings the NEC to a state of good repair
- Addresses the most pressing chokepoints that limit the railroad's capacity and undermine reliability
- Protects freight rail access and the opportunity for future expansion

# No Action Alternative



Hudson River ● ●  
East River ● ● ● ●






## Service:

- Same # of trains as today
- Service quality likely to decline
- Limited number of cities receive intercity service
- Many trips and transfers difficult to make

## Includes:

- ✓ Projects currently planned and programmed
- ✓ Repairs to keep the railroad operating

### EXISTING:

-  Study Area
-  NEC
-  Connecting Rail Corridor
-  National Rail Network
-  Rail Station (not all shown)

# Alternative 1: Maintain






Hudson River	●	●	●	●
East River	●	●	●	●






Old Saybrook, CT to Kenyon, RI

B&P Tunnel Replacement

REPRESENTATIVE IMPROVEMENTS:

-  New Segment
-  New Track
-  Chokepoint Relief Project

EXISTING:


-  Study Area
-  NEC
-  Connecting Rail Corridor
-  National Rail Network
-  Rail Station (not all shown)

# Alternative 2: Grow



**New Haven-Hartford-Providence**

**Service to Philadelphia Airport**



Hudson River	●	●	●	●
East River	●	●	●	●

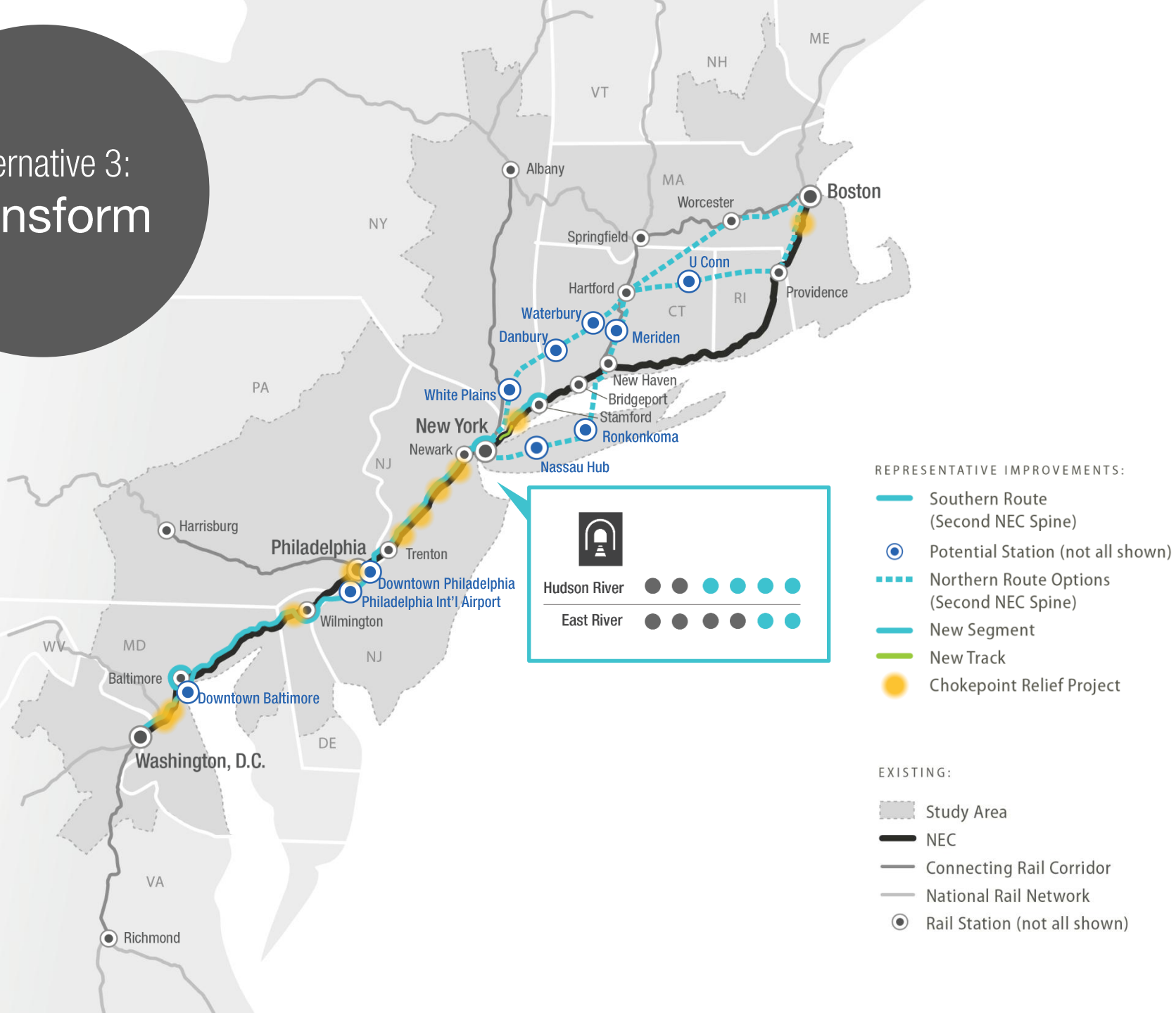
**REPRESENTATIVE IMPROVEMENTS:**

- New Segment
- Potential Station (not all shown)
- New Track
- Chokepoint Relief Project

**EXISTING:**

- Study Area
- NEC
- Connecting Rail Corridor
- National Rail Network
- Rail Station (not all shown)

# Alternative 3: Transform





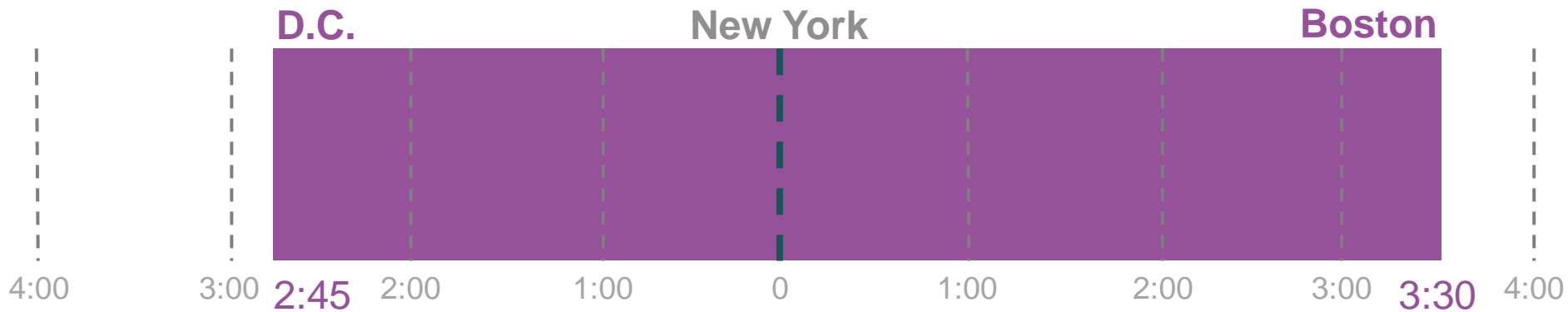
# Service Comparison





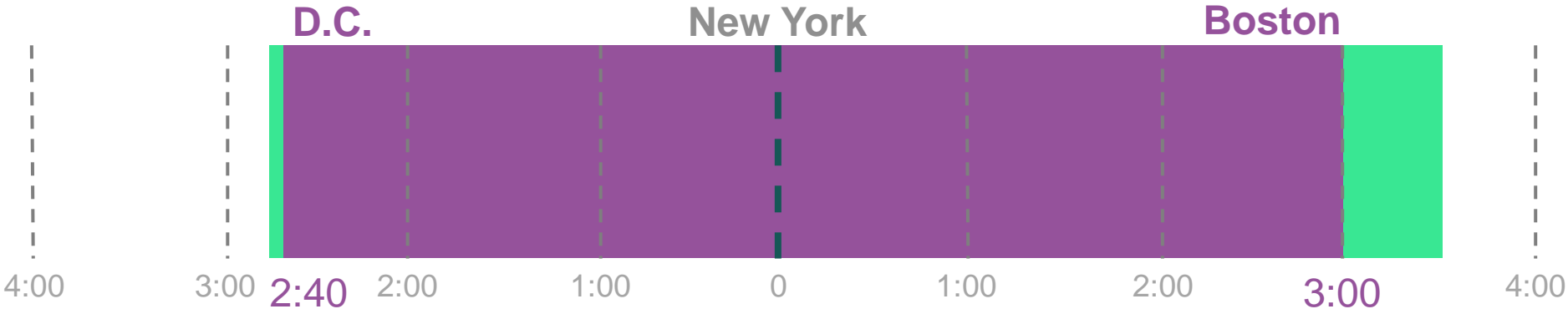
# Express Travel Times

## No Action Alternative



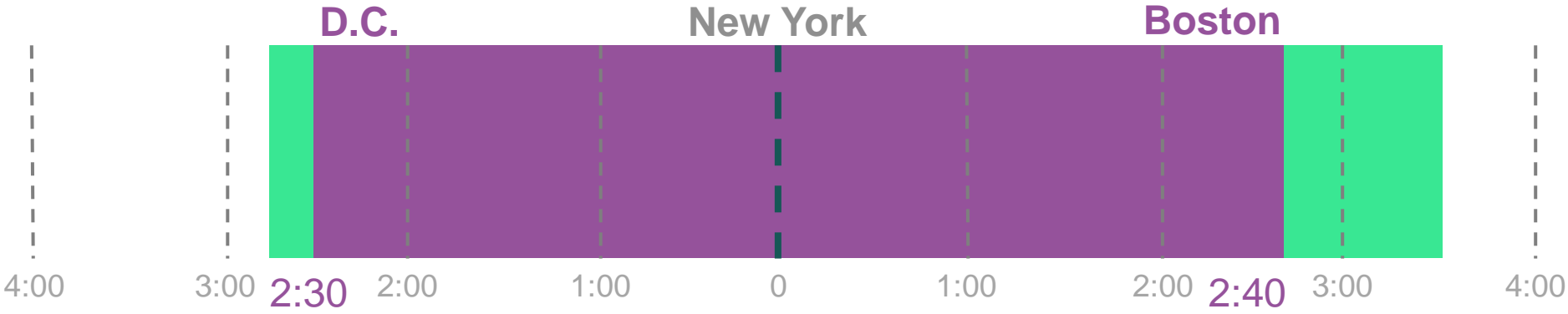
# Express Travel Times

## Alternative 1



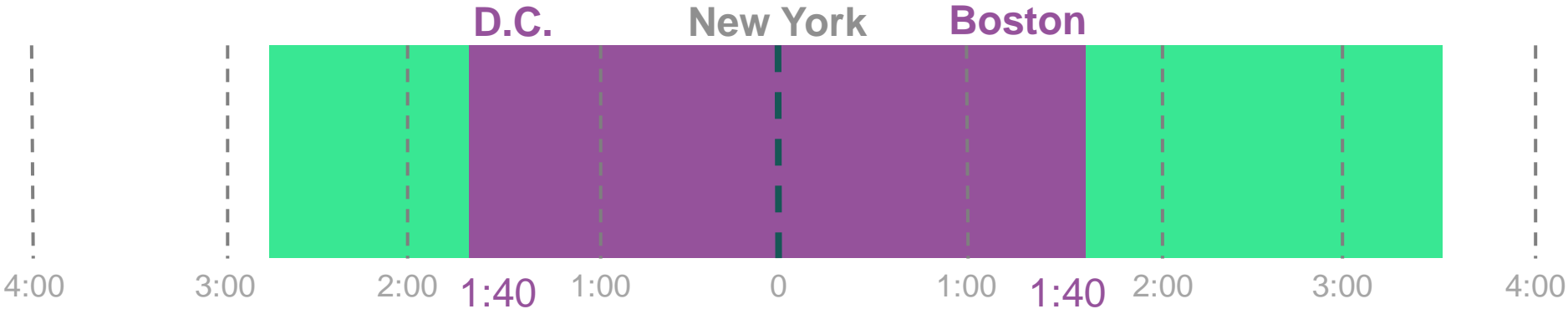
# Express Travel Times

## Alternative 2



# Express Travel Times

## Alternative 3



# Intercity Peak Hour Trains at Hudson River

**No Action  
Alternative**



# Intercity Peak Hour Trains at Hudson River

## Alternative 1





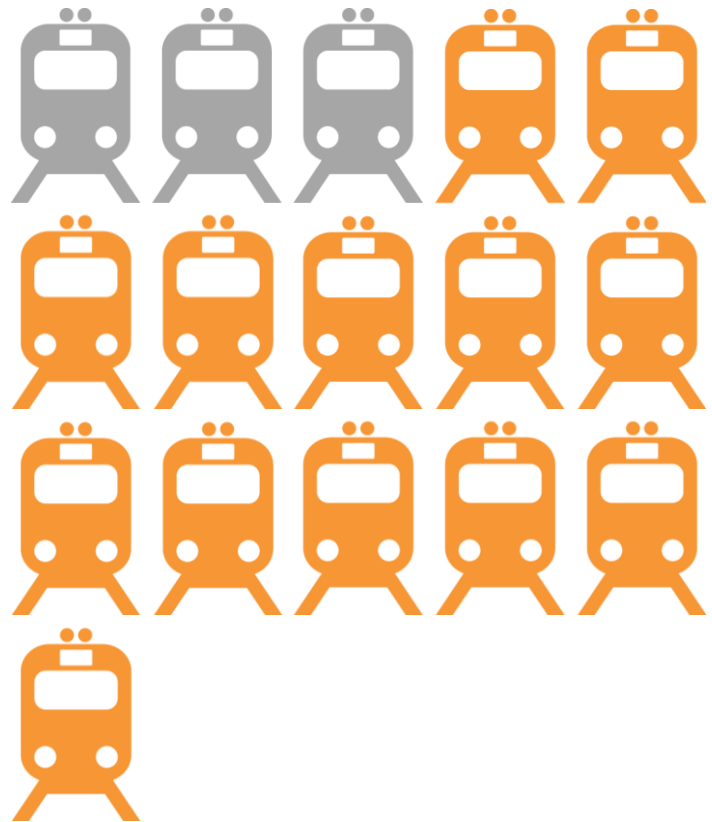
# Intercity Peak Hour Trains at Hudson River

## Alternative 2



# Intercity Peak Hour Trains at Hudson River

## Alternative 3



# Innovative Approaches

All of the Action Alternatives include innovative approaches that improve the passenger experience. Examples include:

New Intercity  
Service

Improved  
Equipment

Easier  
Transfers

Coordinated  
Scheduling and  
Ticketing

# The Benefits of Action

## For Users

- Reach many more destinations conveniently by rail
- More frequent, reliable service – often with shorter travel times
- Greater range of ticket price options, allowing more affordable travel
- Easier travel arrangements across the NEC

## For the Region

- World class transportation to power regional growth and mobility for future generations
- Easier communication and travel among businesses in the Northeast
- Economic development of station areas and cities along the NEC
- Supports environmental goals with reduction in automobile vehicle miles travelled

# Next Steps

- Release Tier 1 Draft EIS
- Public comment period and public hearings**
- Prepare Final EIS and recommend a Preferred Alternative
- Prepare Record of Decision and Service Development Plan for Selected Alternative



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Please Stay  
Involved!