

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

~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

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.

Wilkins 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
Introduce new stations & service New station at W. Baltimore All day VRE service MARC off-peak & reverse peak service	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
Reduce rush hour travel times Acela DC to NYC by 26 min	78% more service Increased daily revenue round trips	Study high-speed rail Maryland to Delaware