

Amtrak's Northeast Corridor

THE NATION'S MOST TRAVELED RAILROAD

The Northeast Corridor (NEC) is one of the busiest and economically vital transportation systems in the world serving the Northeast's five major metropolitan regions—Boston, New York, Philadelphia, Baltimore and Washington, DC. Hundreds of thousands of people rely on the approximately 2,200 Amtrak, commuter and freight trains* that operate over some portion of the Washington-Boston route each day. As the popularity of rail travel soars, Amtrak and our NEC partners are challenged to ensure that the NEC can meet the demand for new capacity on this critical infrastructure asset, portions of which date back a century, and continue to deliver the safe, reliable and convenient service passengers expect from America's Railroad®.

*Pre-COVID-19

Overview

In addition to operating the *Acela*, Northeast Regional, State Supported and Long-Distance trains, Amtrak serves as the infrastructure manager for most of the NEC. Amtrak provides dispatching services and electric propulsion power and maintains and improves the infrastructure and facilities used by Amtrak as well as commuter and freight rail services.

The NEC is a very intricate railroad system and the most complex and heavily used railroad territory in the country. While commuter services operate the majority of trains running on the NEC, Amtrak accounts for about half of the train miles actually traveled on the NEC, and is the only operator to provide end-to-end service between Boston and Washington, DC.

In the context of such heavy daily use and its reliance on aging infrastructure, much of the NEC is approaching the limits of its capacity and at the same time in need of rehabilitation. Many rail assets are in need of redesign and replacement to provide the capacity needed for a growing population and economy, and continue to provide safe, reliable, and convenient high-speed rail service into the next century and beyond.



NEC At-A-Glance

- **457 mainline route miles.**
- **260 million annual passenger trips**, (2,200 daily trains), of which 17.1 million annual trips in FY 2019 (pre-COVID-19) were Amtrak passengers.
- **Approximately 820,000 weekday trips** were made on the NEC, either on Amtrak or one of the commuter railroads.
- Every weekday, more than **2,100 passenger trains and 60 freight trains** operated on some portion of the NEC.
- **150 mph: Top train speeds.**
- **100 years: Age of 7 of Amtrak's 12 movable bridges.**
- **\$50 billion: Annual contribution to GDP of workforce moved by the NEC.**
- **\$100 million: Potential economic cost of a one-day loss of service on the NEC.**
- **7 million jobs within a 5-mile radius of an NEC station.**
- **8 commuter rail partners share the NEC:** the Massachusetts Bay Transportation Authority, Shore Line East, Metro-North Railroad, the Long Island Rail Road, New Jersey Transit, Southeastern Pennsylvania Transportation Authority, MARC and Virginia Railway Express.



New Acela equipment being assembled at production facility in Hornell, NY.



Key NEC Facts

✓ When travelling on our electrified NEC, passengers reduce greenhouse gas emissions by 83% compared to driving and 73% compared to air travel.

✓ In Fiscal Year 2020, NYP and WAS were Amtrak's top two busiest stations across the national network.

✓ 35% of residents and 45% of jobs in the Northeast are within 5 miles of an NEC commuter or intercity rail station.

✓ The northeastern region is home to nearly a quarter of the nation's top universities, a fifth of the Fortune 500 company headquarters, and many top hospitals.

✓ Since the launch of Acela in late 2000, Amtrak's share of the air-rail market has grown from 37% to 83% between New York and Washington—where we carry more than four times as many passengers as all of the airlines combined—and from 20% to 75% between New York and Boston. (Figures are FY00 vs. FY21.)

Building the Future NEC

Amtrak, the state governments of the Northeast, the federal government, and eight commuter rail agencies worked together through the NEC Commission to develop CONNECT NEC 2035 (C35)—a 15-year plan representing the most ambitious reinvestment program in the NEC's history and a new way of planning: a multi-agency, multi-year, shared action plan guided by the long-term vision. C35 is a detailed and efficient sequencing of infrastructure investments covering 150 projects and capital renewal efforts along the corridor.

The implementation of C35 will result in a modern and resilient railroad with safe, reliable, and more frequent service; connections to new markets; and reduced travel times between communities. C35 is the first phase of the long-term vision for the corridor established in the Federal Railroad Administration's 2017 NEC FUTURE plan, making significant improvements to NEC rail service for both existing and new riders, on both commuter rail systems and Amtrak.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) – also known as the Bipartisan Infrastructure Law – was signed into law. This legislation provides historic levels of investment for rail including funding to substantially improve the Northeast Corridor.

Key elements on Amtrak's priority list include major structure replacements such as:

- Gateway Program (NY and NJ)
- Baltimore & Potomac (Frederick Douglass) Tunnel replacement (MD)
- Susquehanna River Bridge replacement (MD)
- Wilmington track, catenary, and signal improvements (DE)
- Harrisburg Line track, catenary, and signal improvements (PA)
- Connecticut River Bridge replacement (CT)
- Major stations development (Washington, DC; Baltimore; Philadelphia; New York City)

Renewing the Fleet

Much of the Amtrak passenger train fleet is near or beyond the end of its useful service life. Amtrak is making significant fleet investments today in order to maintain existing service and be prepared to expand future service. These include:

New Acela High-Speed Trainsets: Amtrak is advancing the production of the new Acela fleet, a \$2.5 billion procurement financed by RRIF. The 28-set fleet will replace the legacy Acela equipment.

Intercity Trainsets (ICTs): Amtrak entered a \$7.3 billion procurement for at least 73 ICTs including a corresponding spare parts agreement and upgrades to mechanical facilities. Trainsets are forecast to enter service between FY 2025 and FY 2030. Options for up to 130 additional trainsets can provide equipment for AmtrakConnectsUS corridor growth.

Learn more at
[NEC.Amtrak.com](https://www.NEC.Amtrak.com)