

The Selected Alternative: Virginia - Washington, D.C. - Maryland 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:

- + **Extension of Regional rail service in Maryland and Delaware, closing existing service gap**
- + **Regional run-through service at D.C. to northern Virginia**
- + **Express travel time target of 2 hours 10 minutes between Washington, D.C. and New York City (with 3 intermediate stops)**



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

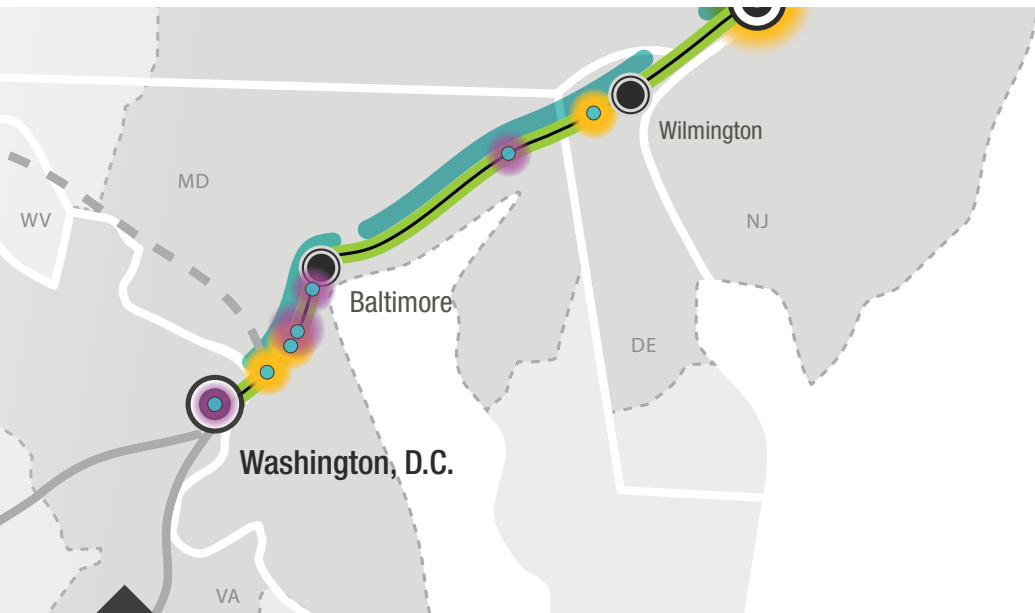
Additional infrastructure between Washington, D.C., and New Haven, CT, and between Providence, RI, and Boston, MA, as needed to achieve the service and performance objectives, including investments that add capacity, increase speeds, and eliminate chokepoints.



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 Virginia - Washington, D.C.- Maryland Area



SELECTED ALTERNATIVE:

- Existing NEC
 - Improve Rail Service / Modernize Infrastructure
*State of Good Repair
More Frequent Service
Better Connections*
 - Expand Rail Capacity
 - Chokepoint Relief Project
 - Related / Ongoing Projects
 - ▨ Study Area
 - Connecting Corridor
 - - - National Passenger Rail Network
 - ⊙ Rail Station (not all shown)
- Illustrative and not to scale

Infrastructure (including Related Projects)

- + Long Bridge and L'Enfant Plaza capacity improvements
- + Washington Union Station expansion
- + Washington, D.C., to New Carrollton, MD, 3rd Track
- + BWI station and platforms expansions
- + B&P tunnel replacement
- + Replacements for the Susquehanna, Bush River, and Gunpowder movable bridges
- + New segment between Baltimore, MD and Wilmington, DE to support faster service and more trains

More frequent trains

(total Intercity trains per peak hour/peak direction)

- EXISTING
- SELECTED ALTERNATIVE

Washington, D.C. to Philadelphia



Improved airport connections

(number of daily trains, Intercity and Regional rail)*

- EXISTING
- SELECTED ALTERNATIVE



*Based on representative service plan used for Tier 1 EIS analysis

More jobs accessible in a 45-minute train time

- EXISTING
- SELECTED ALTERNATIVE

