

# The Selected Alternative:

## Connecticut - Rhode Island - Massachusetts Area



The Federal Railroad Administration (FRA) sponsored the NEC FUTURE program to create a comprehensive plan for improving the Northeast Corridor (NEC) from Washington, D.C., to Boston, MA. Through NEC FUTURE, the FRA has worked closely with NEC states, railroads, stakeholders, and the public to define a common vision for the corridor's future.

## Selecting the Grow Vision

The Selected Alternative provides the level of service necessary to grow the role of rail in the regional transportation system. The Selected Alternative will improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail services on the NEC to meet future Northeast mobility needs for 2040 and beyond.

## Area Benefits

The Selected Alternative brings the NEC to a state of good repair, eliminates chokepoints that delay trains, and supports significant growth in service, including:

- + **A new Regional rail station in Pawtucket, RI improves connectivity to the NEC in northeast Rhode Island**
- + **Boston South Station expansion, consistent with the Boston South Station Expansion and Layover Facility Project**
- + **Express travel time target of 2 hours 45 minutes between New York City and Boston, MA (with 5 intermediate stops)**
- + **Additional capacity improvements will be subject to the findings of the New Haven to Providence Capacity Planning Study**



### IMPROVE RAIL SERVICE

Corridor-wide service and performance objectives for frequency, travel time, design speed, and passenger convenience.



### MODERNIZE NEC INFRASTRUCTURE

Corridor-wide repair, replacement, and rehabilitation of the existing NEC to bring the corridor into a state of good repair and increase reliability.



### EXPAND RAIL CAPACITY

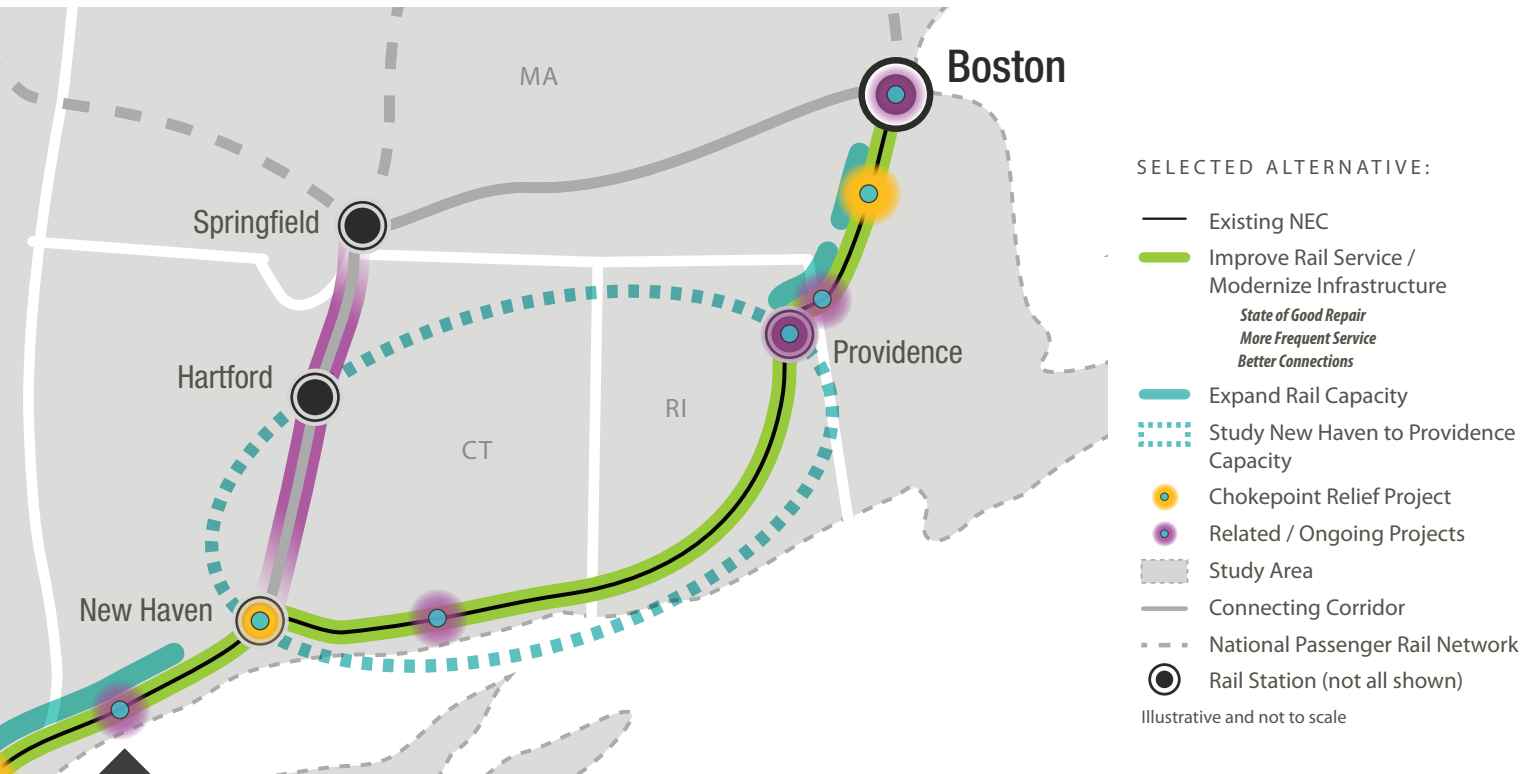
Additional infrastructure between Washington, D.C., and New Haven, CT, and between Providence, RI, and Boston, MA, as needed to achieve the service and performance objectives, including investments that add capacity, increase speeds, and eliminate chokepoints.



### STUDY NEW HAVEN TO PROVIDENCE CAPACITY

Planning study in Connecticut and Rhode Island to identify additional on- and off-corridor infrastructure as needed to achieve the service and performance objectives.

# Features in the Connecticut - Rhode Island - Massachusetts Area



## Infrastructure (including Related Projects)

- + Chokepoint relief project at New Haven Station
- + New Haven-Hartford-Springfield Rail Program
- + Connecticut River Bridge replacement
- + Station Improvements at Providence and Pawtucket, RI
- + New track between Pawtucket, RI and Sharon, MA
- + Canton Junction to Readville track and junction improvements
- + New segment between Sharon and Hyde Park, MA
- + Boston South Station expansion

## More frequent trains

(total Intercity trains per peak hour/peak direction)

EXISTING      SELECTED ALTERNATIVE

### New Haven to Boston



## New Haven to Providence Capacity Planning Study

The Selected Alternative calls for the states of Connecticut and Rhode Island, in cooperation with the FRA, to complete a New Haven to Providence Capacity Planning Study to identify on- and off-corridor infrastructure elements as needed to achieve the service and performance objectives. The study area should encompass the geographic area within the following approximate limits: along the Hartford/Springfield Line from New Haven to Hartford, from Hartford to Providence, and along the existing NEC from New Haven to Providence. While the geographic focus is in Connecticut and Rhode Island, Massachusetts and other stakeholders should be engaged as appropriate. A continuing partnership between the FRA and the NEC states and railroads is essential to sustain the collaboration required to implement the Selected Alternative.