

NEC FUTURE: A Rail Investment Plan for the Northeast Corridor

# Our Future on Track

February 2017



 U.S. Department of Transportation  
Federal Railroad Administration



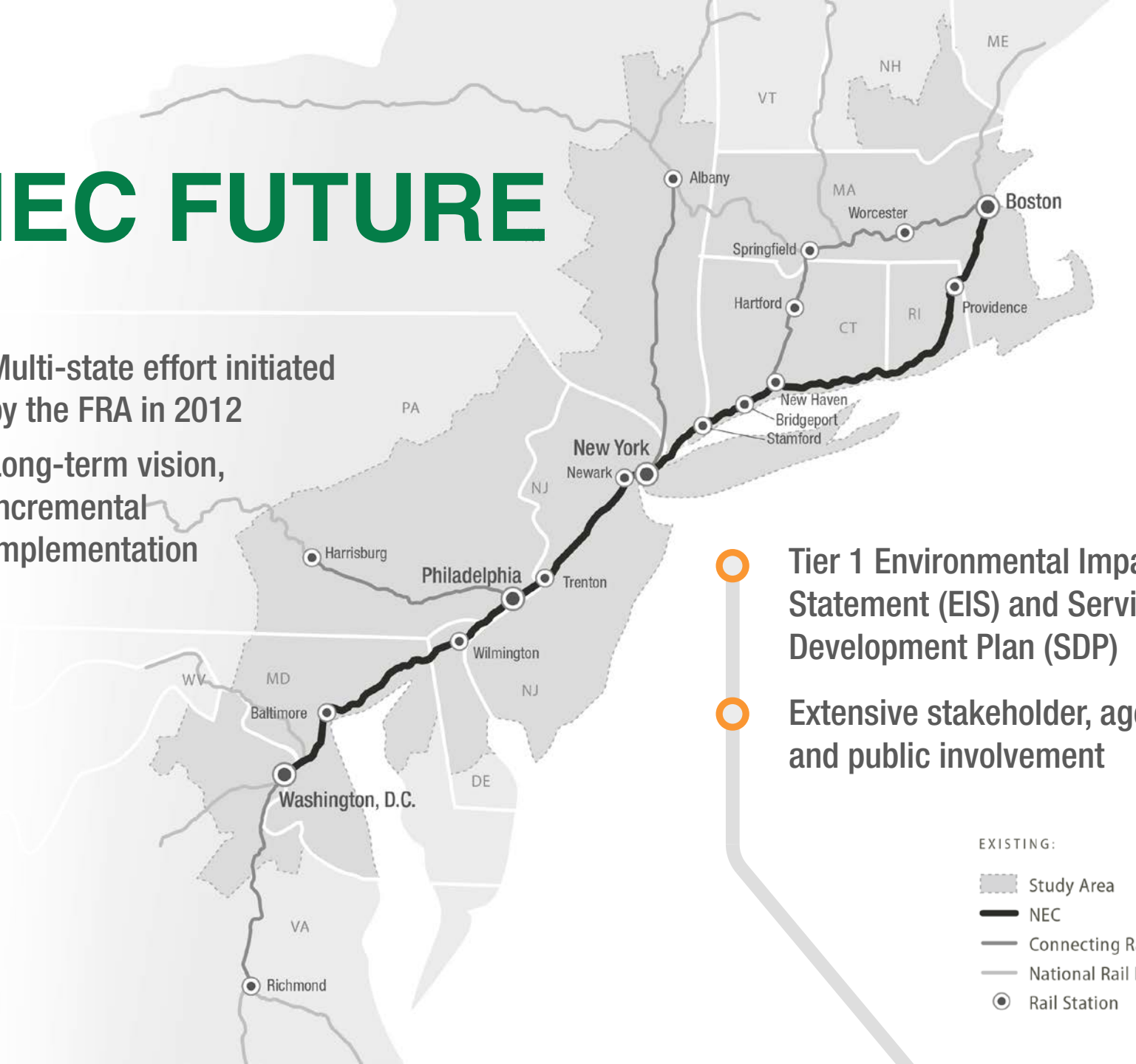
# NEC FUTURE

- Multi-state effort initiated by the FRA in 2012
- Long-term vision, incremental implementation

- Tier 1 Environmental Impact Statement (EIS) and Service Development Plan (SDP)
- Extensive stakeholder, agency, and public involvement

EXISTING:

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





# NEC: Critical Transportation Asset

8 commuter railroads, Amtrak,  
4 freight railroads

Over 2,200 daily trains

Connects 4 of the 10 largest  
metropolitan areas in the U.S.

Vital to the economy of  
the Northeast Region



# Purpose and Need

Purpose: upgrade aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail service on the NEC for both intercity and regional trips, while promoting environmental sustainability and economic growth.

## Key Needs:



Aging  
Infrastructure



Performance



Sustainability



Capacity



Connectivity

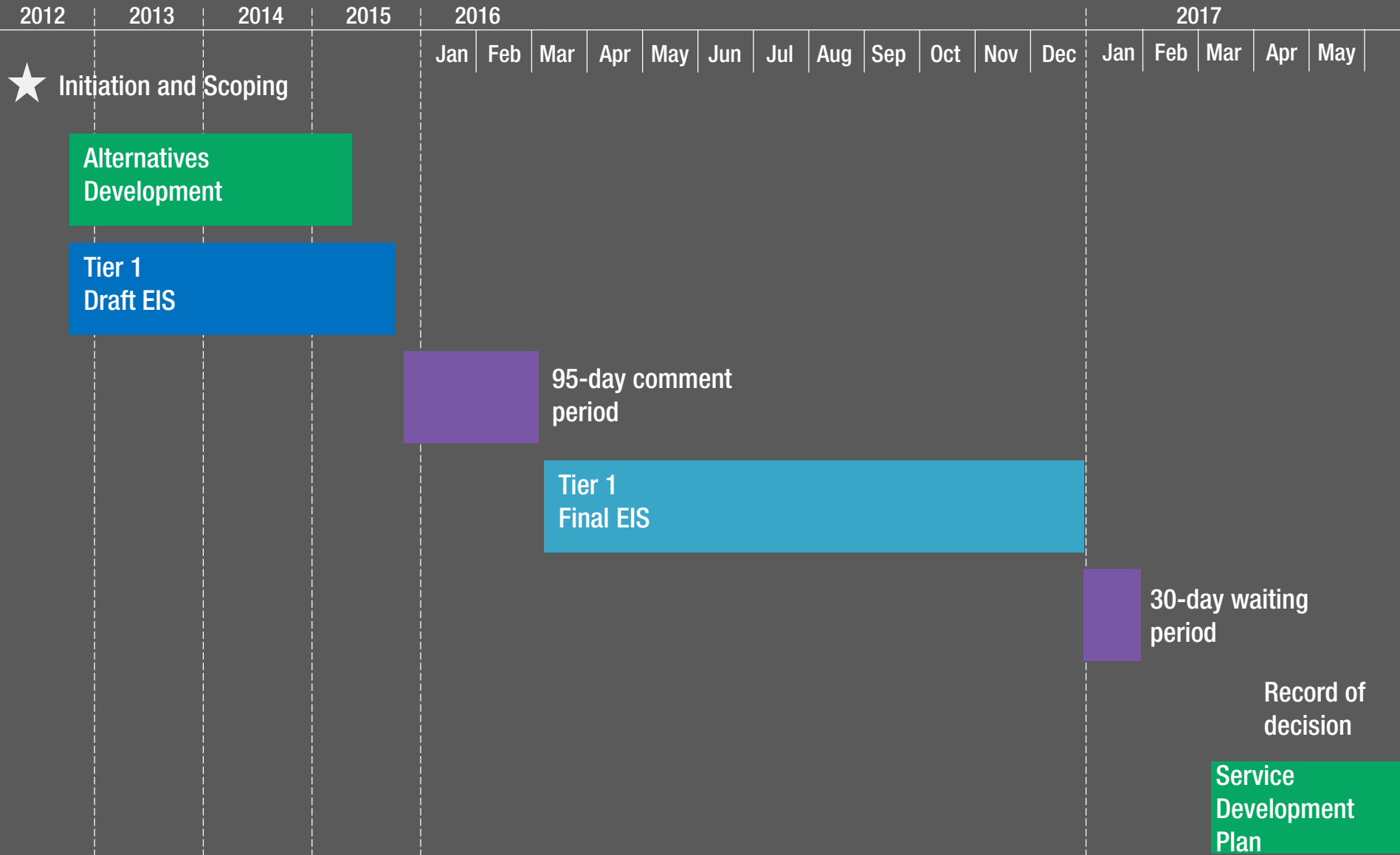


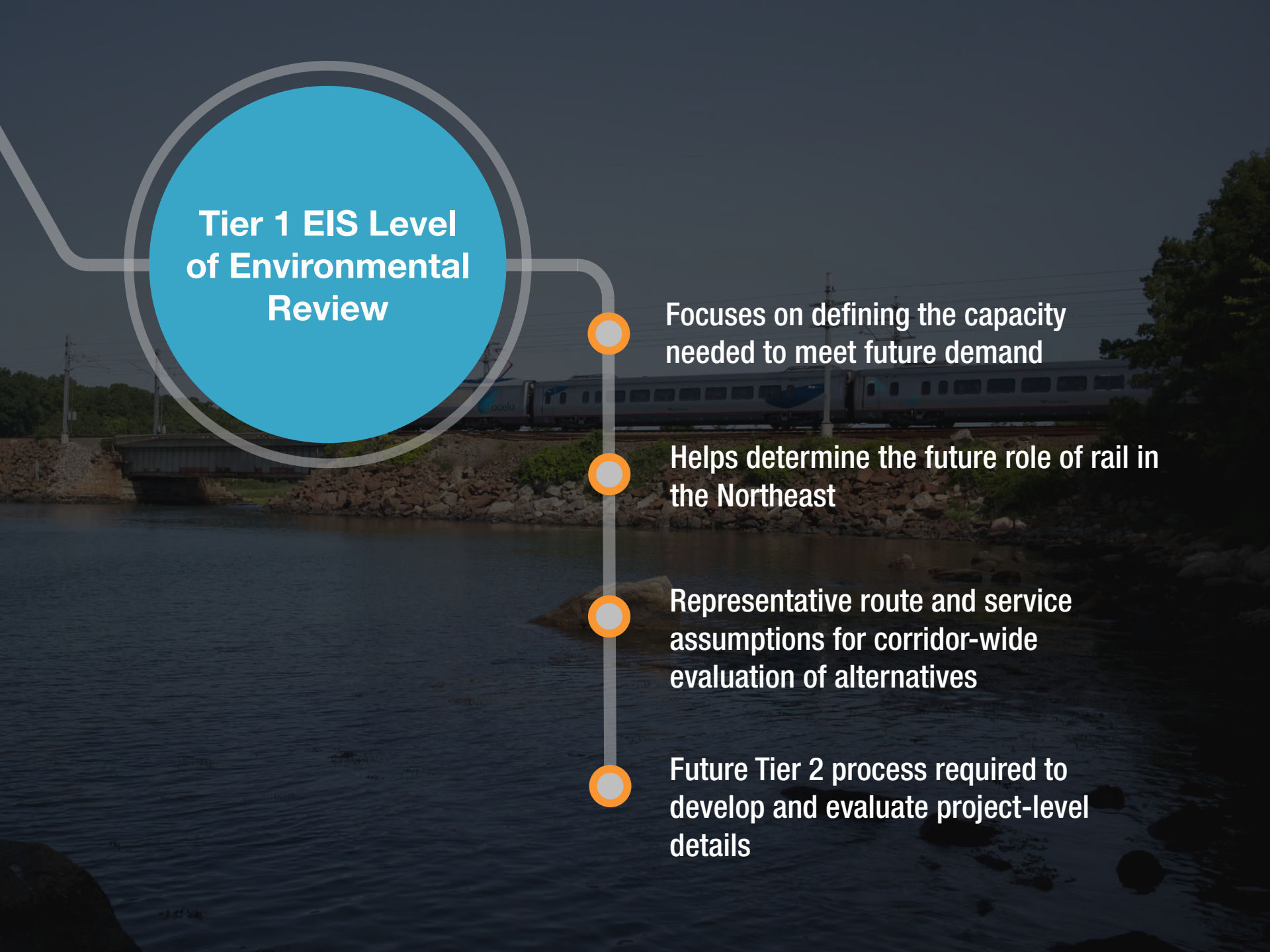
Resiliency



Economic  
Growth

# Schedule





## **Tier 1 EIS Level of Environmental Review**

**Focuses on defining the capacity  
needed to meet future demand**

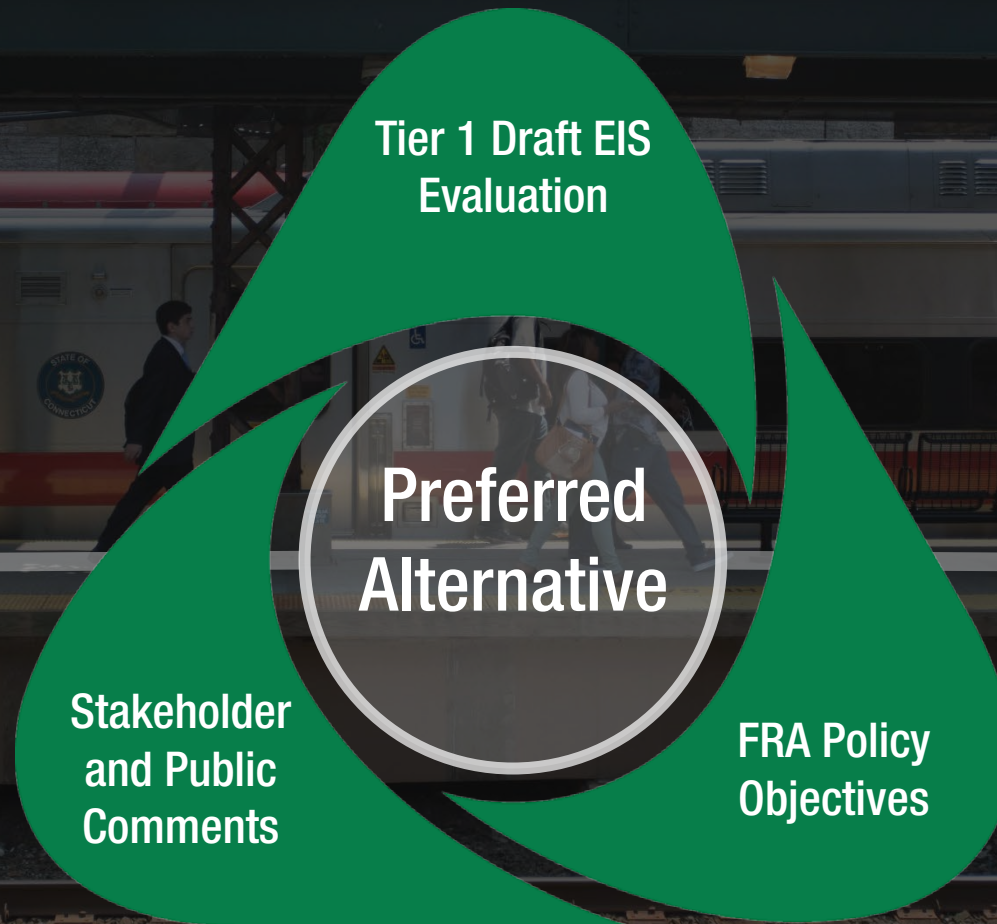
**Helps determine the future role of rail in  
the Northeast**

**Representative route and service  
assumptions for corridor-wide  
evaluation of alternatives**

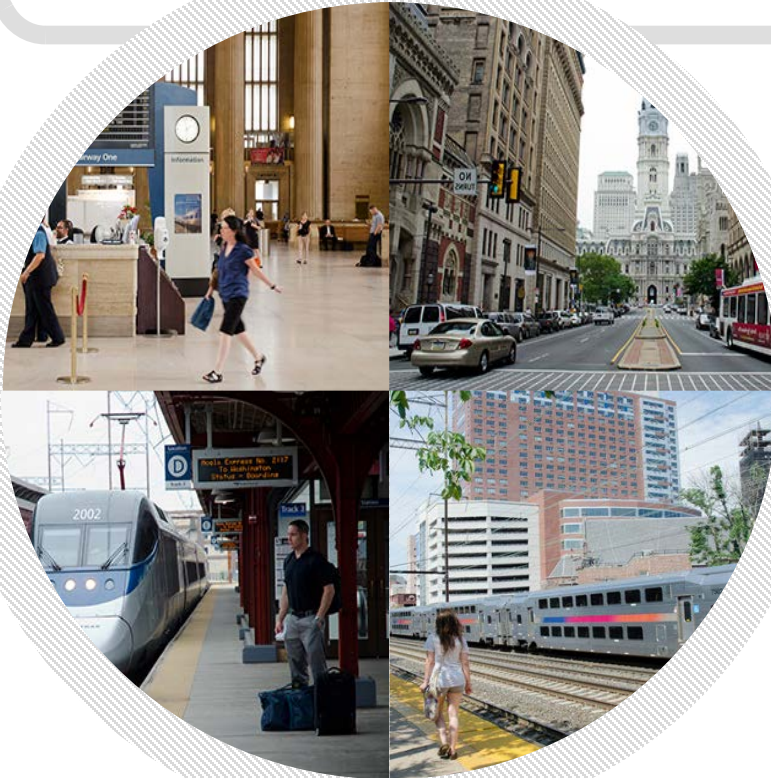
**Future Tier 2 process required to  
develop and evaluate project-level  
details**



# Approach For Identifying the Preferred Alternative



# Preferred Alternative: Grows the NEC to Meet Future Demand



- Focuses on the existing NEC as an integrated network of Intercity and Regional rail trains
- Achieves state of good repair
- Eliminates chokepoints and adds capacity to accommodate growth and improve reliability
- Expands the reach of the NEC to new markets and connecting corridors



# Preferred Alternative

Tracks in Tunnel		
	Existing	New
Hudson River	● ●	● ●
East River	● ● ● ●	● ●

### REPRESENTATIVE IMPROVEMENTS\*:

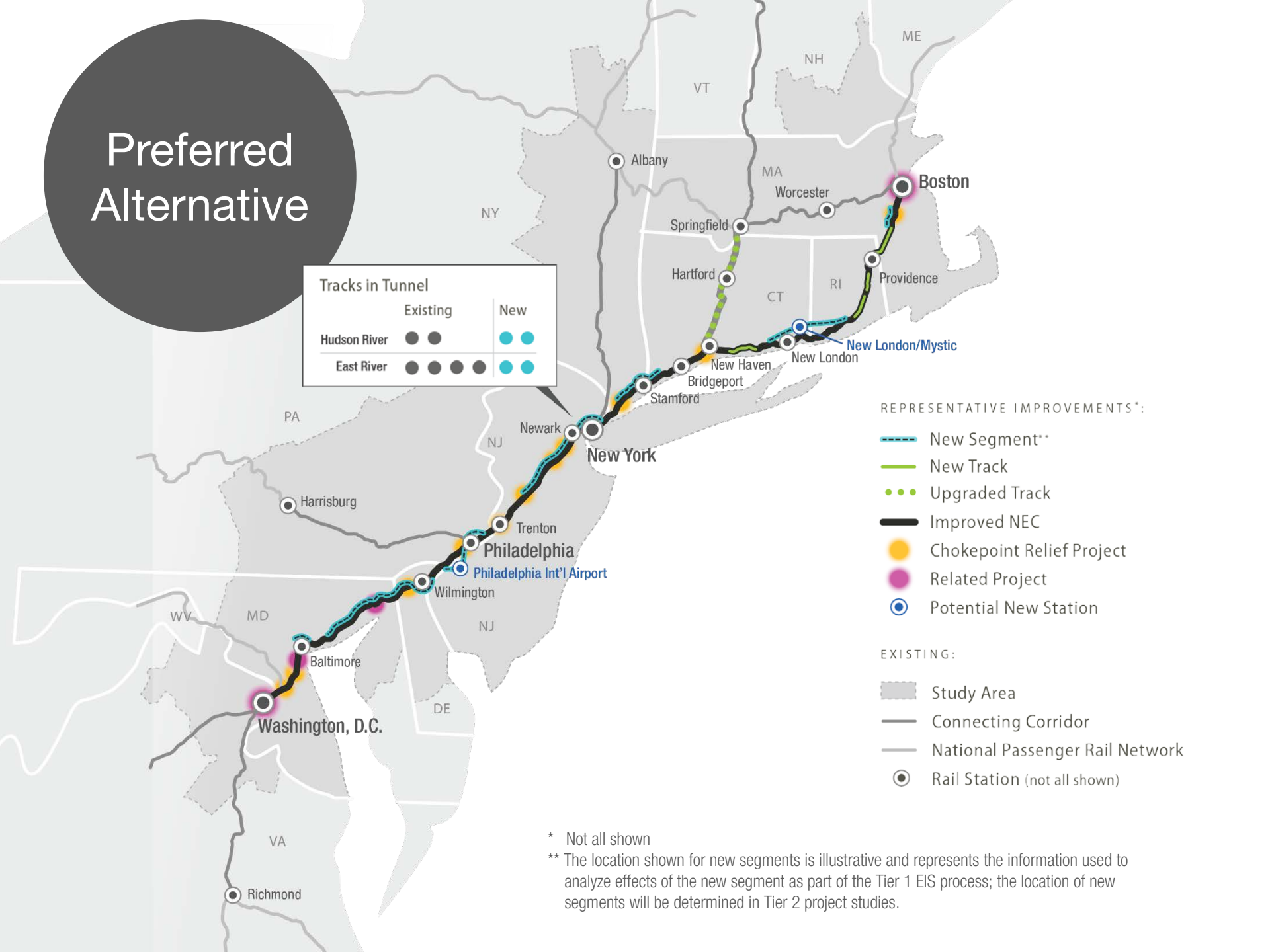
- New Segment\*\*
- New Track
- Upgraded Track
- Improved NEC
- Chokepoint Relief Project
- Related Project
- Potential New Station

### EXISTING:

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

\* Not all shown

\*\* The location shown for new segments is illustrative and represents the information used to analyze effects of the new segment as part of the Tier 1 EIS process; the location of new segments will be determined in Tier 2 project studies.



# Benefits of the Preferred Alternative Better Service for Passengers

## More Trains

- Supports double the number of Regional rail trains during peak hours in major metropolitan areas
- Up to 5 times the number of Intercity trains
- More reliable service

## Faster Trips

- Washington, D.C. to New York City in as little as 2 hours 10 minutes
- New York City to Boston in as little as 2 hours 45 minutes

## More Service Options

- New, affordable Metropolitan service that links local and metropolitan markets
- Easier transfers, with coordinated arrivals at Hub stations
- Seamless, unified schedule and ticketing throughout the NEC



# Benefits of the Preferred Alternative Better Service for Passengers

## Better Connections

- Additional one-seat rides between cities on the NEC, and to and from connecting corridors
- Frequent, direct service to Hartford, CT, and Springfield, MA and points in between
- Improved airport access
- 22 new stations with Intercity or Regional rail service
- Five station upgrades to Hubs, with Regional rail and new Metropolitan service that fills gaps in connectivity



# Benefits of the Preferred Alternative

## Benefits for Cities and Communities

### Stronger Economy

- Expanded access to jobs and skilled workers
- Enhanced economic linkages among Northeast cities
- Urban development opportunities
- Tourism benefits

### Increased Sustainability

- Lower greenhouse gas emissions
- Air quality benefits
- Reduced energy use
- Resiliency to flooding and extreme weather events



# Key Resource Area Effects

Effects identified during Tier 1 will inform alignment options during Tier 2

Land Cover

Parks

Hydrologic  
Resources

Cultural  
Resources

Climate  
Change/  
Resiliency

Ecological  
Resources

Environmental  
Justice

Details at [www.necfuture.com](http://www.necfuture.com), Tier 1 Final EIS, Chapter 7

# Next Steps

## Record of Decision

- Completes Tier 1 NEPA process
- Documents the formal selection of an investment program (Selected Alternative)

## Service Development Plan

- Describes process for implementing the Selected Alternative
- Focus on immediate priorities

## Tier 2 project studies

- Individual project sponsors, such as states and railroads, can move forward with specific projects
- Each project will require more review and environmental study
- Significant funding required





[www.necfuture.com](http://www.necfuture.com)

Questions?

