

### What is CONNECT NEC 2035 (C35)?

The Northeast Corridor Commission has brought together commuter railroads, Amtrak, state governments, and USDOT as never before to coordinate and sequence over 150 projects and capital renewal to:

- **Rebuild and improve the nation's oldest and busiest passenger railroad**, advancing state of good repair while making service better, faster, and more reliable than today
- **Establish a new way of doing business** by partnering across agencies to sequence construction according to efficient track outages, thus maximizing productivity and minimizing service disruptions for customers
- **Realize benefits** of a renewed NEC and thriving Northeast:
  - Improve mobility and connections
  - Create economic opportunity and new jobs
  - Combat climate change
  - Support desirable cities and communities

### C35 By the Numbers

<b>~30 minutes</b>	Faster Amtrak Acela between DC-NYC and NYC-Boston
<b>33%</b>	Increase in Amtrak intercity service
<b>2x</b>	Increase in service for many commuter railroads
<b>1.7 million</b>	New jobs over 15 years across the U.S.
<b>\$140 million</b>	Saved annually through commuter & intercity travel time reduction
<b>60 million</b>	New annual commuter & intercity trips (vs. 2019)
<b>310%</b>	Increase in 160 mph high-speed track (32 route miles today & 132 in 2035)
<b>100%</b>	Replace or rehab major bridges & tunnels
<b>\$117 billion</b>	Total program cost
<b>\$100 billion</b>	Funding gap

### New England Territory



### Project Highlights

**Massachusetts Third Track.** Add a third track between Readville to Canton Junction to expand capacity and enable Amtrak and MBTA to improve and increase service.

**Pawtucket/Central Falls Station.** Build a new infill commuter rail station along MBTA's Providence Line in Pawtucket, RI to provide one of Rhode Island's densest urban communities with access to commuter rail service.

**Fitter Interlocking.** Construct a new, wired universal interlocking in Clinton, CT to subdivide a 16-mile segment (Guilford and View Interlockings) into two and allow single track operation over a shorter distance during maintenance with less operational disruption.

**Shoreline East Grade Crossing Elimination.** Eliminate four of the eleven remaining grade crossings on the NEC, minimizing the risk of train-vehicle collisions and delays caused by grade crossing warning device malfunctions.

**New Haven to Providence Capacity Planning Study.** Study of investment options to improve capacity and service performance between New Haven, CT and Providence, RI.

### Delivering for New England by 2035

<b>\$12.5 billion</b> Infrastructure investment over 15 years	<b>110,000</b> New jobs created over 15 years	<b>\$6.8 billion</b> Earnings over 15 years
<b>Electrify rail</b> MBTA commuter services	<b>New station stops</b> Amtrak at T.F. Green Airport, RI MBTA at Pawtucket, RI	<b>Reduce rush hour travel times</b> MBTA Wickford Jct, RI to Boston by 16 min MBTA Boston to Wickford Jct, RI by 9 min Acela NYC to Boston by 28 min
<b>Introduce express service</b> Hartford, CT to NYC New London, CT to NYC	<b>86% more service</b> Increased daily revenue round trips	<b>Study high speed rail</b> Providence to New Haven
<b>Introduce new service</b> South Coast Rail from Fall River/ New Bedford, MA to Boston		

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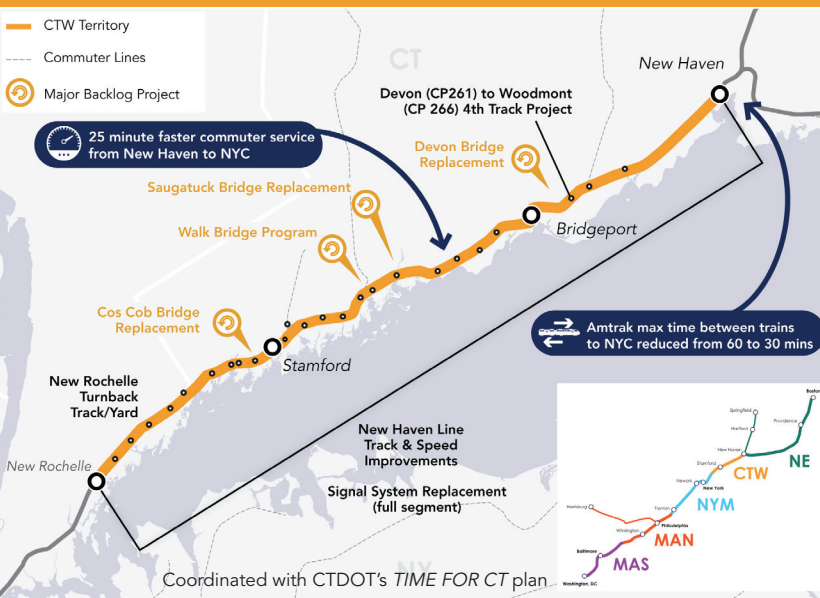
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### Connecticut-Westchester Territory



### Project Highlights

**Moveable Bridge Replacement.** Aging moveable bridges pose a risk of long-term major disruptions. Replace Walk, Devon, Saugatuck, and Cos Cob moveable bridges which require constant maintenance, are functionally outdated, and well beyond their useful life.

**Devon to Woodmont 4th Track Project (Near Milford Station).** Restore the full four-track configuration of the New Haven Line for its entire NEC limits, upgrading a 5-mile section that has only three mainline tracks. The additional track eliminates a chokepoint and provides greater operational flexibility.

**Signal System Replacement.** Upgrade signal system between New Rochelle, NY and New Haven, CT to allow for more frequent trains and improve scheduling of local and express trains to reduce trip times.

**New Rochelle Turnback Track & Yard.** Add track to allow turning trains from NYC to change direction off of the mainline, reducing congestion and increasing reliability. This additional capacity will improve Metro-North and Amtrak on-time performance and Metro-North scheduling flexibility.

### Delivering for Connecticut-Westchester by 2035



**\$9 billion**

Infrastructure investment over 15 years



**62,000**

New jobs created over 15 years



**\$4 billion**

Earnings over 15 years

#### Replace infrastructure



All moveable bridges & signal systems



#### Introduce one-seat ride

Waterbury to NYC



#### Establish express service

Hartford to NYC  
New London to NYC



#### Reduce rush hour travel times

Acela New Haven to NYC by 22 min  
Commuter New Haven to NYC by 25 min



#### 62% more service

Increased daily revenue round trips



#### Study high speed rail

& capacity improvements on the New Haven Line

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### New York City Metro Territory



#### Project Highlights

**Pelham Bay Bridge Replacement.** Replace Pelham Bay Bridge with either a new, movable or fixed bridge with clearance for marine traffic.

**Penn Station Access.** Provide new Metro-North New Haven Line service to PSNY, construct four new stations in the Bronx, and bring Amtrak's Hell Gate Line to a state of good repair.

**Penn Reconstruction & Gateway Penn Station Expansion.** Reconstruct PSNY to relieve overcrowding; improve passenger experience; and unify existing PSNY with Moynihan Train Hall and Penn Expansion. Expand PSNY to provide additional track and platforms to support service growth possible with new Gateway Hudson Tunnels.

**Gateway Hudson Tunnel.** Construct a new two-track tunnel beneath the Hudson River, and rehabilitate and modernize the existing two-track North River Tunnel.

**Gateway Sawtooth Bridges.** Replace the Sawtooth Bridges with new structures to achieve a four-track segment with improved speeds, increasing efficiency and reliability.

**Hunter Flyover.** Construct an elevated viaduct for NJ TRANSIT's Newark-bound Raritan Valley Line trains, eliminating at-grade crossings, reducing conflict between trains, and increasing capacity.

**Mid-Line Loop.** Construct a new above-grade connection to eliminate conflicts and provide the increased capacity necessary to enable 160-mph speeds on Acela, and support enhanced NJ TRANSIT service.

**Gateway Secaucus Station & Loop Tracks.** Expand the Secaucus Station platform system and add loop tracks at Secaucus Junction, allowing for new one-seat ride NJ TRANSIT and Metro-North service to/from Penn Station.

### Delivering for New York City Metro by 2035



**\$55 billion**

Infrastructure investment over 15 years



**430,000**

New jobs created over 15 years



**\$27.1 billion**

Earnings over 15 years



#### Build & expand stations

E. Bronx, NY (4 stations)  
North Brunswick, NJ  
Penn Station New York



#### Introduce one-seat rides

NJ TRANSIT Main, Bergen, Pascack Valley, Port Jervis Lines (incl. Metro-North Orange & Rockland Co. service)



#### Introduce new service

E. Bronx to NYC  
E. Bronx to Connecticut & Westchester



#### Reduce rush hour travel times

MNR E. Bronx to NYC by up to 50 min  
MNR E. Bronx to CT by up to 75 min  
Acela NYC to Boston by 28 min  
Acela NYC to DC by 26 min



#### 48% more service

Increased daily revenue round trips



#### Complete major projects

Gateway Program  
Penn Station Access  
Penn Reconstruction



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### Mid-Atlantic North Territory



### Project Highlights

**Harrisburg Line Interlocking Improvement Projects.** Replace or reconfigure outdated interlockings that present a challenge to reliability, support existing and future ridership growth, and support flexible operations.

**Harrisburg Line Catenary and Signal Projects.** Replace the outdated signal system, rehabilitate infrastructure to provide enhancements to operations, and replace and upgrade the overhead catenary to improve system reliability.

**New Interlocking/Turnback Track between Cornwells Heights & Eddington.** Add track to permit trains to return to Philadelphia at Cornwells Heights, reducing SEPTA's operations in the delay-prone approach to Trenton and allowing growth in Trenton Line service.

**Ragan Turnback Track.** Add a turnout to Track 3 at Ragan Interlocking to allow for more reliable and frequent SEPTA service and decrease trip times.

**Holly-Bell-Landlith Improvement Project.** Improve Holly, Bell, and Landlith Interlockings to reduce delays and boost on-time performance.

**Harrisburg Line Station Accessibility Program.** Make all Harrisburg Line stations ADA accessible with high-level platforms (includes Villanova, Malvern, Devon & Wynnewood).

**Morrisville Yard.** Implement the infrastructure necessary to accommodate the storage of six 4-car SEPTA trains while also reducing congestion. Includes the construction of new tracks and the removal of all SEPTA storage at Trenton Transit Center.

### Delivering for Mid-Atlantic North by 2035

**\$18 billion**  
Infrastructure investment over 15 years

**173,000**  
New jobs created over 15 years

**\$10.5 billion**  
Earnings over 15 years

**Extend service**  
More SEPTA Wilmington Line service to Wilmington or Newark, DE  
SEPTA potential extension to Coatesville, PA

**Introduce express service**  
Trenton to Philadelphia

**Reduce rush hour travel times**  
Acela Philadelphia to NYC by 15 min  
SEPTA southbound to Wilmington by 4-7 minutes

**Improve ADA accessibility**  
All Harrisburg Line stations  
Wilmington Station

**26% more service**  
Increased daily revenue round trips

**Complete Harrisburg Line projects**  
Interlocking, catenary, & signal improvements

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### Mid-Atlantic South Territory



### Project Highlights

**Baltimore & Potomac Tunnel Replacement.** Replace the B&P Tunnel with a modern four-track, two-mile long tunnel. The new Frederick Douglass Tunnel will reduce trip times for more than 22,000 passengers by permitting speeds up to 100 mph.

**Susquehanna River Bridge Replacement.** Phase 1: Replace the existing two-track movable bridge with a two track, high-level, fixed structure. Phase 2: Add a second two-track, high-level bridge to facilitate higher speeds and increase capacity.

**Baltimore Penn Station Capacity Project.** Improve station capacity by doubling high-level platform access and reconfigure two station interlockings to support higher speeds and allow simultaneous train overtakes. This will also support expanded MARC through trains and Baltimore originations and terminations.

**Baltimore Penn Station Infrastructure Improvements.** Construct two new platforms to allow Amtrak Acela service to pass Northeast Regional and MARC trains in both directions.

**Wilkens Interlocking Project.** Create first half of a new universal interlocking, which would improve operations and provide connectivity for the Penn-Camden Connector Project. Add temporary crossovers to support B&P Tunnel construction phasing.

**Washington Union Station and Baltimore Penn Station Improvements.** Modernize stations to improve the passenger experience, expand capacity, and ensure efficient operations at these key railroad hubs.

**Maryland to Delaware Capacity and Performance Planning Study.** Study options to accommodate a future higher speed segment between Maryland and Delaware.

### Delivering for Mid-Atlantic South by 2035

<b>\$23 billion</b> Infrastructure investment over 15 years	<b>198,000</b> New jobs created over 15 years	<b>\$11 billion</b> Earnings over 15 years
<b>Introduce new stations &amp; service</b> New station at W. Baltimore All day VRE service MARC off-peak & reverse peak service	<b>Complete major backlog projects</b> Baltimore & Potomac Tunnel Susquehanna River Bridge Bush River Bridge Gunpowder Bridge	<b>Improve ADA accessibility</b> High-level platforms at W. Baltimore, Martin Airport, Edgewood, & Aberdeen
<b>Reduce rush hour travel times</b> Acela DC to NYC by 26 min	<b>78% more service</b> Increased daily revenue round trips	<b>Study high-speed rail</b> Maryland to Delaware