



North Atlantic Rail (NAR) is a proposed 21st century high performance passenger rail network linking Boston and New York City and all of New England’s mid-sized cities, including—

A 200+ mph high-speed rail spine providing 100-minute travel times from New York City to Boston, utilizing new links on Long Island and between Hartford and Providence;

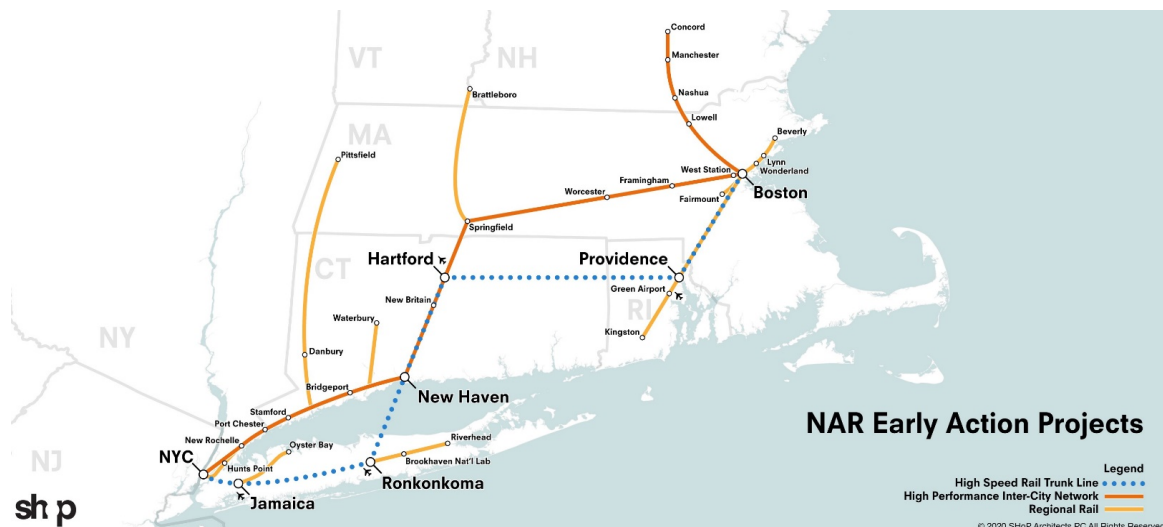
High Performance Rail connecting cities of Southern New York and New England

Regional Rail completing the network

This proposal has been developed by the North Atlantic Rail Alliance, Inc., a broad-based alliance of government, civic, business and labor leaders from across the 7-state North Atlantic Region. Buildout on this entire network is expected to take 20 years. However, the Alliance has identified Early Action Projects that can be advanced at the earliest stage of the project’s implementation. This will put thousands of people to work almost immediately, put components of this system into service within the first five years of the build-out process, and begin to realize economic development, construction job growth, racial justice and climate benefits almost immediately.

Early Action Projects

Early Action projects include the modernization and expansion projects listed below. Modernization and upgrading of these corridors can include double tracking, grade separations, high level platforms, signaling, new train sets and electrification —or in some cases, initiation of new passenger rail service on these routes. These investments enable shorter travel times, increased frequency and reliability and reduced carbon footprints on all of these routes. North Atlantic Rail has identified **Early Action Projects totaling \$23.4 billion** that would be ready for construction in a relatively short time frame should North Atlantic Rail receive congressional funding and authorization. We believe that there may be an opportunity to direct some of the funds already included in the American Jobs Plan as a direct allocation for these early action projects.



Early Action Projects

\$6 billion – Modernization of the New Haven Line to Manhattan, and double tracking and electrification of the Danbury and Waterbury branches.

\$9 billion - East-West rail line between Springfield, Worcester and Boston.

\$3 billion – Double-tracking and electrification of Hartford Line from New Haven to Springfield.

\$2 billion – Modernized Long Island service; to Oyster Bay, and to Brookhaven National Lab and Riverhead.

\$2 billion – Engineering, permitting and Right Of Way acquisition for the High-Speed trunk line from Boston to New York.

\$500 million Granite State Express – Providing improved electrified commuter rail service from Concord, Manchester and Nashua, NH to Boston.

\$1 billion Ocean State Express —Fast, frequent high-speed rail service between Kingston, RI, Providence and South Station Boston.

\$400 million Berkshire Line — Extension of Danbury Branch to Pittsfield, MA.

\$500 million Valley Flyer — upgraded route to Greenfield, MA and extension to Brattleboro, VT.

\$1 billion MBTA upgrades to the Rockport/Newburyport, Haverhill, Fairmont and Lowell Branch Lines providing improved, electrified service in these corridors.

In summary, in order to ensure completion of all the Early Action projects described above, the estimated cost is at **\$23.4 billion**. The total cost for the entire North Atlantic proposed network is **\$105 billion**.

These early action projects have been identified as top rail investment priorities by the states. They can all be constructed largely within existing rail and other publicly owned rights-of-way, and can therefore be subject to expedited permitting, design and procurement. Of equal importance, these Early Action projects all have independent utility to the rail network, and can operate new or improved rail services independent of other investments.

High Speed Rail Service

North Atlantic Rail is proposing to build America's first high-speed rail (HSR) and inter-city high performance rail (HPR) network. North Atlantic Rail proposes to create a new 100-minute service between New York City and Boston, using both existing publicly-owned rail and utility corridors and new rights-of-way. Stations will also be located at all of the mid-sized cities and suburban centers located along this route, along with new stations serving major universities and research institutions adjoining the corridor.

This route will follow existing utility and rail corridors on Long Island, to a new deep bore tunnel under the Long Island Sound designed to avoid all contact with the Sound's environmental resources. From New Haven it will use existing rail and road corridors to Hartford and a new corridor from there to Providence, where it will join the existing Northeast Rail Corridor to Boston.

Legislative Authorization and Appropriations: NAR, Inc.

None of these multi-state, multi-jurisdictional projects will be possible without action on congressional authorization to establish the North Atlantic Rail network and the entity charged with delivering the program. . The new North Atlantic Rail Corp. is to will be a special purpose entity with the expertise and capacity to deliver the NAR network. This is the same institutional model used by other countries to build similar high speed and high-performance rail networks, and by the states of New York and New Jersey and Amtrak to design and build the proposed Gateway Tunnels under the Hudson River. NAR Corp. will collaborate with agencies of the federal government, the Northeast Corridor Commission, Amtrak and the New York and New England state DOT's, to design and build this high-performance, integrated rail network serving seven states of the New York/New England Region.



Suggested legislative text has been drafted to establish North Atlantic Rail Corporation as a new Congressionally authorized public benefit corporation, with a board of directors representing USDOT and the participating states. Currently we are proposing that the authorization language for this new entity be included as an **amendment to the FAST Act**, due to be considered for reauthorization by Congress this year.

- **North Atlantic Rail Corporation.** will expedite the process of designing and building proposed rail projects of regional and national significance, reduce overall project costs, and increase accountability to the Congress, White House, and participating states.
- There will be nine members of the Authority's Board, one from each of the six New England states and New York, nominated by the Governor of each state, and appointed by the President with the advice and consent of the Senate. Two additional Board members will be appointed by the President with the advice and consent of the Senate. All members will have staggered four-year terms and may be removed for cause.
- **North Atlantic Rail Corp's** specific authorities and responsibilities would include: **Planning and Design, Permitting, Procurement, Right-of-way acquisition, Construction and Construction Oversight, and Operations in partnership with Amtrak, state authorities, or private concessionaires.**