



NORTHEAST CORRIDOR COMMISSION
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CONNECT NEC 2037 FAQs

About the C37 Plan

What is CONNECT NEC 2037 (C37)?

- CONNECT NEC is an ongoing region-wide planning process and this update, CONNECT NEC 2037 (C37), builds on the work started in CONNECT NEC 2035 (C35). C35 conceptually assessed what could be done in the next 15 years to achieve service and state-of-good-repair goals for the purpose of determining a funding need. C37 begins a transition to defining in much greater detail what will be done to achieve these goals, particularly for projects funded in the near-term.
- The C37 update to the CONNECT NEC planning process advances several key objectives, including the development and integration of more detailed information on workforce and other delivery constraints, as well as an update to service objectives that consider post-pandemic shifts in travel demand patterns, where applicable.
- A planned 2025 update, CONNECT NEC 2040 (C40), will continue to build upon these C37 advancements with a focus on resource and funding availability.
- The full 15-year plan captures investments from federal FY24-38.

Who was involved in developing C37?

- C37 was developed by the Northeast Corridor Commission through a collaborative process involving all its members, including all four infrastructure owners, eight commuter rail service operators and Amtrak, the Northeast states, and USDOT.

How many jobs will this plan support?

- If fully funded and implemented, C37 investment will support more than 900,000 jobs over the 15-year plan. This includes:
 - 756,000 jobs along the Northeast Corridor, including 397,000 jobs in construction and 359,000 indirect (i.e., jobs that support construction) and induced (i.e., jobs generated by personal spending of direct and indirect employees) jobs.
 - An additional 160,000 jobs will be supported in the U.S. beyond the Northeast in industries providing materials and equipment for the investments in the C37 plan.

How will this plan help to address and respond to climate change?

- The Northeast's robust rail network provides a carbon-efficient transportation option for the region's travelers. According to Amtrak, rail travel emits up to 83% less greenhouse gases compared to car travel and up to 72% fewer emissions compared to flying.

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- An improved NEC and enhanced rail services will accommodate 51 million more travelers each year, shifting approximately 38 million annual car trips and 600,000 short-haul plane trips to rail.
- C37 will result in two billion fewer vehicle miles traveled per year, the equivalent of driving from Boston to Washington, D.C. over four million times.
- Investments in this plan will promote a resilient rail network for a changing climate. For example, track rehabilitation projects will improve resiliency to flooding, and replacement of catenary infrastructure will make power systems less susceptible to outages in extreme weather.

How much will C37 cost, and is it funded?

- The total cost to implement C37 over the 15-year period is estimated to be \$136 billion (2023 dollars). Accounting for inflation, the cost is estimated at \$176 billion in year-of-expenditure dollars.
 - Of that amount, approximately forty percent is funded through existing or expected federal, state, and local sources.
- There are two key funding principles for implementing C37: (1) Make funding predictable; and (2) make funding investments informed by the plan instead of funding individual projects. The Bipartisan Infrastructure Law's (BIL) advanced appropriations and restructuring of the Federal-State Partnership for Intercity Passenger Rail Program supported these two principles. It is important that federal transportation legislation beyond FY26 supports these principles as well.

How is this plan connected to the FY22-23 Federal-State Partnership for Intercity Passenger Rail (FSP) funding?

- BIL included \$36 billion for the Federal-State Partnership for Intercity Passenger Rail (FSP) grant program, of which \$24 billion was targeted to the Northeast Corridor. NEC projects received over \$16 billion in funding in the first round of grants announced by President Biden in November.
- Per 49 U.S.C. §24911(e)(3), projects must be included in the Commission's Capital Investment Plan, along with the CONNECT NEC plan, in order to be included in the Federal Railroad Administration's Northeast Corridor Project Inventory. Projects must be identified in FRA's NEC Project Inventory to be selected for an FSP award.
 - The FSP program funds capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service
- All 25 projects that received awards in this round of FSP funding are included in C37. The C37 funding analysis and overall need reflects the awards that were made for the FY22-23 FSP program. Details for each project that received an award are included in C37.
- The Bipartisan Infrastructure Law provided an installment of significant guaranteed and predictable funding to improve and renew aging NEC infrastructure. FSP funding is critical to advancing the C37 plan.

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How much of C37 is funded by Federal-State Partnership funding?

- Over a third of the available funding for C37 is expected to be provided by the FSP program.
 - The remainder is funded by federal discretionary grants like the Consolidated Railroad Infrastructure and Safety Improvements (CRISI) Program, Capital Investment Grants (CIG), Amtrak's annual grants, Baseline Capital Charges (BCCs) as agreed to in the Commission's Cost Allocation Policy, and state and local funding.

C37 Plan: Infrastructure

Does C37 address all of the corridor's state-of-good-repair needs?

- While BIL funds will go a long way in addressing the backlog of assets on the NEC, long-term, predictable funding beyond FY26 and efficient program implementation are necessary to realize the full state-of-good-repair and service benefits of this plan.
- The 15 necessary major bridge and tunnel replacement or rehabilitation projects (i.e., major backlog) on the NEC will be complete or under construction by the end of the period covered in the C37 plan. These assets include the existing Baltimore and Potomac (B&P) Tunnel in Baltimore, MD, the Hudson River Tunnel in NY, and Connecticut River Bridge in CT, among others.
- Many, but not all, basic infrastructure assets (track, signals, electric traction systems, undergrade bridges, etc.) can be brought into a state of good repair by 2037 despite constraints related to track outages, workforce, and other resource needs. Much of this type of work is funded by Baseline Capital Charges in the Commission's Cost Allocation Policy. However, Right of Way (RoW) owners have work to do to measure the backlog of basic infrastructure state-of-good-repair and develop multi-year capital plans.

Does C37 include the Gateway Program projects in NY/NJ?

- Yes, C37 includes completion of all Gateway projects within the plan timeframe.

C37 Plan: Service

Will C37 investments improve commuter and intercity services?

- C37 proposes significant improvements to NEC rail service for both existing and new riders, on both commuter rail systems and Amtrak.
- Amtrak riders will experience an increased number of trains and more frequent service on modern trainsets. Proposed service includes 50% more trains between Boston and New York City and nearly 100% more service between New York City and Washington, D.C.
- Commuter rail travelers will experience increased service, new stations, and more trains. Some commuter rail travelers will also experience reduced travel times. Across all agencies, communities will have 60% more commuter trains to choose from.

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- New stations will introduce service to underserved communities and expanded one-seat services will create new direct connections.

How much will C37 reduce travel times on the corridor?

- Work included in C37 will reduce travel times as compared to today for both commuter and intercity rail.
 - For commuter rail specifically, MBTA passengers will save 15 minutes between Boston and Providence. MARC passengers will save 15 minutes between Baltimore and Washington, D.C. Metro-North service will include two new one-seat rides between Waterbury and New York, saving 20 minutes.
- Amtrak has committed to a 2040 goal of 2 hours and 30 minutes average Acela trip time from NYC to Washington, D.C. and three hours and 15 minutes from Boston and NYC. NECC will work with Amtrak to identify necessary projects to achieve this goal as part of C40 development.
- Creating a faster, more reliable system requires a comprehensive suite of interrelated investments in signals, catenary, track assets, and in some cases new alignments. C37 includes some specific investments which, when completed, will result in incremental travel time savings that will get Amtrak closer to its 2040 goal. Examples of these investments in C37 include:
 - Clark to Ham Constant Tension Catenary Upgrades in NJ
 - Mid-Atlantic South Signal System Improvements in Maryland
 - Infrastructure improvements that may be identified through the New Haven to Providence Capacity Planning Study
- Detailed work to identify specific trip time estimates is ongoing. These details will be included in C40.
- C37 projected Acela trip time savings falls short of projected C35 savings due to the application of more realistic workforce constraints, new project information, and increased scrutiny on other assumptions made in C35.

Relationship to other plans or efforts

What is CONNECT NEC's relation to NEC FUTURE?

- CONNECT NEC is the first phase of implementing the long-term vision for the corridor established in the Federal Railroad Administration's 2017 NEC FUTURE plan. C35 was the first action plan toward this vision, and C37 is the update to this action plan.
- NEC FUTURE service and performance objectives were considered throughout the service and project delivery analysis.
 - The coordinated project delivery approach was used to identify ways to make progress toward adding capacity, relieving chokepoints, and improving operating flexibility to incrementally work toward NEC FUTURE travel time and frequency targets.

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What sets CONNECT NEC and C37 apart from all the other plans out there?

- CONNECT NEC is unprecedented in its approach to large-scale infrastructure planning. Typically, individual agencies develop plans and pursue funding for their respective systems. Through CONNECT NEC, the corridor's multiple jurisdictions and agencies are working collaboratively through the Commission, planning regional improvements as part of a broader whole.
- C37 considered each individual project in the context of the overall NEC infrastructure to ensure the sum of the plan is greater than its parts: advancing projects that collectively unlock measurable and significant service benefits for the whole region by 2038.
- C37 is a consensus-based plan with extensive input from all operators on the NEC and has the support of the Northeast states, Amtrak, USDOT, and commuter rail agencies.
- C37 is a long-term plan for the NEC with a detailed delivery approach. That means a specific sequencing of construction that, with adequate funding, efficient implementation, and sufficient resources, can be built over 15 years with manageable service disruptions for customers.