

The Selected Alternative: New Jersey - New York Area



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.

Selecting the Grow Vision

The Selected Alternative provides the level of service necessary to grow the role of rail in the regional transportation system. The Selected Alternative will improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail services on the NEC to meet future Northeast mobility needs for 2040 and beyond.

Area Benefits

The Selected Alternative brings the NEC to a state of good repair, eliminates chokepoints that delay trains, and supports significant growth in service, including:

- + **Improved connections with a new Intercity and Regional rail connection between Hamilton and New Brunswick, NJ (represented by a new North Brunswick station) and a new Intercity connection at Secaucus, NJ**
- + **New stations at Hunts Point, Parkchester/ Van Ness, and Co-op City provide Regional rail service to an expanded Penn Station from Bronx County, NY**
- + **Additional trans-Hudson capacity including new tracks under the Hudson River**
- + **Express travel time target of 2 hours 10 minutes between Washington, D.C. and New York City (with 3 intermediate stops) and New York City to Boston, MA in 2 hours and 45 minutes (with 5 intermediate stops)**



IMPROVE RAIL SERVICE

Corridor-wide service and performance objectives for frequency, travel time, design speed, and passenger convenience.



MODERNIZE NEC INFRASTRUCTURE

Corridor-wide repair, replacement, and rehabilitation of the existing NEC to bring the corridor into a state of good repair and increase reliability.



EXPAND RAIL CAPACITY

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.



STUDY NEW HAVEN TO PROVIDENCE CAPACITY

Planning study in Connecticut and Rhode Island to identify additional on- and off-corridor infrastructure as needed to achieve the service and performance objectives.

Features in the New Jersey - New York Area



SELECTED ALTERNATIVE:

- Existing NEC
- Improve Rail Service / Modernize Infrastructure
*State of Good Repair
More Frequent Service
Better Connections*
- Expand Rail Capacity
- Chokepoint Relief Project
- Related / Ongoing Projects
- Study Area
- Connecting Corridor
- - - National Passenger Rail Network
- ⊙ Rail Station (not all shown)

Illustrative and not to scale

Infrastructure (including Related Projects)

- + New segments between North Brunswick and Secaucus, NJ, Secaucus/Bergen Loop, and Secaucus, NJ to Penn Station New York
- + Hunter Flyover
- + Portal Bridge
- + Hudson Tunnel
- + Moynihan Phase 2/Penn Station
- + Sunnyside Yard Facility Upgrade
- + Penn Station Access
- + Pelham Bay bridge replacement
- + Hell Gate Line expansion between Queens and Bronx Counties
- + East River tracks connecting to the Hell Gate Line
- + System upgrades between North Brunswick to Secaucus, NJ, Woodside and New Rochelle, NY

More frequent trains

(total Intercity trains per peak hour/peak direction)

EXISTING SELECTED ALTERNATIVE

Philadelphia to New York City



Improved airport connections

(number of daily trains, Intercity and Regional rail)*

EXISTING SELECTED ALTERNATIVE

Newark Liberty International



*Based on representative service plan used for Tier 1 EIS analysis

More jobs accessible in a 45-minute train time

EXISTING SELECTED ALTERNATIVE

