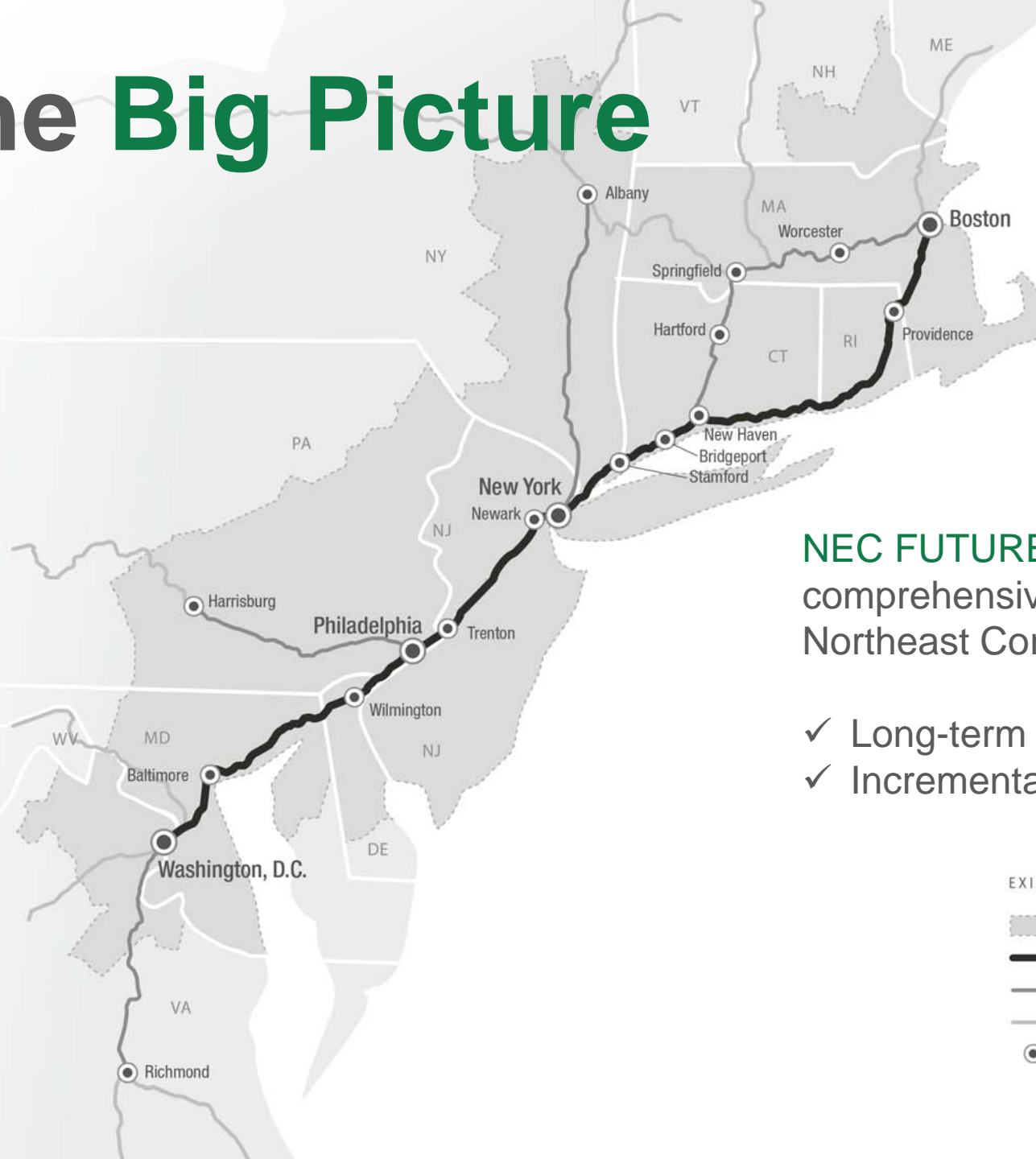


■ NEC FUTURE: A Rail Investment Plan for the Northeast Corridor

Our Future on Track



The Big Picture



NEC FUTURE is a comprehensive plan for the Northeast Corridor

- ✓ Long-term vision
- ✓ Incremental approach

EXISTING:

- Study Area
- NEC
- Connecting Rail Corridor
- National Rail Network
- Rail Station

The Big Questions

➤ How will the NEC keep pace with growth in the Northeast?

➤ What role will it play in the region's future?

Key Needs

The investment plan will address key needs:



State of
Good Repair



Connectivity



Capacity



Performance



System-
Wide
Resiliency



Environment
al
Sustainability



Economic
Growth

Schedule



The Process is Collaborative

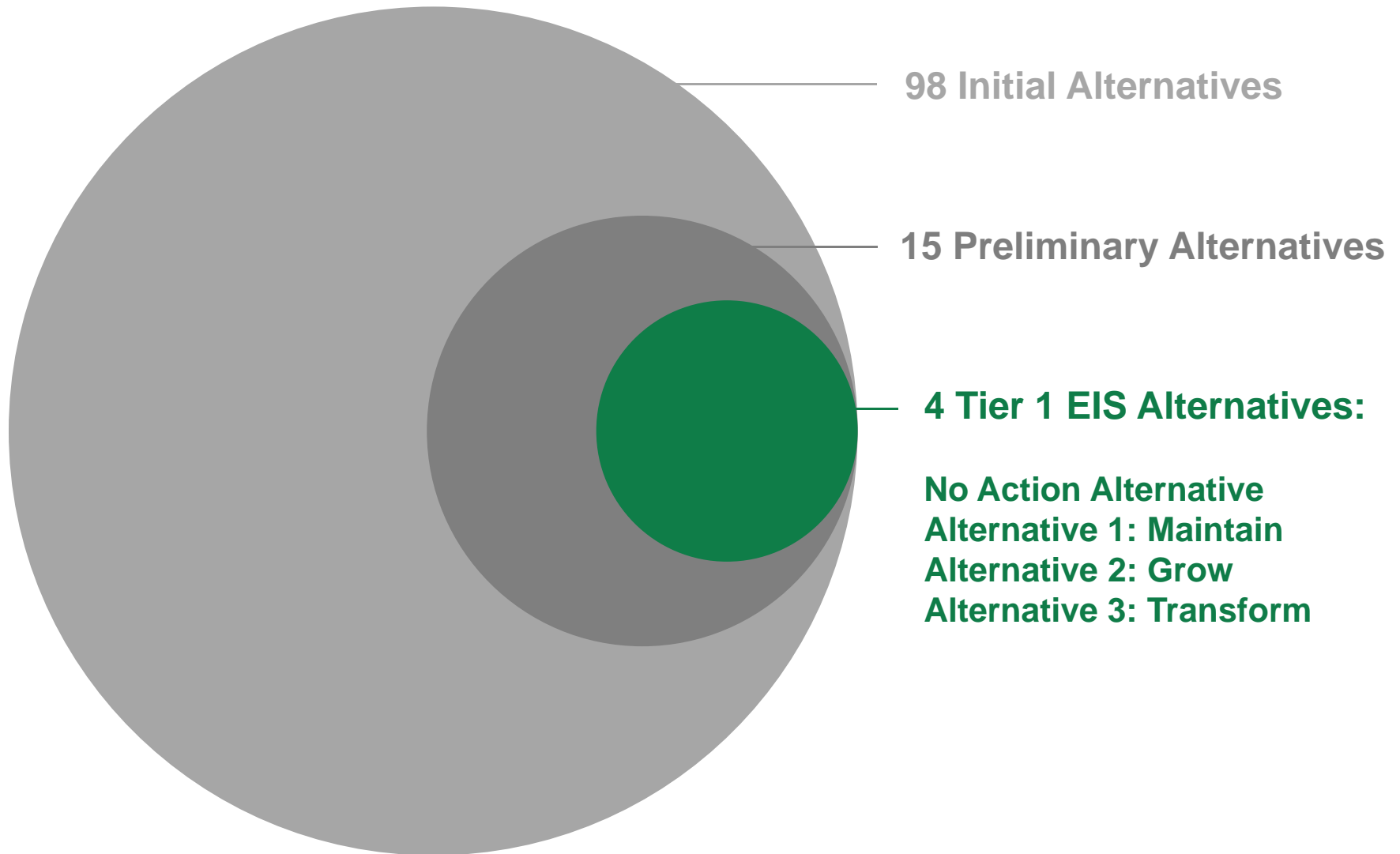
- 8 NEC states, the District of Columbia, and adjoining states
- NEC Commission
- Passenger and freight railroad operators
- Federal Transit Administration, a Cooperating Agency in the NEPA process
- Federal and state environmental resource and regulatory agencies
- Metropolitan Planning Organizations
- Businesses and organizations
- Public





**Let's Talk
Alternatives**

Alternatives Development

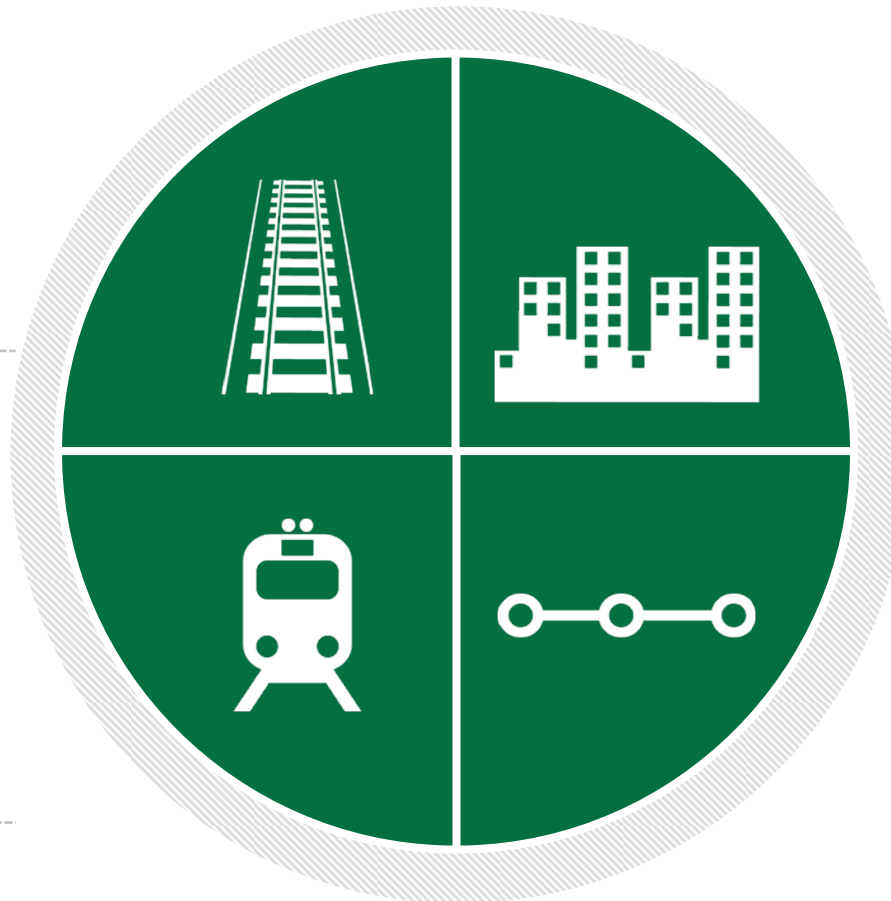


What's in an **Alternative**?

Each Action Alternative is an investment program consisting of:

Infrastructure improvements, defined at a conceptual level, that support the level of service identified

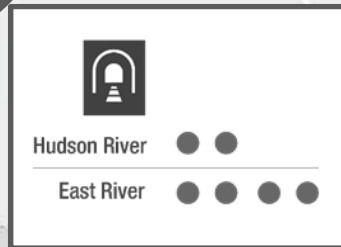
The level of passenger rail service that will be provided in 2040



A set of geographic markets (cities) to be served by passenger rail

A representative route that connects these markets

No Action Alternative



Service:

- Same # of trains as today
- Service quality likely to decline
- Limited number of cities receive intercity service
- Many trips and transfers difficult to make

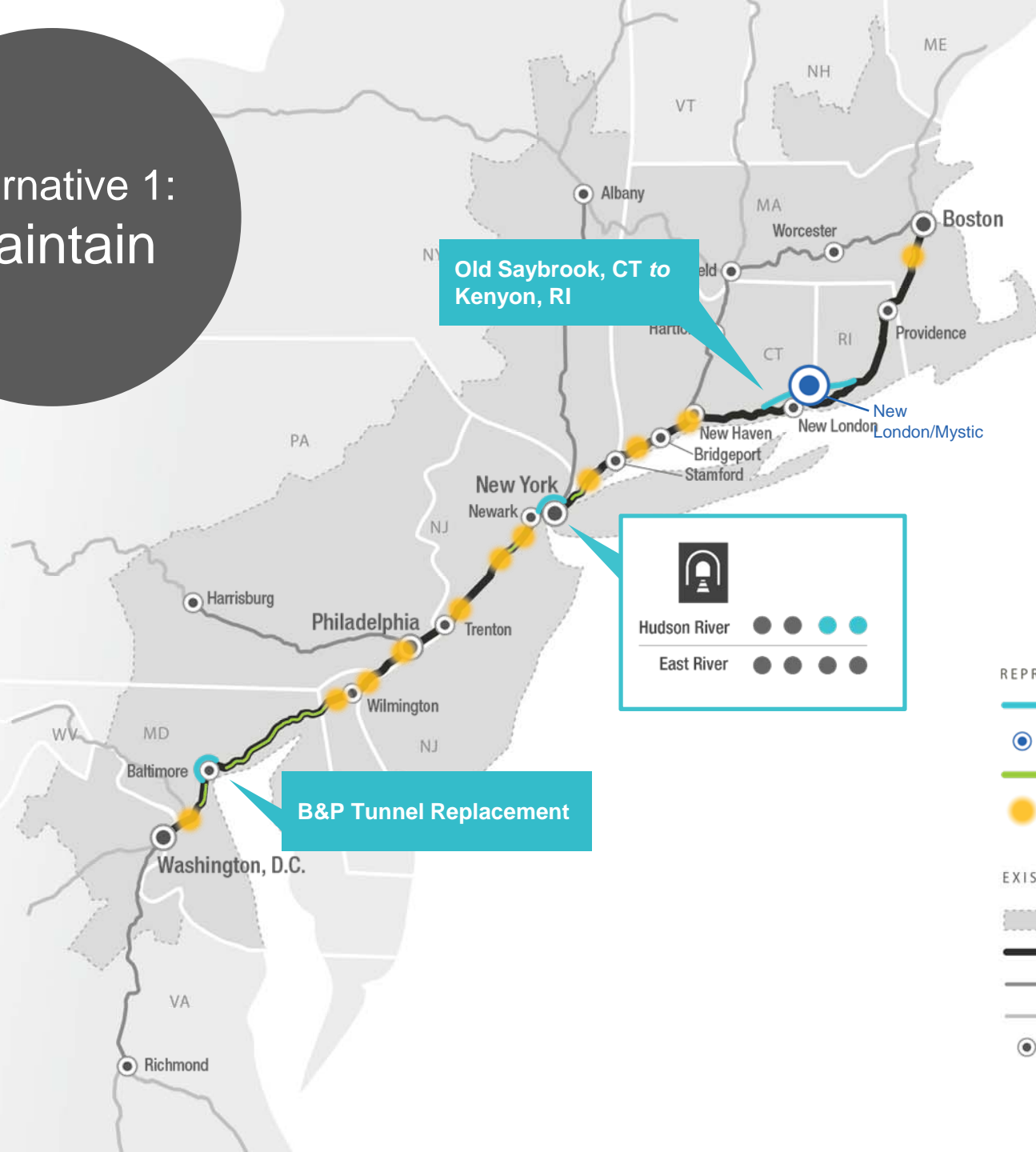
Includes:

- ✓ Projects currently planned and programmed
- ✓ Repairs to keep the railroad operating

EXISTING:

- Study Area
- NEC
- Connecting Rail Corridor
- National Rail Network
- Rail Station (not all shown)

Alternative 1: Maintain



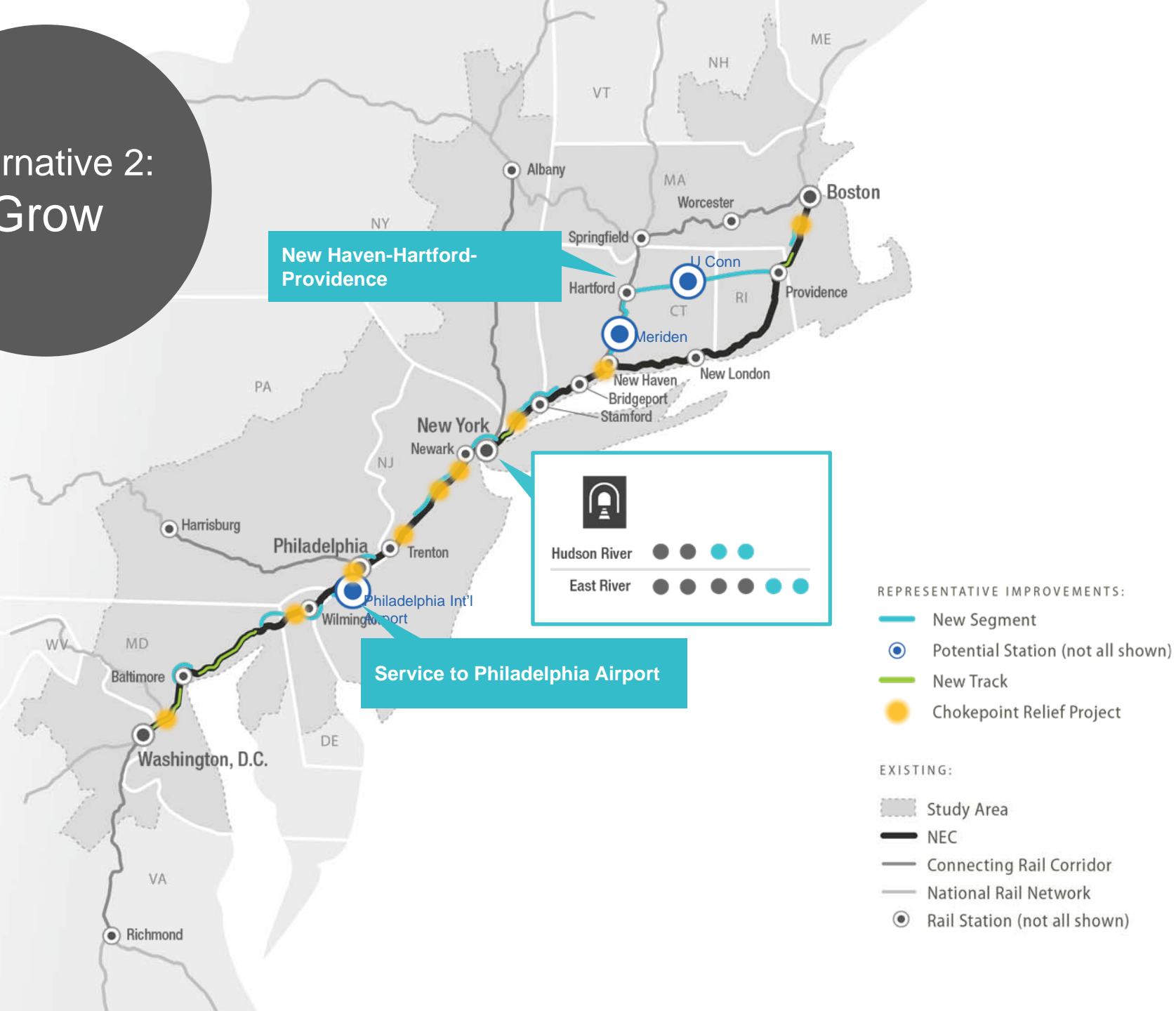
- REPRESENTATIVE IMPROVEMENTS:
- New Segment
 - Potential Station (not all shown)
 - New Track
 - Chokepoint Relief Project
- EXISTING:
- Study Area
 - NEC
 - Connecting Rail Corridor
 - National Rail Network
 - Rail Station (not all shown)

Alternative 1

Service benefits to the Mid-Atlantic Region

- ☐ Expanded Intercity and Regional rail service at locations with significant employment or regional transportation connectivity
- ☐ Increased zone express service from outer service zones
- ☐ Intercity-Express service from D.C. to New York in 160 minutes and Philadelphia to New York in 60 minutes
- ☐ Improved resiliency from redundant capacity at B&P Tunnel
- ☐ Improved capacity for rolling stock storage and maintenance at service end points

Alternative 2: Grow

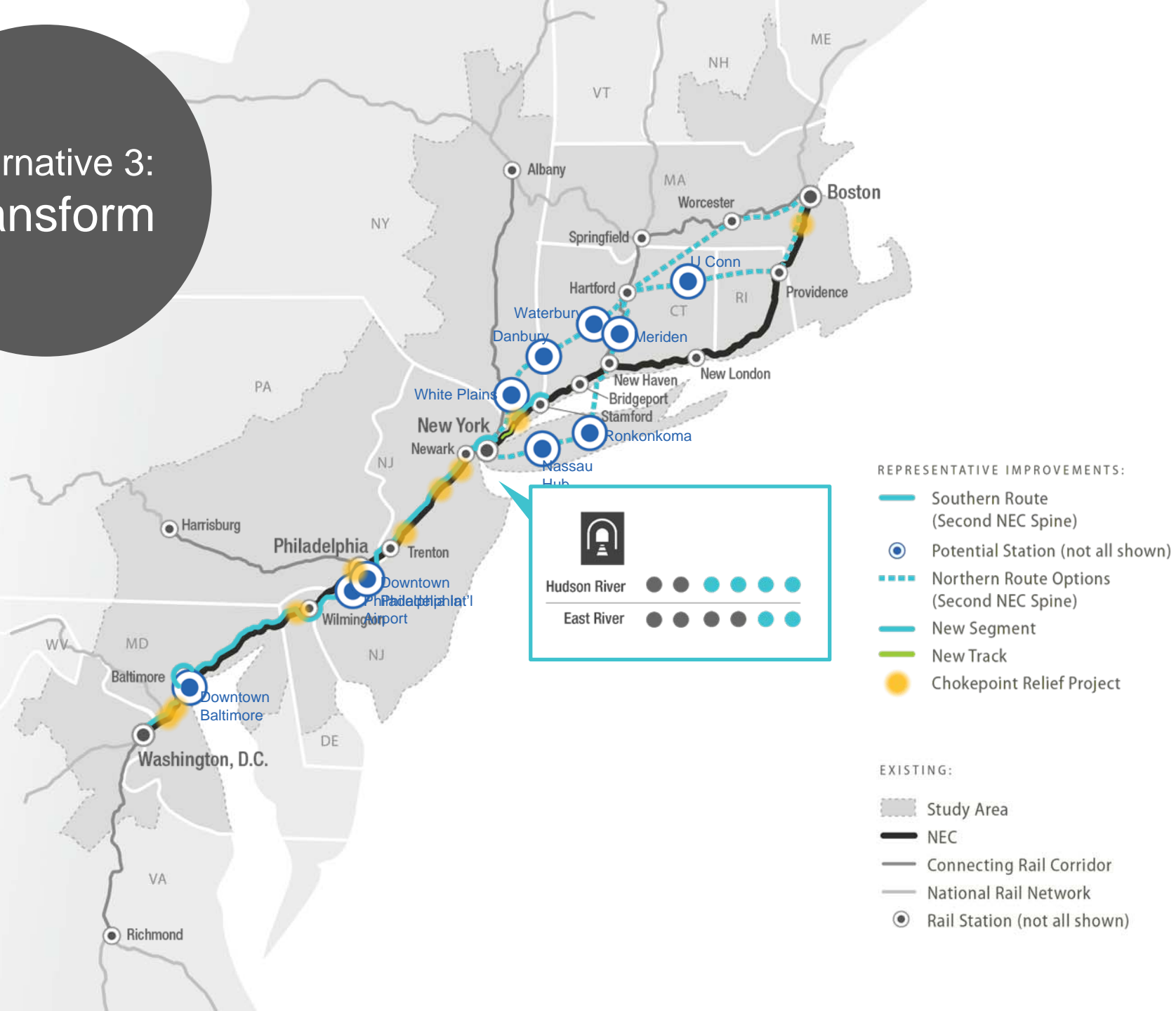


Alternative 2

Service benefits to the Mid-Atlantic Region

- ❑ Full scheduling flexibility with 4-track railroad between New Carrollton and Newark, DE
- ❑ 15-minute peak Regional rail headways or better at all NEC stations and extension of Regional rail service to Delaware
- ❑ MARC Penn Line run-through service at Washington, D.C., to northern Virginia
- ❑ Intercity-Express service from D.C. to New York in 150 minutes and Philadelphia to New York in 55 minutes
- ❑ Potential for integrated timed connections at 30th Street Station between NEC, Keystone, and Atlantic City services
- ❑ Service to Philadelphia International Airport

Alternative 3: Transform



Alternative 3

Service benefits to the Mid-Atlantic Region

- ❑ Integrated Intercity and Regional rail service across six-track NEC
- ❑ One-seat ride peak period Regional rail service between Center City Philadelphia and New York
- ❑ Increased Regional rail service frequency
- ❑ Intercity-Express service from D.C. to New York in 100 minutes and Philadelphia to New York in 40 minutes
- ❑ Capacity for new or increased branch line service and new or expanded Intercity connecting corridor service

Service Comparison



Intercity Peak Hour Trains at Hudson River

**No Action
Alternative**



Intercity Peak Hour Trains at Hudson River



Alternative 1



Intercity Peak Hour Trains at Hudson River

Alternative 2



Intercity Peak Hour Trains at Hudson River

Alternative 3



Innovative Approaches

All of the Action Alternatives include innovative approaches that improve the passenger experience. Examples include:



New Intercity
Service

Improved
Equipment

Easier
Transfers

Coordinated
Scheduling and
Ticketing

The Benefits of Action

For Users

- Reach many more destinations conveniently by rail
- More frequent, reliable service – often with shorter travel times
- Greater range of ticket price options, allowing more affordable travel
- Easier travel arrangements across the NEC

For the Region

- World class transportation to power regional growth and mobility for future generations
- Easier communication and travel among businesses in the Northeast
- Economic development of station areas and cities along the NEC
- Smaller carbon footprint for future transportation system

Next Steps

- ☐ Release Tier 1 Draft EIS
- ☐ Public comment period and public hearings
- ☐ Identify a Preferred Alternative
- ☐ Prepare Final EIS, Record of Decision, and Service Development Plan



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Please Stay
Involved!