Amtrak is chartered by the U.S. Congress to provide intercity passenger railroad service across the United States. The company operates 310 trains on a 21,300-mile system to more than 500 stations across the country daily. Every year, more than 30 million customers rely on Amtrak as the smarter way to travel – and this number is growing. However, aging infrastructure is struggling to keep pace with increased demand. Working alongside its state and federal partners, Amtrak is ready to build the modernized infrastructure of the future today, as funding becomes available.

The Need to Invest in Infrastructure – Now

More than 50 million people live in the Northeast, and many of them are served by a truly unique section of railroad – the Northeast Corridor (NEC). Amtrak is the majority owner of the 457-mile NEC mainline from Boston to Washington, D.C. The NEC carries more than 750,000 passengers on 2,200 daily commuter and intercity trains, with additional freight use as well. Already the nation’s busiest rail corridor, the NEC’s ridership levels are projected to double by 2040.

The NEC infrastructure needs to be modernized now. Many of the existing structural components were installed by predecessor railroads more than 100 years ago, and carry traffic far beyond what was originally intended. While the system continues to carry this traffic safely, significant upgrades are needed to prevent unexpected failures, service disruptions and travel delays.

Our nation’s infrastructure is at a critical crossroads, and nowhere is it more noticeable than in the densely populated Northeast. Deteriorating infrastructure is threatening the U.S. economy. A loss of all NEC services for just one day could cost the economy an estimated $100 million in transportation-related impacts and productivity losses. Investment is needed now to ensure a fast and reliable rail system can serve generations to come.

THE NORTHEAST REGION

A Powerhouse of Economic Output

20%

1/5 of the nation’s gross domestic product is produced in the Northeast

$3T

The $3 trillion Northeast economy is the 5th largest economy in the world
Smart Investments for Critical Needs

After decades of underinvestment, the Northeast Corridor needs more than $38 billion just to reach a “state of good repair,” in which a growing backlog of capital investments are addressed. Within these needs, Amtrak has addressed five critical projects that are vital to creating a renewed, modern passenger rail system in the Northeast. These investments will provide for improved service reliability, an increase in train frequencies and a reduction in trip times, and an enhanced customer experience that includes a smoother ride, greater comfort and new amenities at our major stations.

THE NORTHEAST CORRIDOR

Smart Investments for Critical Needs

“...and beyond.”

The nation needs to invest in the NEC now so it can maximize its mobility and the economic benefits which we all enjoy.”

Wick Moorman, Co-CEO, Amtrak

B&P TUNNEL PROJECT

MARYLAND

$5.0 B | Completed environmental review, design/construction funding needed

Built just after the Civil War, the Baltimore & Potomac (B&P) Tunnel is one of the worst bottlenecks along the NEC with sharp curvatures limiting speeds to 30 mph for passenger and freight traffic. The two-track tunnel will be replaced by a new tunnel with four tubes that will allow for faster, more reliable and more frequent service.

Hudson Tunnel Project

NEW YORK – NEW JERSEY

$12.9 B | Environmental review through 2018, design/construction funding needed

Opened in 1910, the existing two-track North River Tunnel carries passengers between Manhattan and New Jersey. With the North River Tunnel severely damaged in Super Storm Sandy, urgent construction of a new rail tunnel under the Hudson River and rehabilitation of the existing tunnel is proposed. The project is also a key component of the Gateway Program—a suite of strategic rail infrastructure improvements designed to enhance current services and create new capacity in and around New York City.

Major Stations Development

Northeast & Chicago

$ Various | Development agreements and environmental review underway

Amtrak is advancing plans for redeveloping and improving the busiest stations where we have an ownership interest. By leveraging public-private partnerships, economic development opportunities are created for these cities and Amtrak generates new revenue sources to invest in infrastructure. Stations of focus include New York Penn Station and its new counterpart at Moynihan Station, Philadelphia 30th Street Station, Baltimore Penn Station, Washington Union Station and Chicago Union Station.

The Northeast Corridor is an economic engine that provides America a competitive advantage in the global marketplace.

The nation needs to invest in the NEC now so it can maximize its mobility and the economic benefits which we all enjoy.”

Wick Moorman, Co-CEO, Amtrak

Next-Generation High-Speed Rail

Addressing the state of good repair backlog is vital to set the stage for the development of a world-class high-speed rail system. Amtrak continues to advocate for a high-capacity, high-performance railroad and is committed to significant investment to realize high-speed rail in the Northeast.

Amtrak is investing $2.45 billion in the next-generation of high-speed Acela Express trains and associated infrastructure including upgraded tracks, platforms, signaling and the expansion of major stations—all to be delivered by 2021. The investments will result in faster, more frequent and more comfortable service. High-speed rail projects are now underway in New Jersey and Maryland, and Amtrak is supporting efforts to expand high-speed rail service south through Virginia and beyond.
About Amtrak®

Amtrak—America’s Railroad—is dedicated to safe and reliable mobility as the nation’s intercity passenger rail service provider and its high-speed rail operator. With our state and commuter partners, we move people, the economy and the nation forward, carrying more than 30 million Amtrak passengers for each of the past six years. Formally known as the National Railroad Passenger Corporation, Amtrak is governed by a 10 member board of directors, nine of whom are appointed by the President of the United States plus the Amtrak CEO. Anthony R. Coscia is board chairman and Jeffrey R. Moreland is vice chairman. Amtrak operates more than 300 trains daily— at speeds up to 150 mph (241 kph)—connecting more than 500 destinations in 46 states, the District of Columbia and three Canadian Provinces. Learn more at Amtrak.com or call 800-USA-RAIL for schedules, fares and other information. Check us out at blog.Amtrak.com, Like us on Facebook.com and Follow us on Twitter @Amtrak.

Collaboration and Implementation

While Amtrak is the majority owner of the NEC infrastructure and its connecting corridors, the NEC is a shared transportation asset that runs through eight states and the District of Columbia. It is used by Amtrak, eight commuter rail partners, and multiple freight operators. To successfully modernize our infrastructure, all these stakeholders must work closely together to prioritize, phase and fund a shared vision of the NEC’s future. The stakeholders have already made significant progress together during the past five years, while also acknowledging there is much work ahead.

NORTHEAST CORRIDOR COMMISSION

Congress established the Northeast Corridor Commission (NECC) as part of the Passenger Rail Investment and Improvement Act (PRIIA) in 2008 to promote coordinated strategies for planning, financing and implementing major infrastructure projects that cross multiple jurisdictions. NECC is comprised of members of the NEC states, the District of Columbia, Amtrak and the U.S. Department of Transportation, as well as non-voting members from freight railroads, connecting corridors and commuter authorities.

As a first step towards establishing a collective responsibility for funding infrastructure projects, NECC approved a cost allocation policy in 2015 to help share approximately $1 billion in annual capital and operating costs. Further, NECC supports collaborative capital planning among all stakeholders to eliminate the $38 billion state of good repair backlog. In fact, Amtrak’s prioritized Ready to Build tunnel and bridge projects are also identified by NECC in its “Top Ten NEC-Wide Unfunded Priorities.” In Fiscal Year 2016, NEC stakeholders came together to invest $1 billion in infrastructure for state of good repair or improvement projects which provided for critical maintenance along the aging railroad.

NEC FUTURE

The Federal Railroad Administration (FRA) marked a major milestone in June 2017 with the conclusion of NEC FUTURE—a environmental review of corridor-wide improvements to the NEC through 2040 and beyond. After public input on multiple investment options, NEC FUTURE’s final recommendation consists of a two-track dedicated system for conventional and new high-performing, high-speed rail segments.

Amtrak’s prioritized Ready to Build projects are identified in NEC FUTURE as preliminary and fundamental investments required to repair and renew infrastructure, improve stations and expand rail capacity. Amtrak will now work with FRA, NECC and other stakeholders to define an implementation strategy for NEC FUTURE to repair the current infrastructure, unlock major transportation bottlenecks and build new infrastructure to accommodate future demand. Further, NEC FUTURE now allows for more detailed project-level environmental reviews to advance with additional public input opportunities. Read more about FRA’s recommendations at necfuture.com.

POLICY OUTLOOK FOR PASSENGER RAIL INVESTMENT

Amtrak and intercity passenger rail programs were most recently reauthorized by Congress in December 2015 as part of the multi-year surface transportation bill known as the FAST Act. It is now critical that Congress provide the federal funding necessary, through the annual appropriations process, for robust investment on the NEC, as well as the national network. This will require federal funds be provided not only for Amtrak grants, but also for U.S. Department of Transportation competitive grant programs in order to supplement Amtrak’s funding.

As many NEC-prioritized infrastructure projects benefit intercity passenger rail, local transit, and commuter railroads, state and local partners will play an integral role in partnering with Amtrak to help advance these shared benefit projects and build the infrastructure of the future.