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• 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

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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

- **$12.5 billion** Infrastructure investment over 15 years
- **110,000** New jobs created over 15 years
- **$6.8 billion** Earnings over 15 years
- **86% more service** Increased daily revenue round trips
- **Reduce rush hour travel times**
  - 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
- **Study high speed rail**
  - Providence to New Haven
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C35 By the Numbers

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

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
- **25 minute faster commuter service from New Haven to NYC**
- **2x** Increase in service for many commuter railroads
- **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.

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New York City Metro Territory

Project Highlights

- **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
- **Introduce one-seat rides**: NJ TRANSIT Main, Bergen, Pascack Valley, Port Jervis Lines (incl. Metro-North Orange & Rockland Co. service)
- **48% more service**: Increased daily revenue round trips
- **Introduce new service**: E. Bronx to NYC, E. Bronx to Connecticut & Westchester
- **Complete major projects**: Gateway Program, Penn Station Access, Penn Reconstruction

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### Mid-Atlantic North Territory

**Project Highlights**

- **Harrsiburg 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.

- **Harrsiburg 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.

- **Harrsiburg Line Station Accessibility Program.** Make all Harrsiburg 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

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$18 billion Infrastructure investment over 15 years

173,000 New jobs created over 15 years

$10.5 billion Earnings over 15 years

Reduce rush hour travel times

Acela Philadelphia to NYC by 15 min

Introduce express service

Trenton to Philadelphia

Complete Harrisburg Line projects

Interlocking, catenary, & signal improvements

Improve ADA accessibility

All Harrsiburg Line stations Wilmington Station

26% more service

Increased daily revenue round trips

Extend service

More SEPTA Wilmington Line service to Wilmington or Newark, DE

SEPTA potential extension to Coatesville, PA

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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 reconfgure 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

- **$23 billion** Infrastructure investment over 15 years
- **198,000** New jobs created over 15 years
- **$11 billion** Earnings over 15 years
- **Complete major backlog projects**
  - Baltimore & Potomac Tunnel
  - Susquehanna River Bridge
  - Bush River Bridge
  - Gunpowder Bridge
- **Improve ADA accessibility**
  - High-level platforms at W. Baltimore, Martin Airport, Edgewood, & Aberdeen
- **Study high-speed rail**
  - Maryland to Delaware