



December Dialogues

Northern Region, Boston, December 3

Central Region, New York, December 5

Southern Region, Philadelphia, December 4

Webinars, December 6



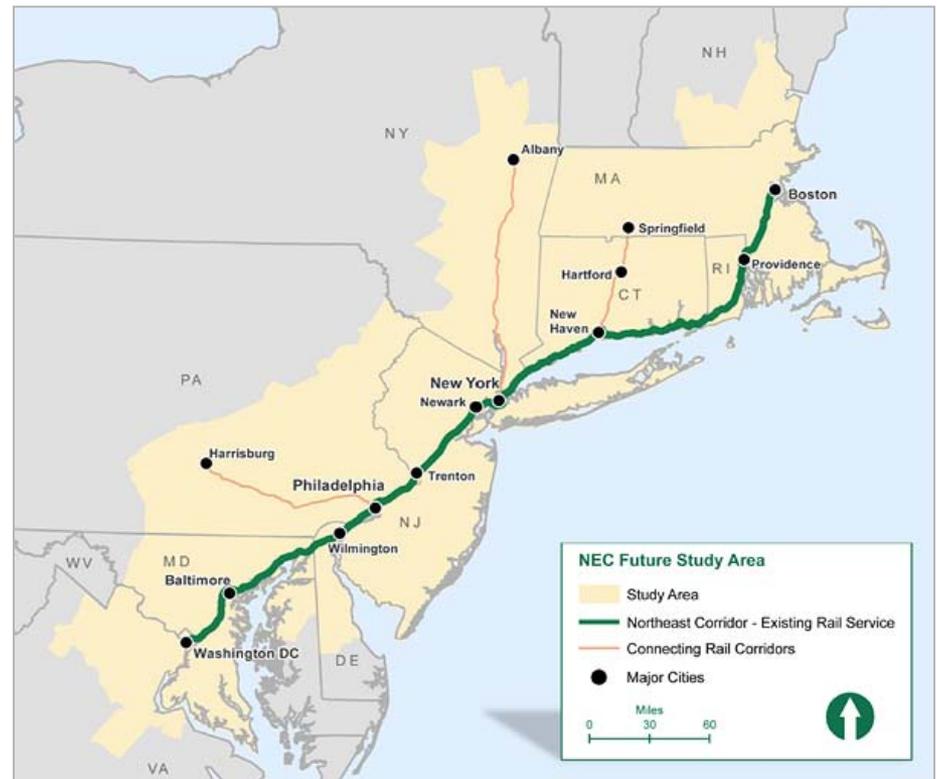
Agenda

- **NEC FUTURE Overview**
- **A Focus on Markets**
- **Scoping Results**
- **Small Group Discussions**
- **Alternatives Development Framework**



NEC FUTURE: A Rail Investment Program

- Initiated by Federal Railroad Administration in February 2012
- Focus on improving intercity and commuter passenger rail service between Boston and Washington, D.C.
- Long-term vision with incremental approach to create 2040 investment plan
- Combines a Tier 1 EIS and Service Development Plan



Why is a Rail Investment Program Needed?

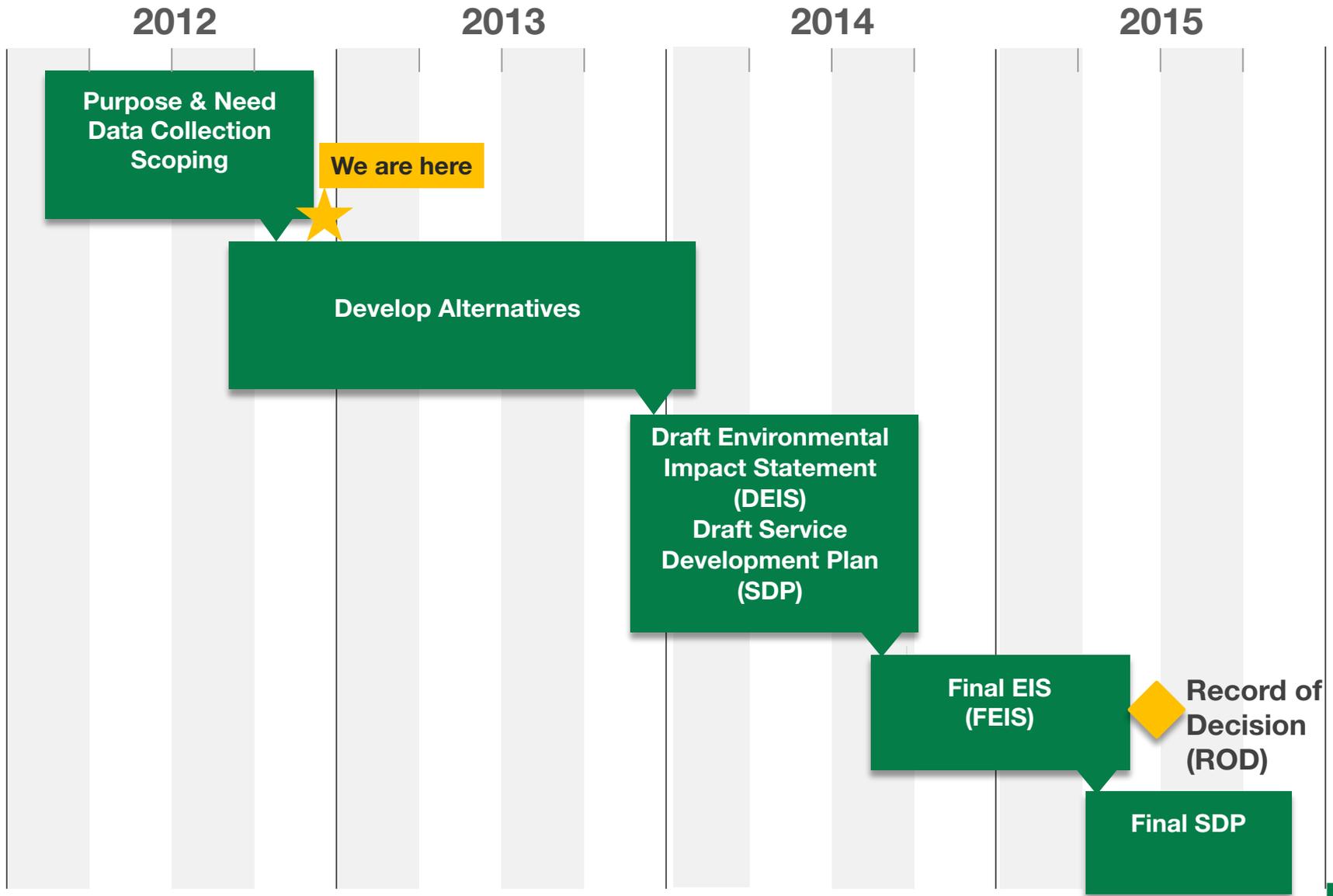
- Northeast region expects significant population growth
- Aging rail infrastructure limits ability to accommodate additional trains and passengers
 - › Bridges and tunnels at end of useful life
 - › Additional tracks required for growing operations
 - › Stations require additional platforms to handle more trains and passengers
- Region lacks an integrated, long-term plan for coordinated federal and state rail investment in the NEC to accommodate growth



Study Status

- **Completed Scoping process**
- **Coordination with agencies, stakeholders, RRs and public**
 - › 8 States and D.C., NEC Commission
 - › Amtrak, Commuter RRs, freight RRs
 - › Federal, state, and regional agencies
- **Data collection and synthesis**
- **Passenger market analysis underway**
- **Development of initial alternatives and screening methodology**

Study Process

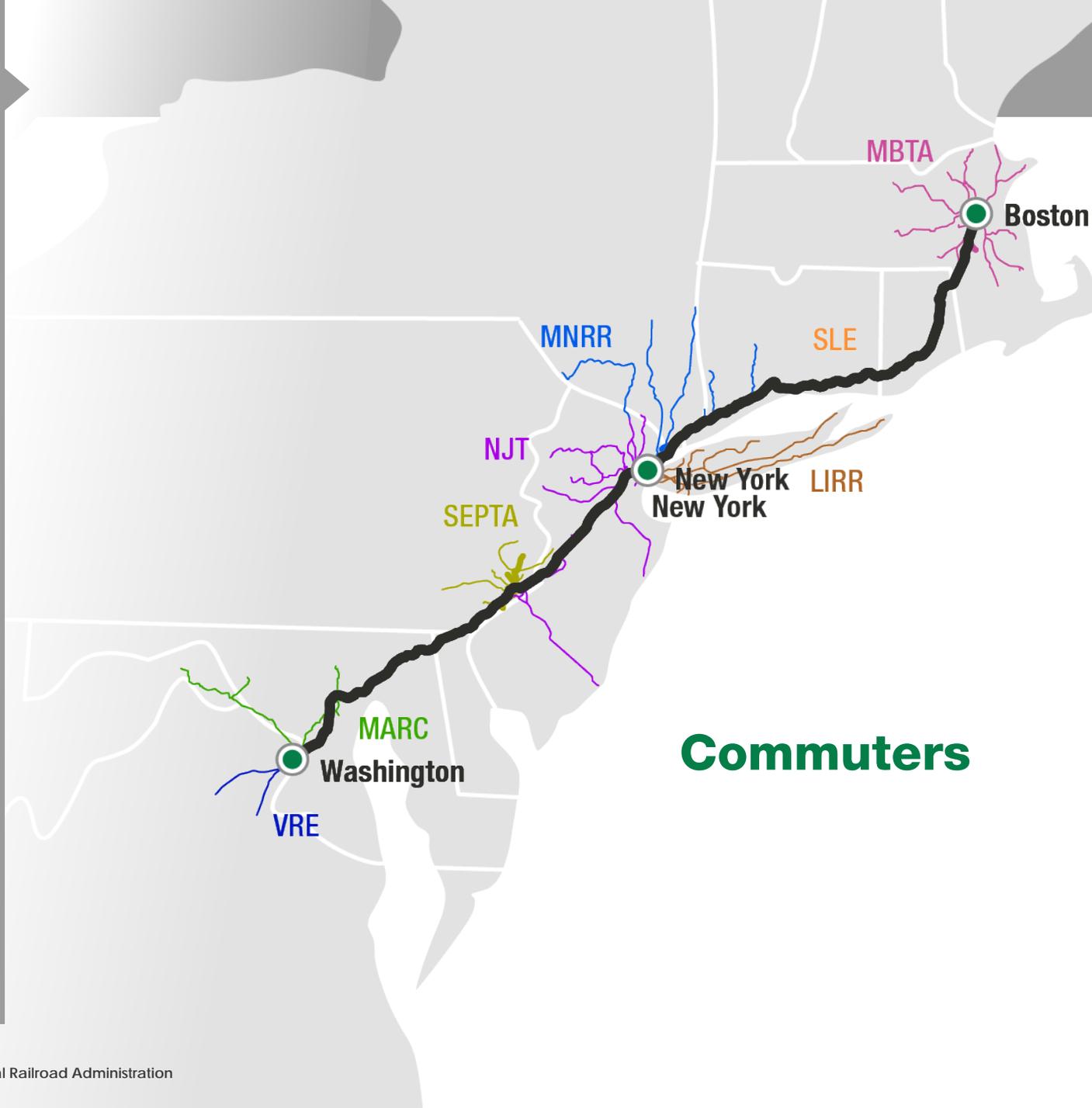


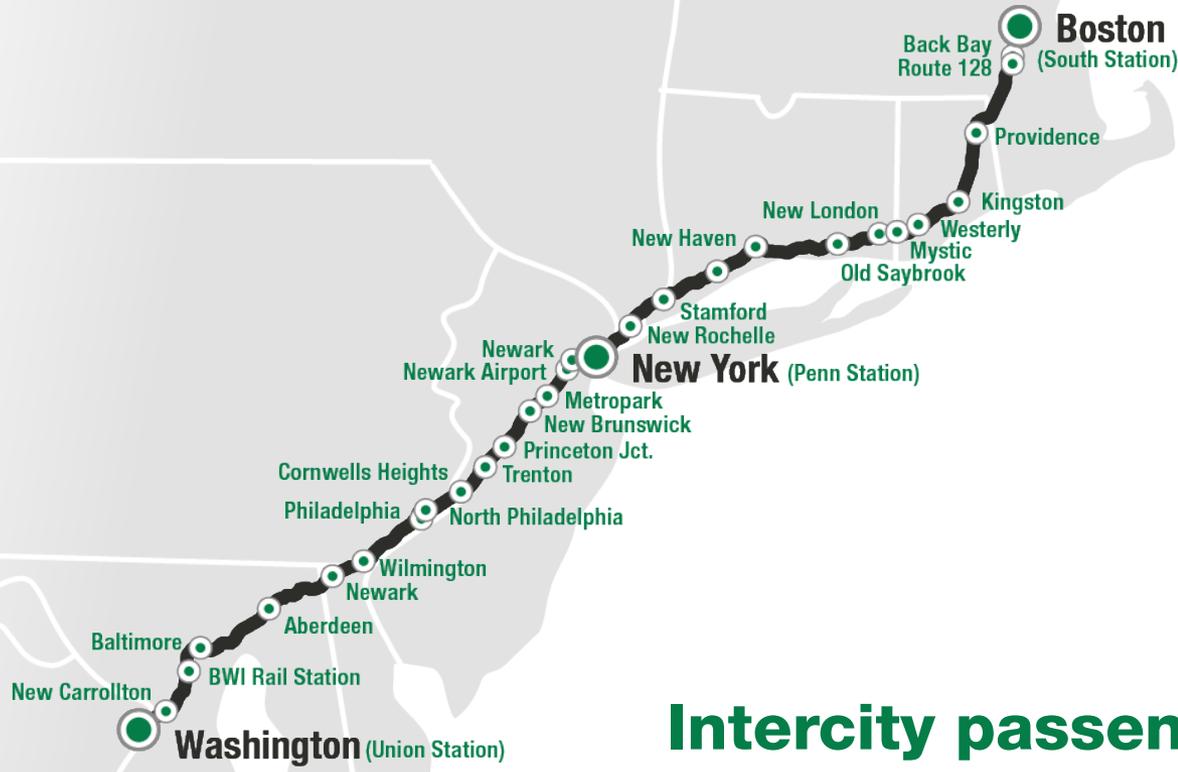
UNDERSTANDING THE 21ST CENTURY NEC: A FOCUS ON MARKETS



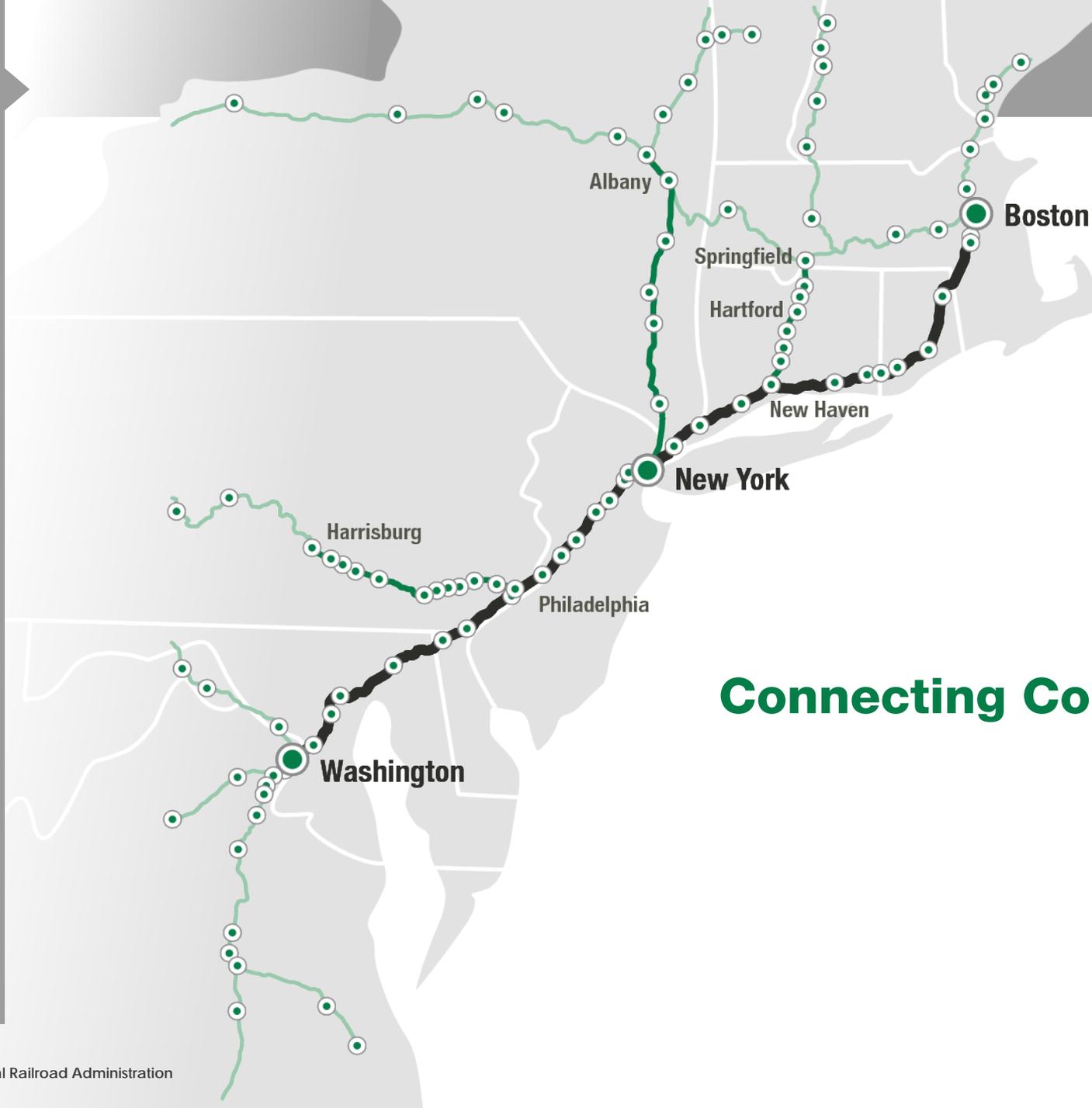
A Focus on Markets

- **NEC rail line established 150 years ago**
 - › Markets and travel patterns based on 1800s corridor layout
 - › Alignments guided growth and development
- **Fresh look required**
 - › New business centers and development patterns
 - › Impact of technology on where people live/work
 - › Where will growth take place?
- **NEC FUTURE approach**
 - › What markets should rail serve?
 - › What kind of rail service is required?
 - › What improvements are required to provide it?



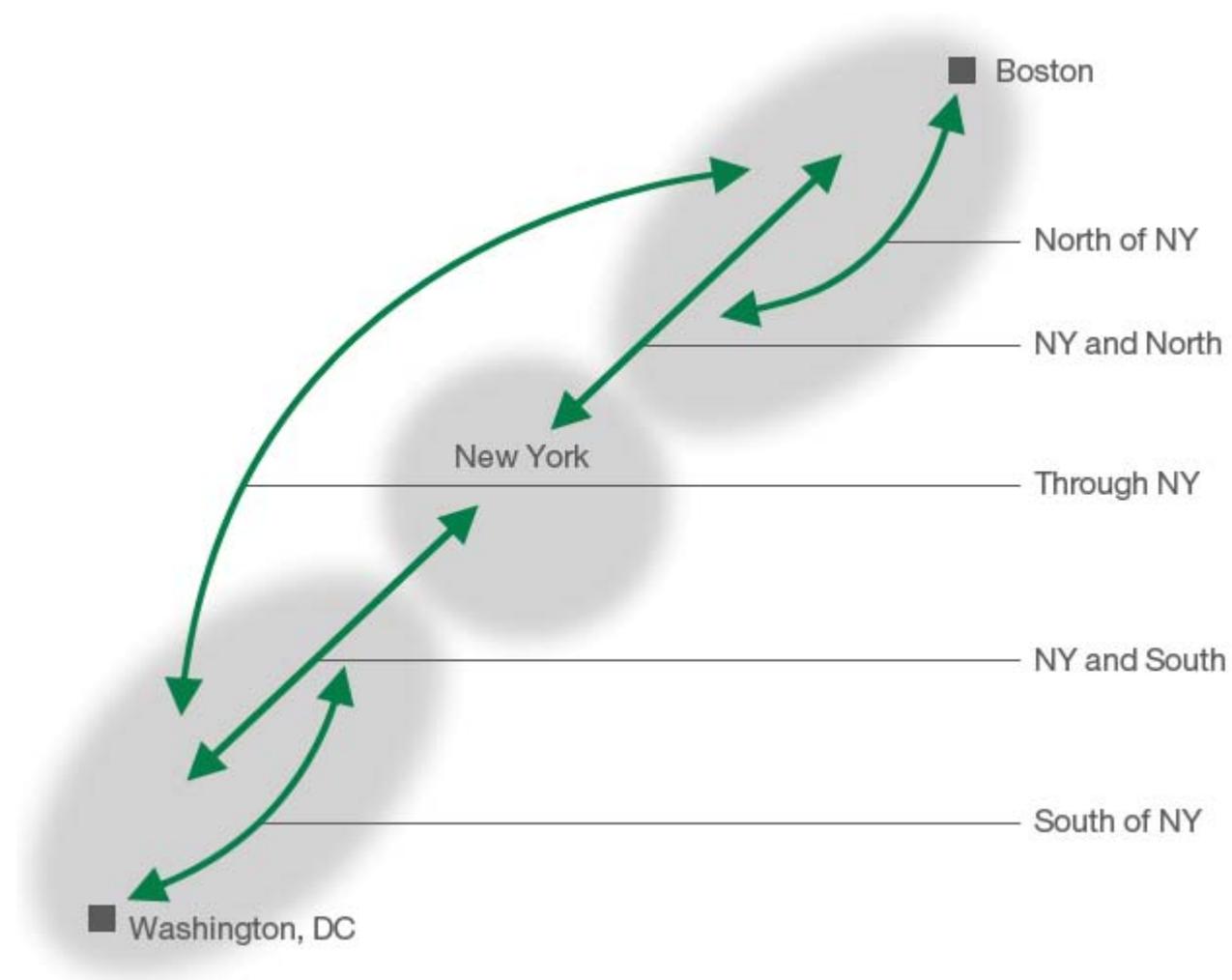


Intercity passengers



Connecting Corridors

NEC Spine Market Clusters



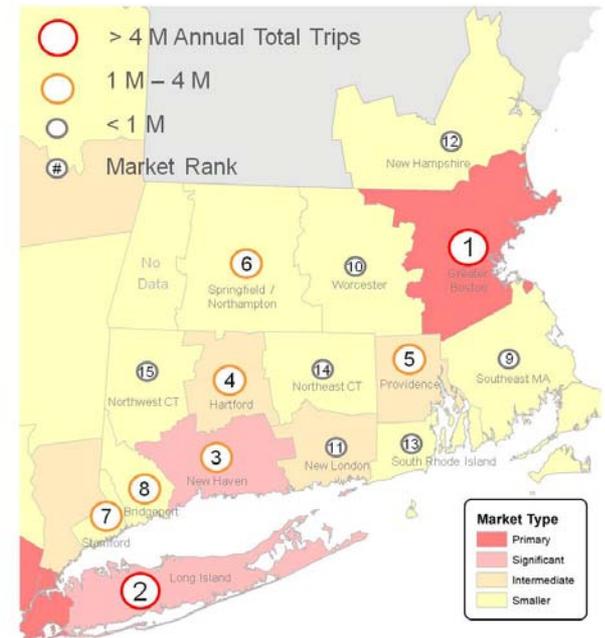
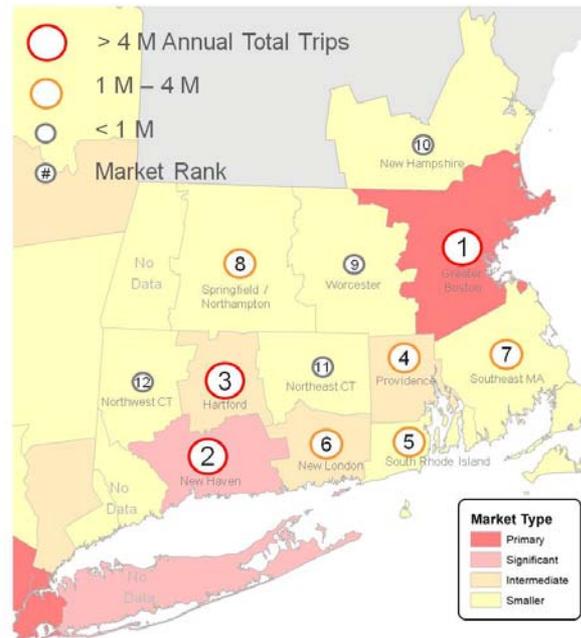
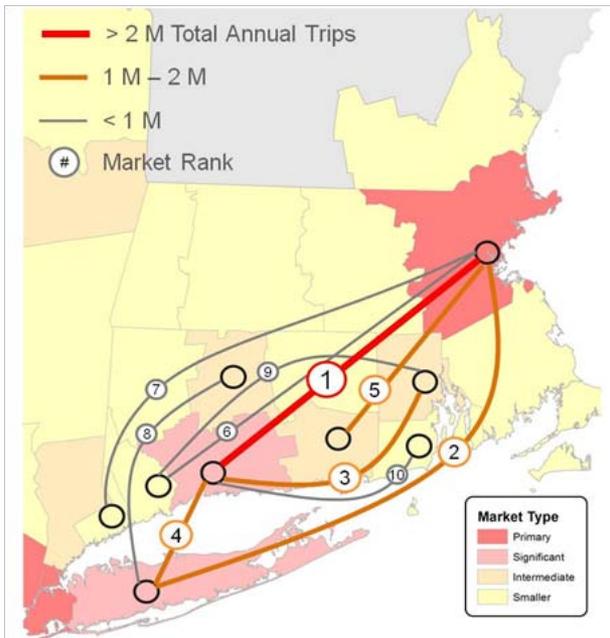
Focus on Markets

Rank of Interregional Travel Markets (All Modes): North of New York

North of NY –
Internal Trips

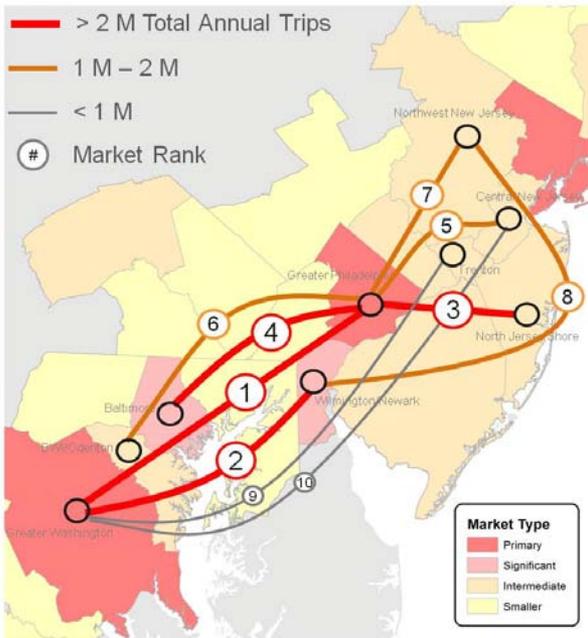
North of NY –
to New York

North of NY –
to South of NY

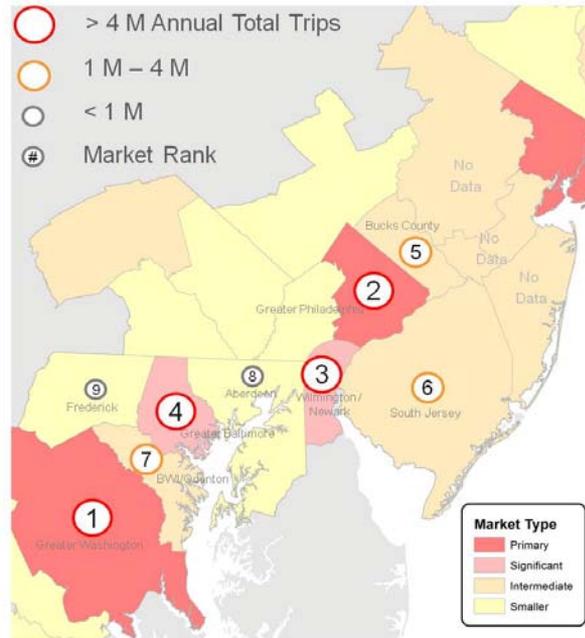


Rank of Interregional Travel Markets (All Modes): South of New York

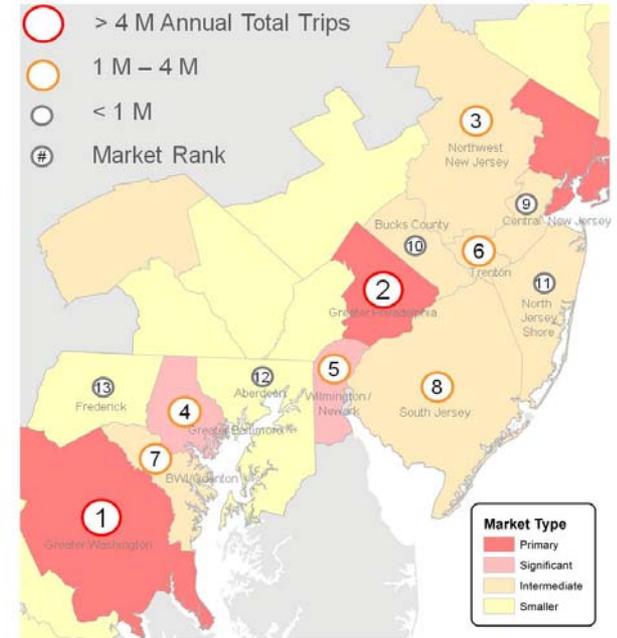
South of NY – Internal Trips



South of NY – to New York



South of NY – to North of NY



How Market Information will be Used

- Identify geographic markets that may not be obvious
- Define service characteristics that respond to existing and projected demand
- Define and evaluate alternatives

RESULTS OF SCOPING PROCESS



Scoping Process

- June through October 2012
- Public and Agency Scoping Meetings in 9 Cities (August 2012)
- Over 700 people provided more than 2,300 distinct comments
- Comments will inform:
 - › Tier 1 EIS
 - › Alternatives development
 - › Service Development Plan



Agency and Public Scoping Meetings

Date	City / State
August 13	Boston, MA
August 14	New Haven, CT
August 15	Baltimore, MD
August 15	Newark, NJ
August 16	New York City, NY
August 20	Philadelphia, PA
August 20	Wilmington, DE
August 21	Washington, DC
August 22	Providence, RI

Format—Agency

- Presentation
- Discussion

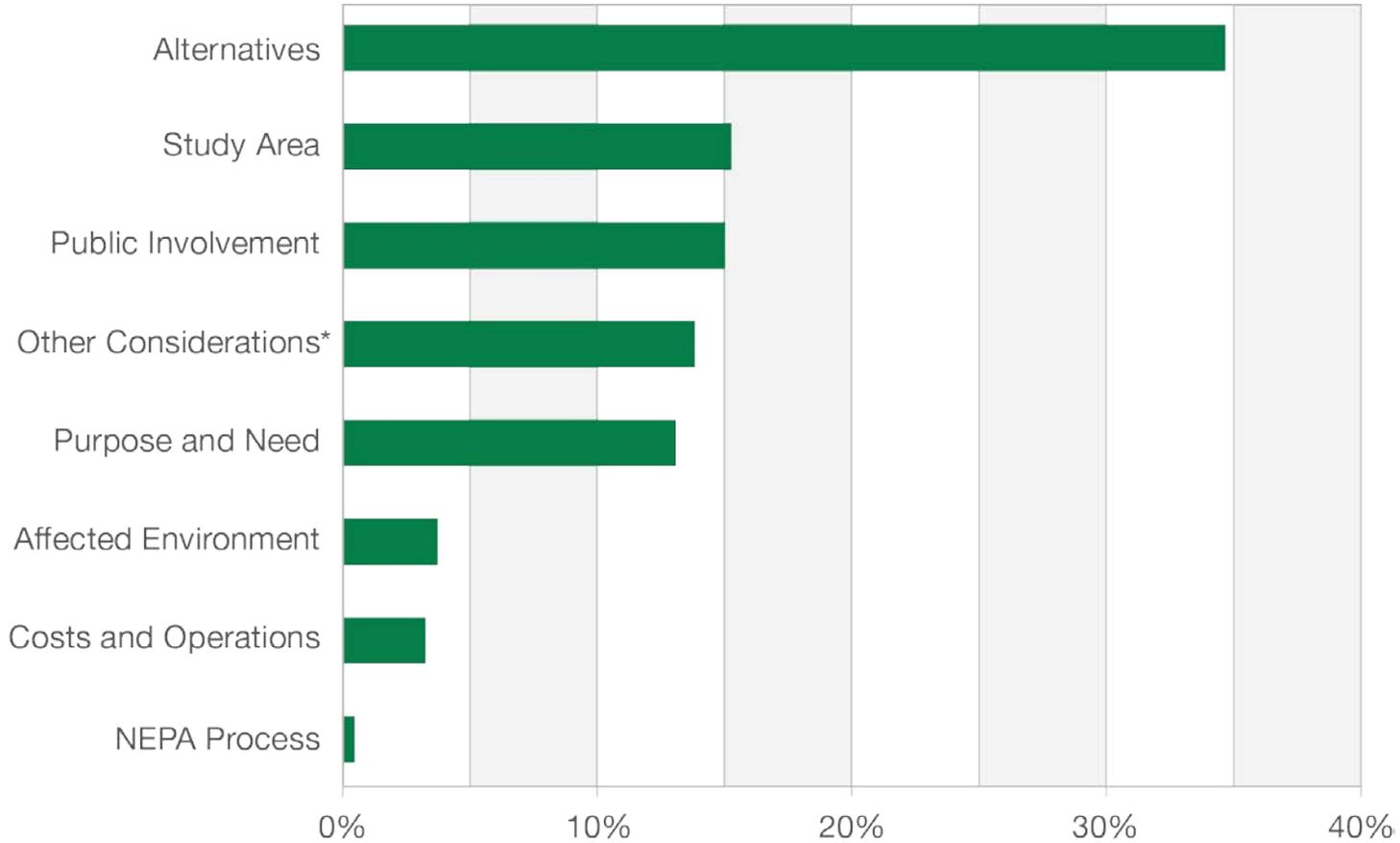
Format—Public

- Open House
- Presentation
- Formal Public Comments

Agency Scoping Meetings

- **Agency participation**
 - › 193 attendees across 9 meetings
 - › Over 120 different agencies
 - › Federal, state and regional agencies representing planning, transportation, environment, economic development, housing, and regulatory responsibilities
- **Discussion topics**
 - › Agency roles in the planning and environmental review processes
 - › Coordination with other on-going studies or projects
 - › Assumptions and methodologies for technical analyses and growth and ridership forecasts

Public Comments by Topic

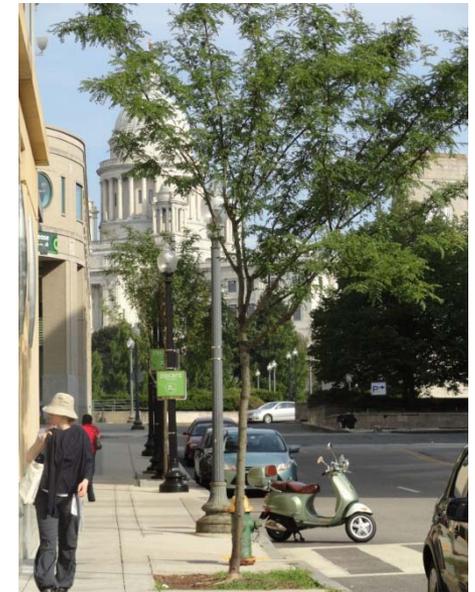


*Includes out of scope and other types of comments



Clarify Purpose and Need, Goals

- Support economic development and population growth within the NEC region
 - › Balance the needs along existing NEC cities with new markets
 - › Support local, regional, and global competitiveness
- Provide affordable service
- Consider climate change as it affects the NEC



Include Connectivity & Coordination

- Expand study area to include: Maine, Vermont, Montreal, Hampton Roads, VA, and other connecting corridors
- Improve connections between regional and local service through improved scheduling, increased capacity and through ticketing
- Improve intermodal connections with airports, intercity and commuter bus as well as local transit
- Coordinate and support related plans, programs and policies



Implement an Incremental Approach

- Bring entire NEC into a state of good repair first
- Strengthen existing services, connections, markets
- Phased approach to increase capacity, reduce travel times, extend coverage
 - › Range of alternatives for commuter, regional and intercity (conventional, high-speed) services
 - › Range of alternatives for additional network capacity
 - › Leverage existing rail resources through operating efficiencies



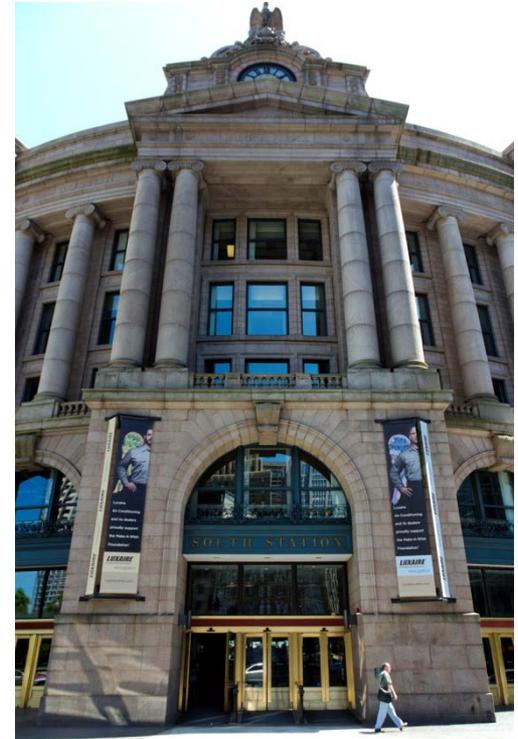
Involve Community in a Meaningful Way

- Must have an open and inclusive process
- Regular opportunities for dialogue
- Involve specific groups (businesses, agencies serving low and moderate income commuters, etc.)
- Provide sufficient notice for upcoming public meetings
- Involve community in alternatives development process



Northern Region Comments

- Build the North South Rail Link; expand South Station
- Expand freight service for New England's two freight carriers
- Add Amtrak service to TF Green Airport
- Explore opportunities for additional tracks and capacity in Rhode Island
- Support economic development/tourism



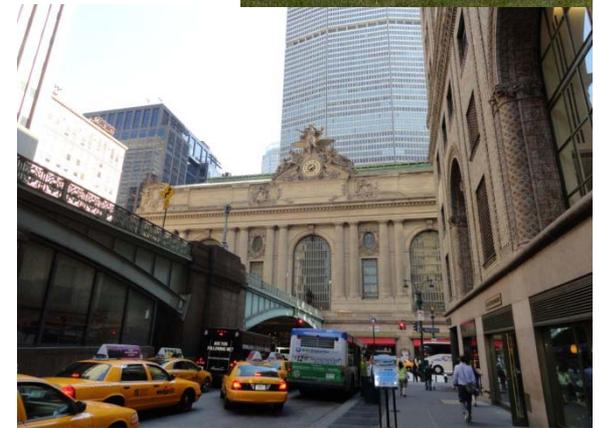
Northern Region Comments

- Connections between existing NEC cities (e.g., NYC – Boston) and emerging markets (Hartford, Springfield, Providence, Worcester, Montreal)
- Preserve service on existing spine
- Consider both coastal and inland routes, conventional and high-speed rail service in Connecticut
- Long term vision of economic development and growth in Connecticut



Central Region Comments

- Provide sufficient additional trans-Hudson rail capacity and service to mid-town Manhattan
- Connect Penn Station and Grand Central Terminal
- Recognize importance of NEC/JFK/LaGuardia/Newark connections; NJ TRANSIT
- Run-through service options



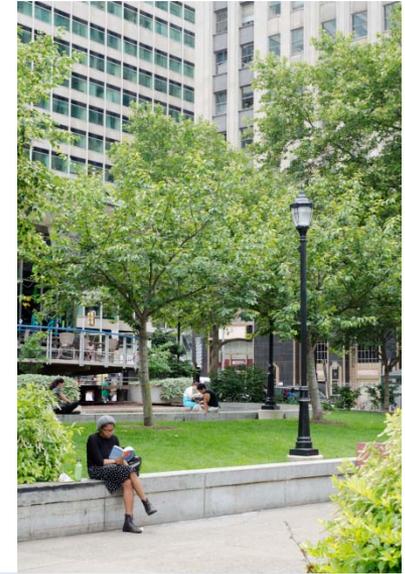
Central Region Comments

- Plan for increased off-peak travel for all of the regional service providers
- Prioritize implementation of short-term improvements
- Economic development opportunities
- Need for coordination with MPOs



Southern Region Comments

- Promote economic and transit oriented development in Baltimore and at the Port of Baltimore
- Replace Maryland's three NEC moveable bridges and Baltimore's Baltimore & Potomac tunnels
- Potential for downtown Philadelphia station; continue to serve 30th Street Station
- Serve existing and potential new stations (BWI, Penn Station) in Baltimore
- Examine improvements to Keystone Corridor



Southern Region Comments

- Enhance SEPTA and MARC's ability to expand service to new markets including Philadelphia, PA, Harford County, MD, Newark, DE, and Princeton, NJ
- Balance need for speed and reliable frequent service between Philadelphia and Washington, DC
- Improve rail connections between VA and NEC
- Freight rail concerns in DC, VA, and DE
- Possible mode shifts from I-95 to NEC, SEPTA, MARC and VRE



SMALL GROUP DISCUSSIONS



Seeking Feedback

- Help us review our goals and assumptions in light of comments received during Scoping
- Help us better define the distinct passenger rail service characteristics that would make the future NEC network successful
- Both are inputs in alternatives development and identification of evaluation criteria

Two Topics:

1. Goals Validation
2. Priority Passenger Service Characteristics

Break out Group – Goals Validation

Original Goals	
(1) Develop an integrated rail network that complements planned investments in other modes.	(2) Provide high-quality passenger rail service to meet growing demand.
(3) Strengthen connections between passenger rail services and other modes.	(4) Develop near and long-term improvements that address passenger and freight rail needs.
(5) Create a phased improvement program that builds on existing service.	(6) Reduce environmental impacts of future travel.
(7) Produce a cost-effective investment plan.	



Break out Groups – Goals Validation

Additions or Refinements Proposed in Scoping

(1) Provide affordable train service.

(2) Support economic development.

(3) Consider climate change as it affects the NEC.



Questions

- Do you agree with the original goals?
- What about the additions or refinements proposed in Scoping? If there are any you disagree with, discuss with the group.
- Is anything missing from the list of goals that should be added?

Service Characteristics

- a) Travel time between cities
- b) Frequency of departures
- c) Affordable fares
- d) Reliability
- e) Connectivity
- f) Train capacity (enough trains and seating to meet demand)
- g) Customer convenience

Questions

- Review the list of service characteristics as a group.
- Are there any key service characteristics that should be added to this list? Discuss with group.
- Which of these characteristics are most important for future NEC services? You will be asked to take on different perspectives for this activity.

Report Back

Goals Validation

- Did your group agree with the original goals and the additions or refinements proposed in Scoping?
- Were there other additions or refinements you would propose?

Priority Service Characteristics

- Which characteristics did your group find most important for future NEC service?
- How did the assessment vary across the different roles assigned?

FRAMEWORK FOR ALTERNATIVES DEVELOPMENT



Alternatives Development – Assumptions

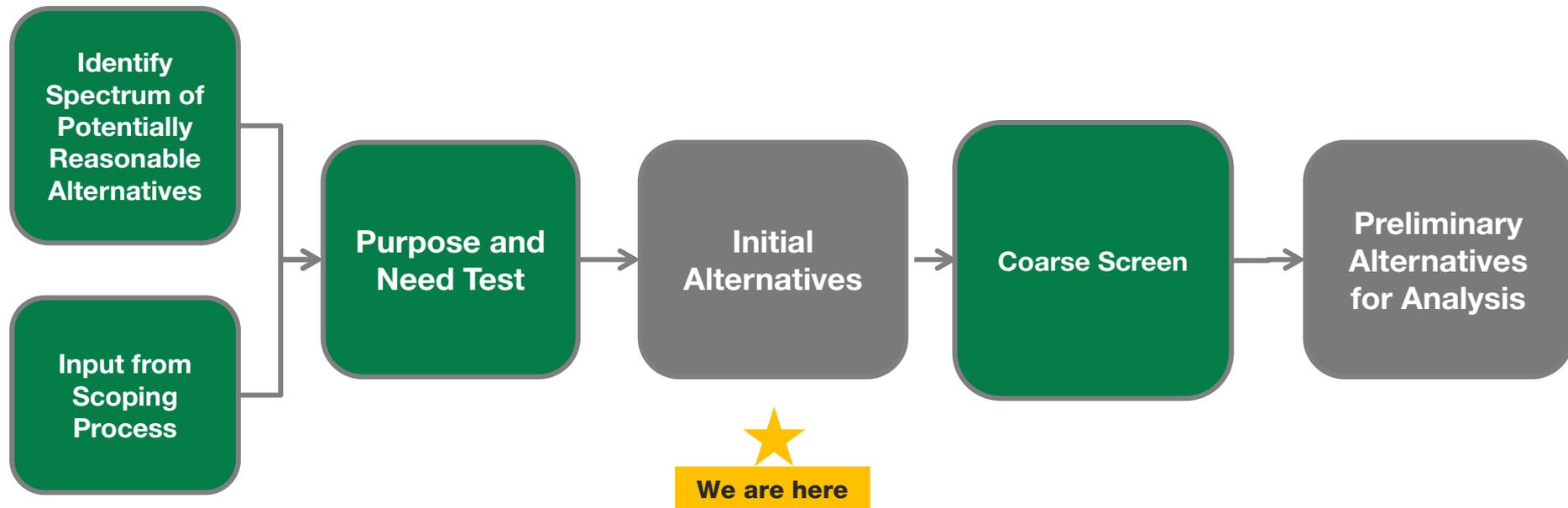
- **No preconceived plans: all options on the table**
- **Focus on markets, geography and optimizing service**
 - › Ridership analysis
 - › Operations modeling
- **Must address commuter and intercity rail needs and accommodate freight**
- **Must meet the Purpose and Need, and Goals**

Alternatives Development - Process

- **Initial Alternatives (2012)**
 - › Ideas from many sources: railroads, states & Scoping process
 - › Options for new types of service and new markets
 - › Options to better accommodate connecting corridors
- **Preliminary Alternatives (2013)**
 - › Developed through screening and consolidation of Initial Alternatives
 - › Representative service and infrastructure options and geographic reach
 - › Alternatives build incrementally to improve/expand service
- **Reasonable Alternatives (2013)**
- **Preferred Investment Program (2014)**
- **Stakeholder coordination and public outreach throughout**

Alternatives Development Framework

Process to identify initial and preliminary alternatives



Four Building Blocks

Building Blocks	Variations
Network Definition (Markets/Routes)	<ul style="list-style-type: none">• Existing and Potential NEC Spine(s)• Potential Connecting Corridor Links
Quantity of Service	<ul style="list-style-type: none">• Baseline• Baseline Plus• Medium• High
Service Focus	<ul style="list-style-type: none">• Commuter Service• Primary Intercity Service• Secondary Intercity Service• Connecting Corridors
Service Strategy	<ul style="list-style-type: none">• Current Service Mix• Enhanced Service Mix

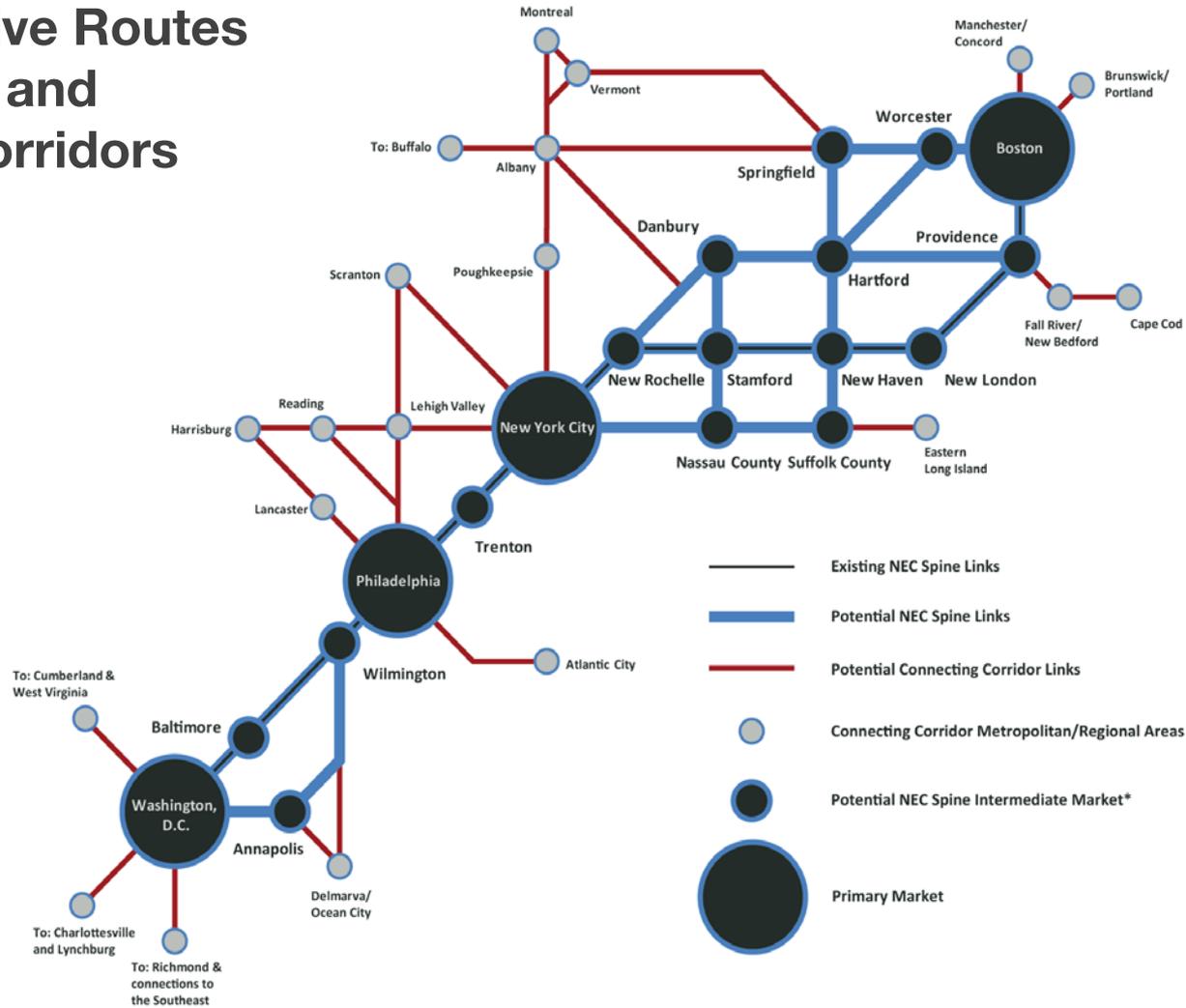
Four Building Blocks

#1: Network Definition (Markets and Routes)

- Existing and potential NEC Spine(s)
- Potential connecting corridor links

Alternatives Development Framework

Initial Alternative Routes for NEC Spine and Connecting Corridors



Four Building Blocks

#2: Quantity of Service

- **Baseline** – responds to projected 2040 demand in existing markets (focuses on existing infrastructure)
- **Baseline Plus** – meets projected 2040 demand in existing markets (through new investments in infrastructure)
- **Medium** – goes beyond Baseline Plus to accommodate service to new markets or additional growth
- **High** – major increase in quantity and type of service

Four Building Blocks

#3: Service Focus

Relative emphasis placed on:

- **Commuter Service**
- **Primary Intercity Service (travel between primary markets—Boston, New York, Philadelphia and Washington, D.C.)**
- **Secondary Intercity Service (travel between primary and secondary markets on existing NEC spine or a new route)**
- **Connecting Corridors**

Four Building Blocks

#4: Service Strategy

- **Current Service Mix – keep today’s mix, increase number of trains to meet future demand**
- **Enhanced Service Mix – new types of services might include:**
 - › **Coordinated network with highly coordinated schedule allowing higher frequencies**
 - › **Services with more direct connections (fewer intermediate station stops)**
 - › **Other new service types**

Building Block Combinations Result in 98 Initial Alternatives

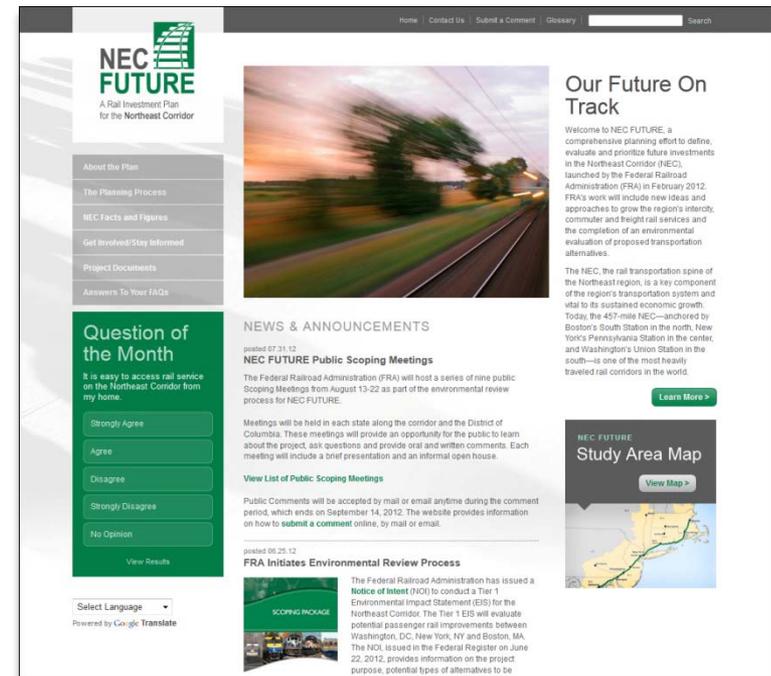
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Discussion



Please Stay Involved

- Watch for Scoping Summary and Preliminary Alternatives Report to be posted online
- Future workshops in 2013
- Visit our website at www.necfuture.com to learn more or send a question or comment



www.necfuture.com