

**For Immediate Release**

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**NEC Commission Releases Five-Year Corridor-Wide Investment Plan**

*Plan is a Critical First Step in Establishing Eligibility for FAST Act Programs*

**April 14, 2016 – Washington, DC** – The Northeast Corridor (NEC) Commission today submitted the [Northeast Corridor Capital Investment Plan: Fiscal Years 2017 – 2021](#) to Congress, a critical first step in acting on FAST Act provisions that would restore the infrastructure of the most important passenger railroad in the country. The Capital Investment Plan provides a roadmap for the policy and funding priorities to meet the Corridor's current and future needs.

"The states and Amtrak have stepped up to fund the Corridor's basic infrastructure and regular maintenance needs," said James Redeker, Commissioner of the Connecticut Department of Transportation and Chair of the Northeast Corridor Commission. "With the Capital Investment Plan in place, we lay the foundation for the federal government to help address the \$28 billion state-of-good-repair backlog." This backlog refers to infrastructure assets that, while safe, are operating beyond their useful lives, increasing maintenance costs and decreasing reliability.

In 2015, the Commission adopted the *NEC Commuter and Intercity Rail Cost Allocation Policy*, an historic agreement committing each passenger railroad using the Corridor to share approximately \$1 billion annually in operating and capital costs based on use. This Policy does not, however, fully fund the Corridor's extensive capital needs, including the backlog. The Policy also established a collaborative, cross-agency capital investment planning process, now codified in the Fixing America's Surface Transportation (FAST) Act, that was used to develop this year's Capital Investment Plan.

"The Capital Investment Plan continues the Commission's work to lay out the investments necessary to preserve and improve the NEC, including investments to reduce the state-of-good-repair backlog with the assistance of federal partners," said NEC Commission member Stephen Gardner, Amtrak's Executive Vice President and Chief of NEC Business Development. "This comprehensive effort identifies key projects — from replacing the Corridor's 1930's-era power distribution systems to advancing the absolutely essential new tunnel below the Hudson River — that are critical to the Corridor's future. Our infrastructure is already struggling to keep pace with the heavy demands we place on it, and failing to invest can only result in decreased reliability and more frequent service disruptions."

The Northeast Corridor is a 457-mile rail line linking Boston, New York, Philadelphia, and Washington, four of the nation's ten largest metropolitan areas. The NEC supports more than 710,000 trips daily on eight commuter railroads and over 40,000 trips on Amtrak's intercity services. A 2014 study by the Commission found that a loss of all NEC services for a single day could cost the economy \$100 million in lost productivity, added congestion on the regional highway and aviation networks, and other transportation-related costs.

In addition to protecting current levels of service, the [Capital Investment Plan](#) details key projects that, if fully funded and developed, would create as many as 360,000 jobs that would help meet today's travel demands and enhance capacity for future growth along the Corridor.

Per the FAST Act, the Capital Investment Plan integrates the NEC capital and service plans of the Corridor's eight commuter railroad operators and Amtrak. Many projects included in the Capital Investment Plan are expected to be eligible for funding from the newly authorized Federal-State Partnership for State-of-Good-

Repair Program. This competitive grant program could provide up to \$1 billion over five years for projects that replace, rehabilitate, or repair major infrastructure assets.

“We hope this document helps build support from the public and Congress to invest in specific projects that can have an immediate impact to increase the reliability and safety of the nation’s busiest passenger rail corridor,” said Sarah E. Feinberg, Federal Railroad Administrator. “With 6 million more people calling the Northeast home in the next 25 years, these improvements can and must be made. The cost of doing nothing is simply too great for the region and the country.”

The Commission is a Congressionally-mandated organization that provides coordinated regional leadership to focus on near-term strategies to stabilize the NEC and establish a foundation for future growth. The NEC *Capital Investment Plan* was developed through an extensive evaluation of the current state of the Corridor and future needs for the over 2,200 daily commuter, intercity, and freight trains that use the system. It was approved by the Commission’s members before being transmitted to Congress.

***About the Northeast Corridor Commission:*** *The Commission was created by Congress in 2008 to improve coordination on the Corridor. It is comprised of one member from each of the NEC states and the District of Columbia; four members from Amtrak; and five members from the U.S. Department of Transportation. The Commission also includes non-voting representatives from NEC freight railroads, states with feeder corridors, and commuter authorities not directly represented by a Commission member.*

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