

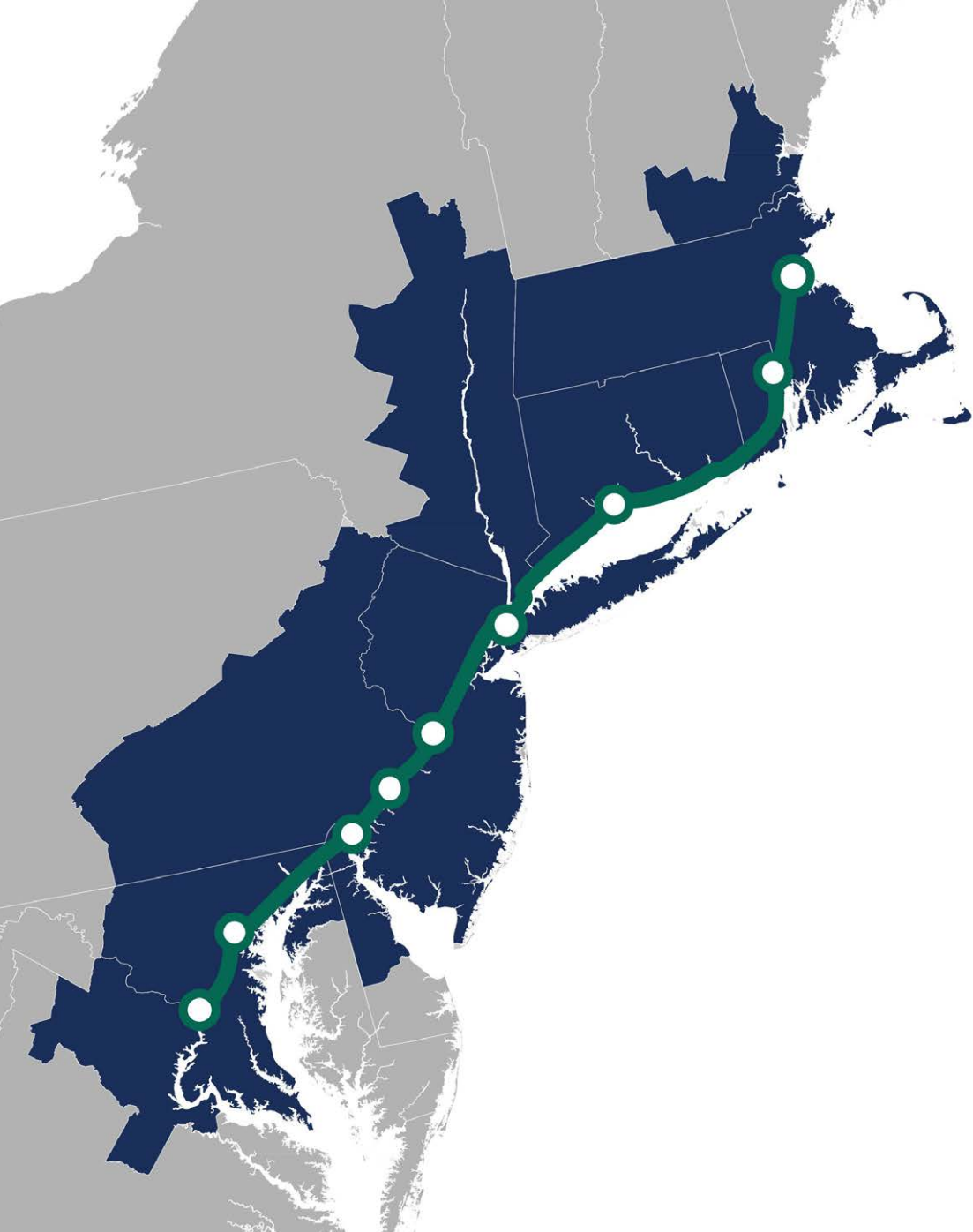


Ready to Invest: A Regional Approach to Capital Planning on the Northeast Corridor

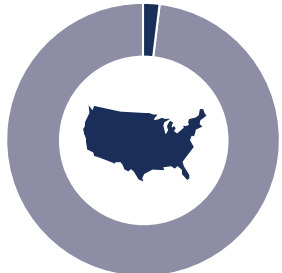
Mitch Warren
Executive Director
NEC Commission

October 15, 2015

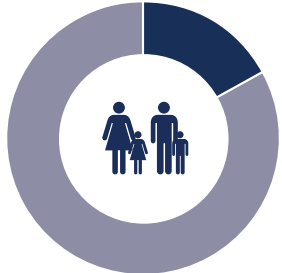
NEC Region



2% of
U.S. Land Area



17% of
U.S. Population







20% of
U.S. GDP





457-mile corridor owned by:

-  Amtrak
-  MTA Metro-North
-  Connecticut
-  Massachusetts

2,000+ daily commuter, intercity, and freight trains

750,000 daily passengers

14 million annual car-miles of freight each year



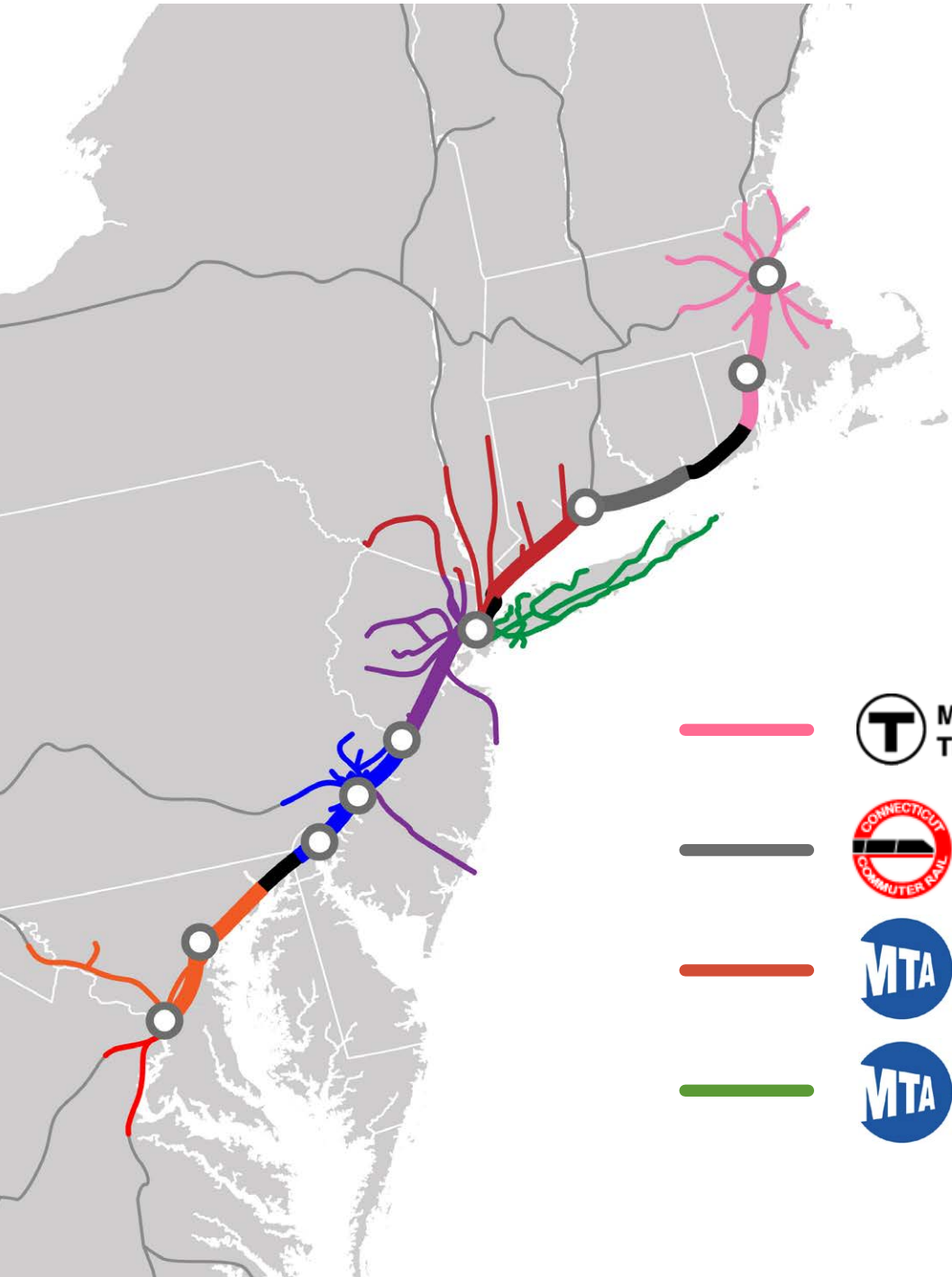
150 daily Amtrak trains on the NEC Main Line (Acela and NE Regional)

11.6 million annual riders

Additional **5 million** annual riders on Connecting Corridors and Branch Lines

Connecting Corridors/Branch Lines

- Keystone Corridor
- Empire Corridor
- Springfield Shuttle
- NE Regional (Virginia Services)
- Downeaster
- Vermont
- Carolinian



1,800+ daily commuter trains on the NEC Main Line (over 90% of total)

700,000+ daily commuter riders on the NEC Main Line

  **Massachusetts Bay Transportation Authority**

  **Shore Line East**

  **Metro-North**

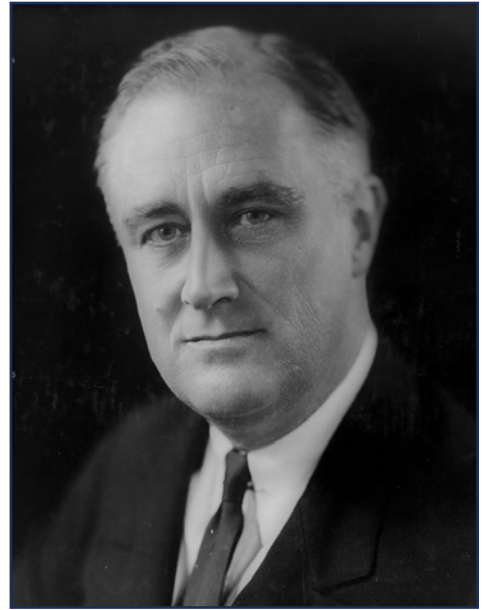
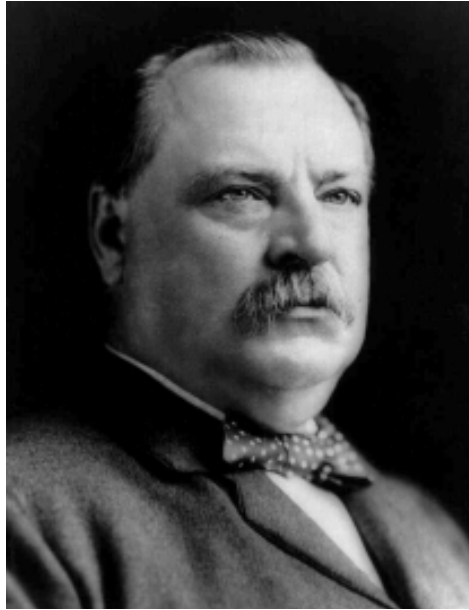
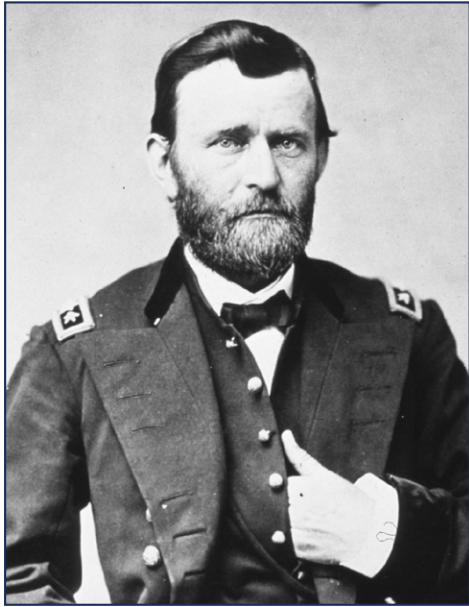
  **Long Island Rail Road**

  **NJ TRANSIT**
The Way To Go.

  **SEPTA**

  **MARC**

  **VRE**





Norwalk River Bridge (CT)
1896
\$250M Replacement



Saugatuck River Bridge (CT)
1904
\$300M Replacement



Portal Bridge (NJ)
1906
\$1B Replacement



Hudson River Tunnels (NY/NJ)
1910
Multi-billion dollar Replacement

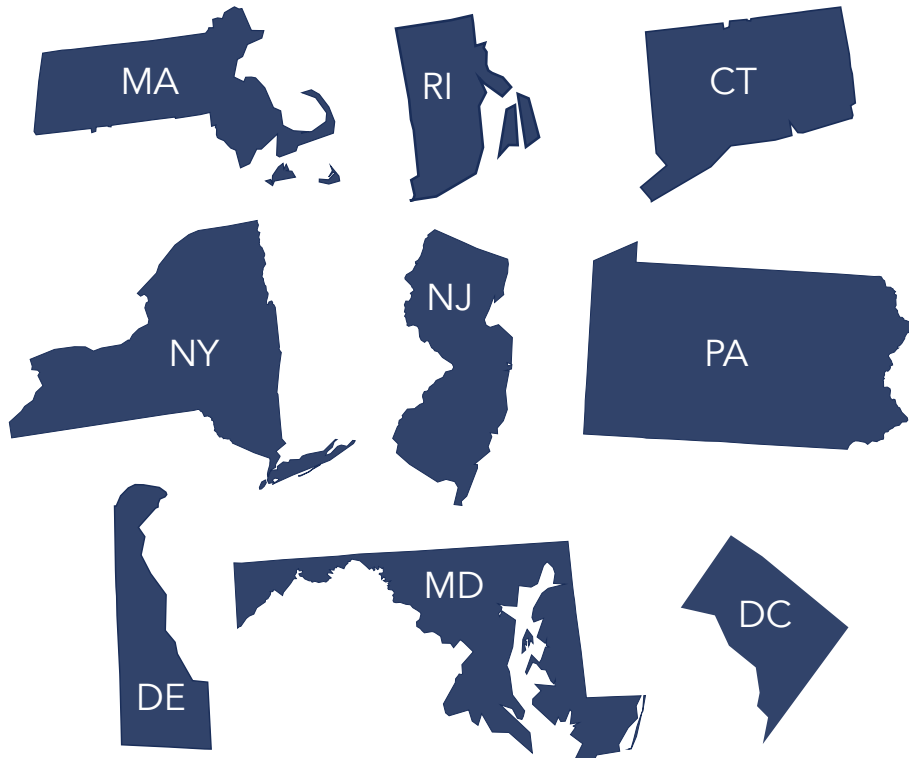


Pelham Bay Bridge (NY)
1907
\$250M Replacement



B&P Tunnel (MD)
1873
\$1.5B Replacement

8 states and the District of Columbia



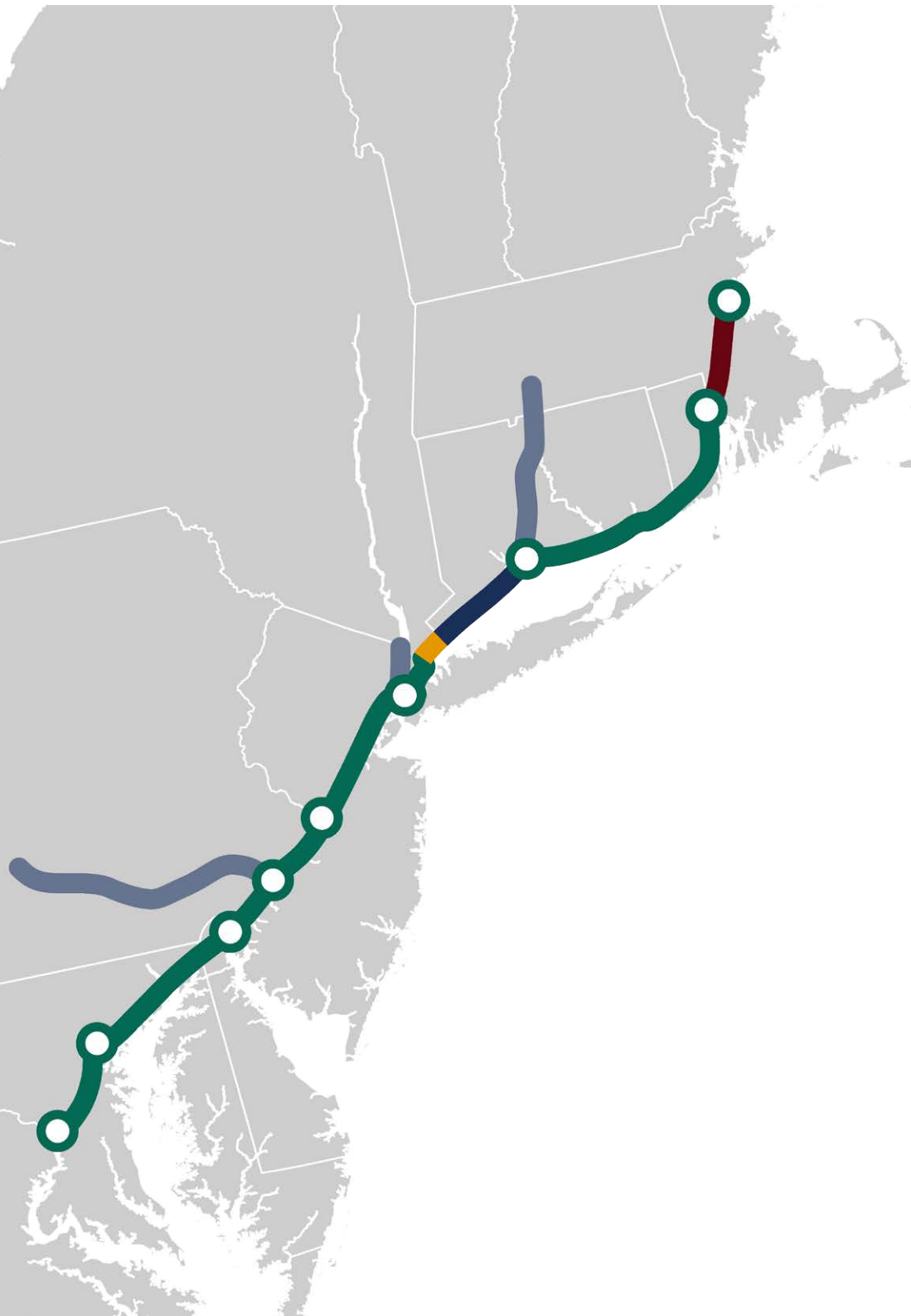
4 members



5 members

Non-voting representatives:

- Freight Railroads
- Connecting States
- Commuter Agencies



Standardized Cost Allocation Formula

- No cross-subsidization
- Promotes consistency and transparency
- Allocates common right of way and stations operating costs
- Allocates Normalized Replacement capital costs

Increased Collaboration

- Establishes collaborative capital planning process
- Enhances transparency on project delivery, operating performance and costs

Federal Role

- Calls for a federal-state funding partnership

Service Development Plan



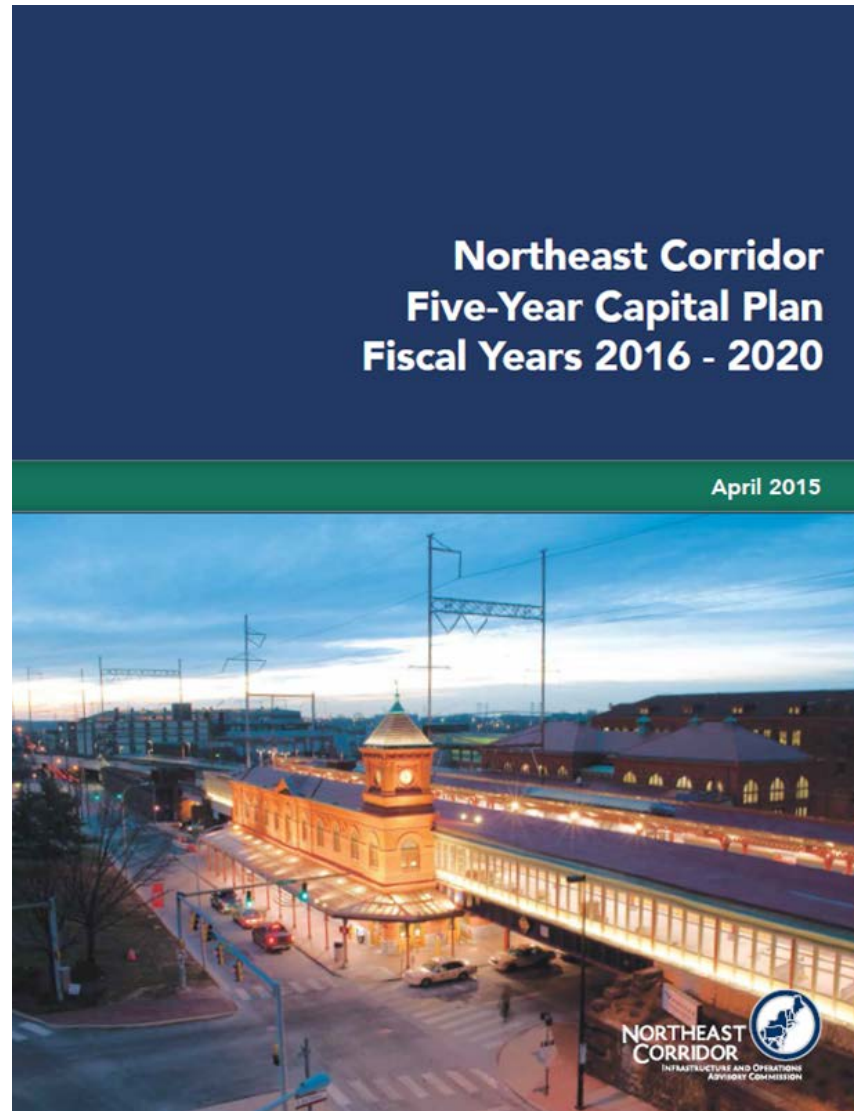
Five-Year Capital Plan

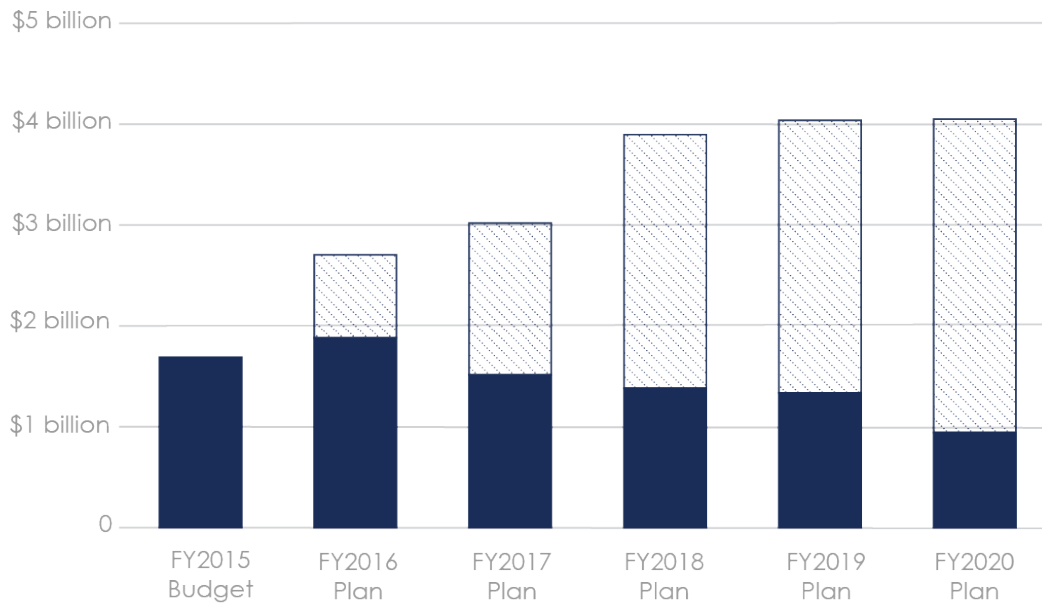


One-Year Spend Plan

- Long-range goals for service outcomes
 - NEC FUTURE will produce the first SDP
 - Renewed every 10 years
-
- More specific capital investments over five-year period
 - Contains both fiscally constrained and unconstrained components
 - Updated annually
-
- Specific capital investments undertaken with available funding only
 - Demonstrates use of state/agency BCC funding
 - Updated annually

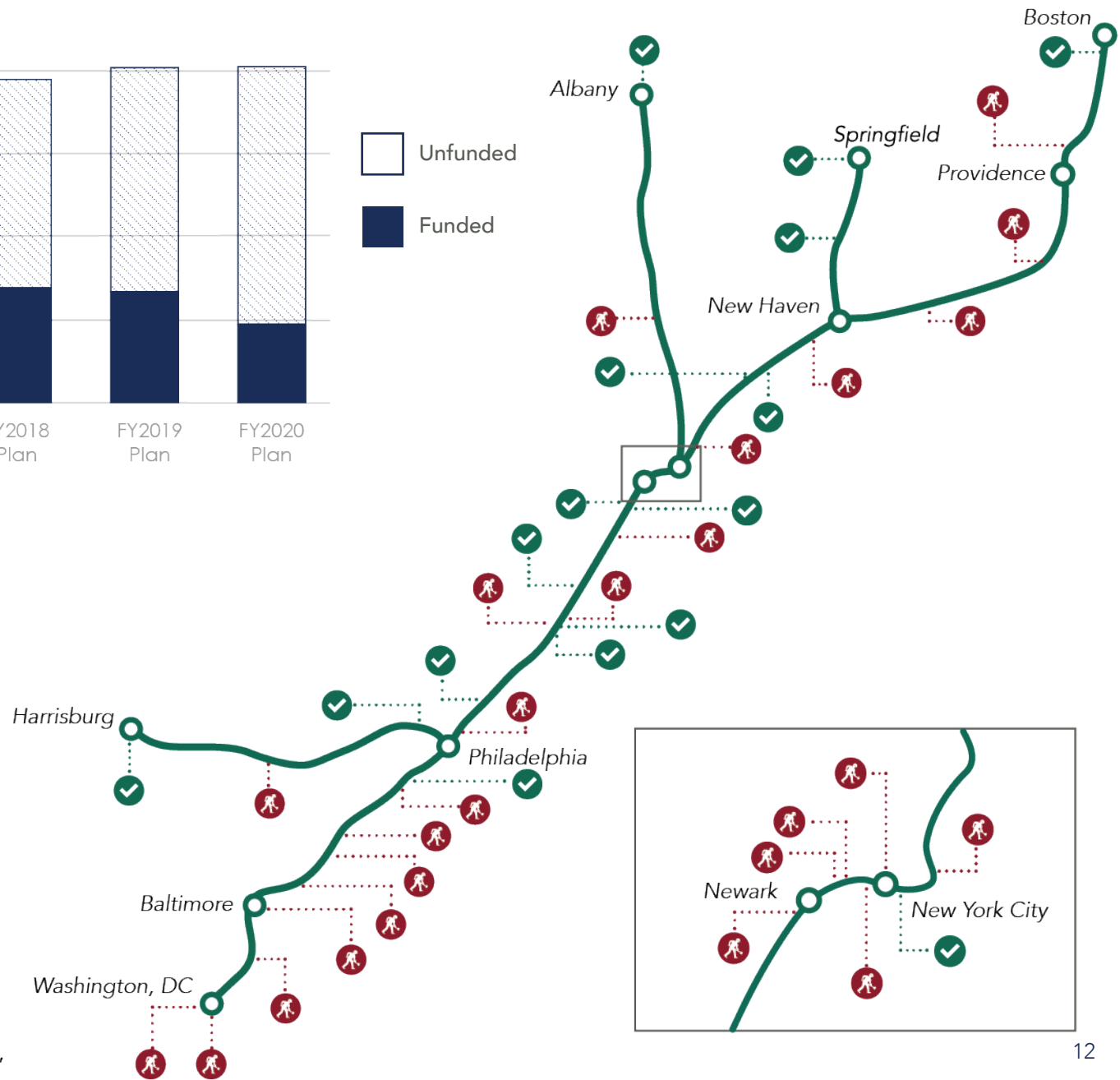
2015: First multi-agency Five-Year Capital Plan



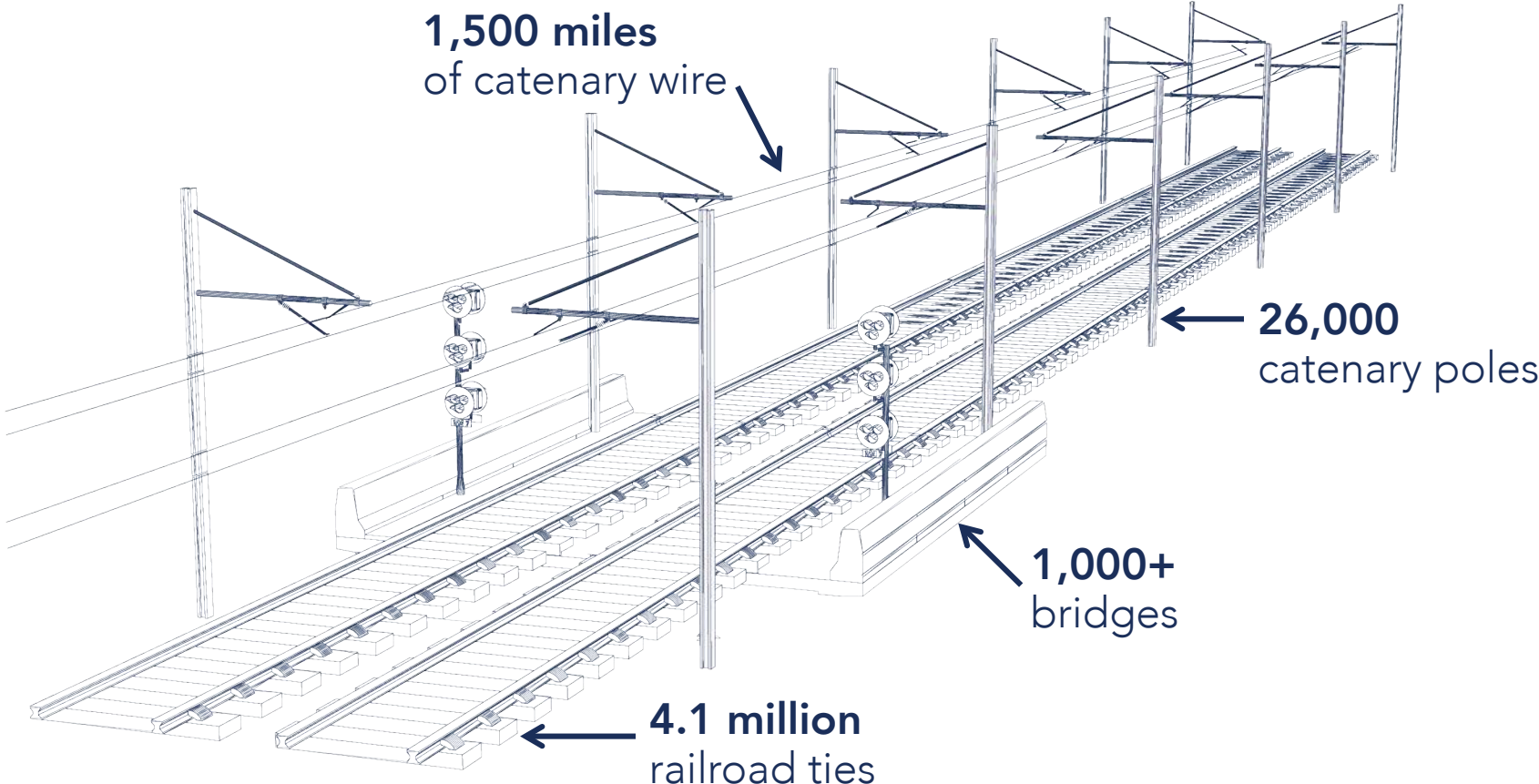


Unfunded
 Funded

- ✓ Projects Funded for Construction, FY16-20
- ✗ Shovel Ready Projects that could be Advanced to Construction if Additional Funding were Available, FY16-20



Basic Infrastructure



Major Backlog

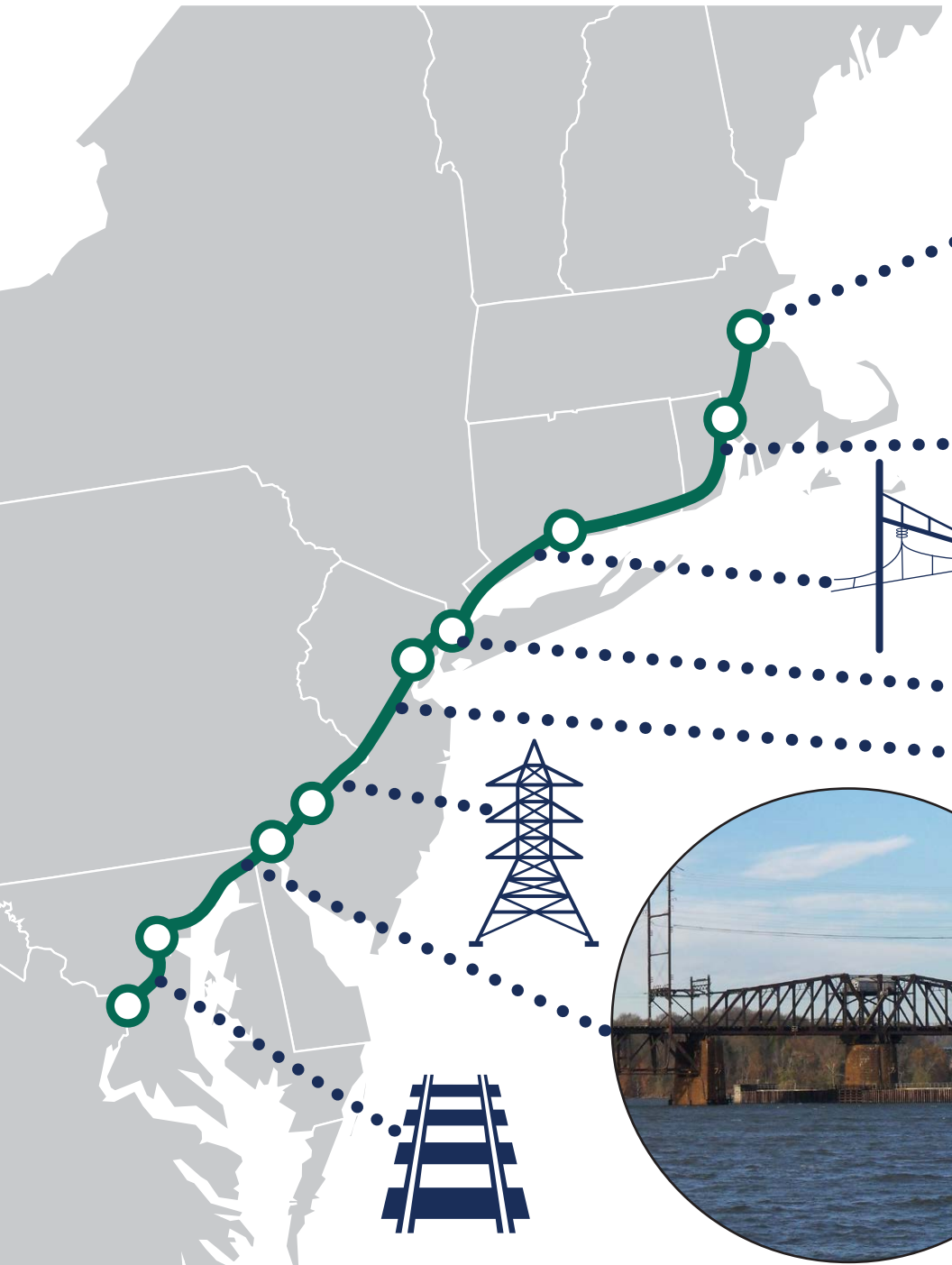


Norwalk River Bridge, CT

Service Preservation & Improvements



Delaware Third Track Program



Grow Our Economy



Economic Development

Invest in 30 stations in communities housing 7 million jobs



Jobs

Support 42,200 construction, manufacturing, and related jobs per year in as many as 22 states

Modernize Our Infrastructure



Reliability

Reduce malfunctions that cause delays



Efficiency

Automate tasks to maximize the productivity of maintenance and operations

Prepare for Our Future



Resiliency

Reduce vulnerability in the face of extraordinary events



Growth

Lay a foundation for rail service expansion

Possible Process Improvements for Next Five-Year Plan

Goals

- Link projects to high-level goals and performance metrics

Possible Process Improvements for Next Five-Year Plan

Goals



Increased Collaboration

- Set regional priorities and improve coordination

Possible Process Improvements for Next Five-Year Plan

Goals



Increased Collaboration



Feasibility & Constraints

- Improve workforce and operations feasibility analysis

Possible Process Improvements for Next Five-Year Plan



Service Development Plan

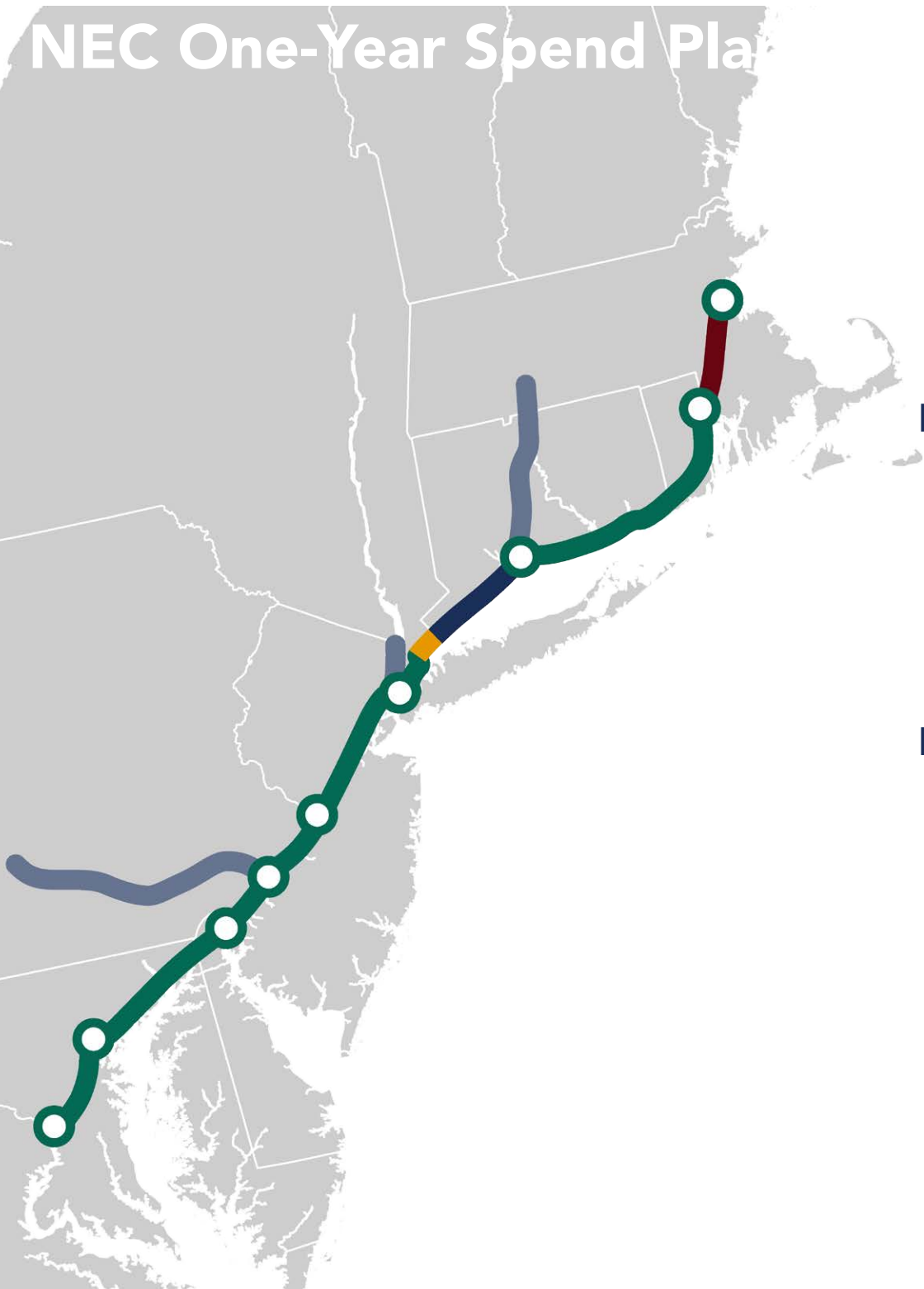


Five-Year Capital Plan



One-Year Spend Plan

NEC One-Year Spend Plan



Purpose

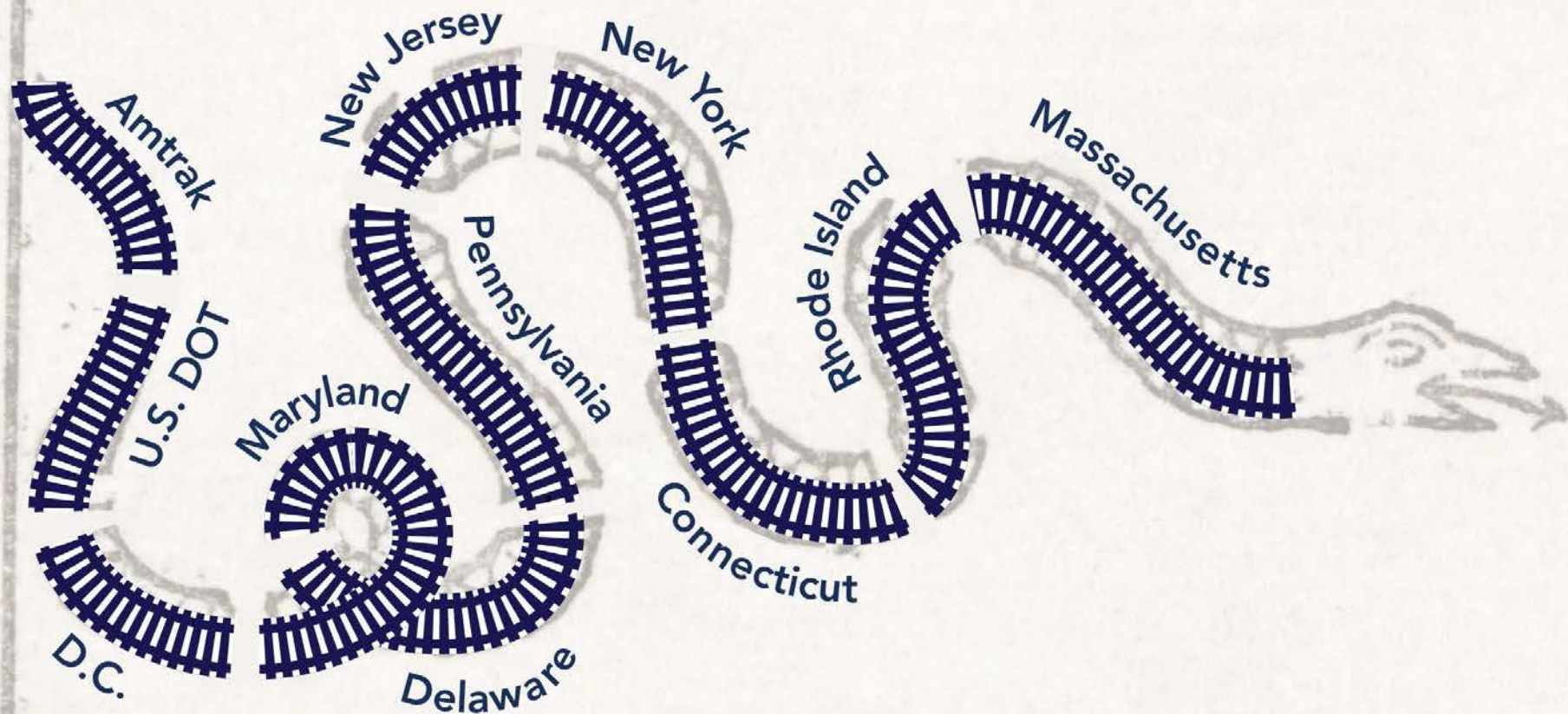
- Fiscally constrained Plan that identifies use of stakeholder contributions in FY16
- Basis of reporting on delivery of capital plan

Next Steps

- Develop template for quarterly and annual capital program reporting
- Continue to refine process for FY17
 - Additional detail on project scope, schedule, and budget



U N I T E, or D I E.



U N I T E, o r D I E.