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

<table>
<thead>
<tr>
<th>Measure</th>
<th>Value</th>
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<tbody>
<tr>
<td>~30 minutes</td>
<td>Faster Amtrak Acela between DC-NYC and NYC-Boston</td>
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<tr>
<td>33%</td>
<td>Increase in Amtrak intercity service</td>
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<tr>
<td>2x</td>
<td>Increase in service for many commuter railroads</td>
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<td>1.7 million</td>
<td>New jobs over 15 years across the U.S.</td>
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<td>$140 million</td>
<td>Saved annually through commuter &amp; intercity travel time reduction</td>
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<tr>
<td>60 million</td>
<td>New annual commuter &amp; intercity trips (vs. 2019)</td>
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<tr>
<td>310%</td>
<td>Increase in 160 mph high-speed track (32 route miles today &amp; 132 in 2035)</td>
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<tr>
<td>100%</td>
<td>Replace or rehab major bridges &amp; tunnels</td>
</tr>
<tr>
<td>$117 billion</td>
<td>Total program cost</td>
</tr>
<tr>
<td>$100 billion</td>
<td>Funding gap</td>
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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
- **Introduce one-seat rides**
  - NJ TRANSIT Main, Bergen, Pascack Valley, Port Jervis Lines (incl. Metro-North Orange & Rockland Co. service)
- **$27.1 billion** Earnings over 15 years
- **Introduce new service**
  - E. Bronx to NYC
  - E. Bronx to Connecticut & Westchester
- **Complete major projects**
  - Gateway Program
  - Penn Station Access
  - Penn Reconstruction

Read the full C35 report: www.nec-commission.com/connect-nec-2035

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