



APRIL DIALOGUES

Northern Region, New Haven – April 8

Central Region, Newark – April 9

Southern Region, Washington, D.C. – April 10

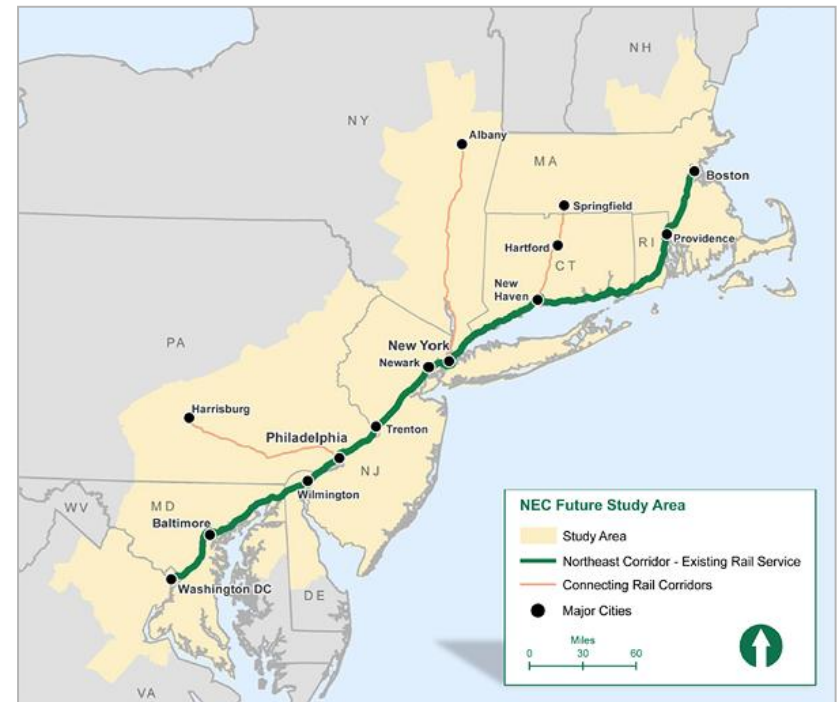
Agenda

- Program Overview
- Alternatives Update
 - › Alternatives Development Framework
 - › Overview of Preliminary Alternatives
 - › Screening Criteria
- Discussion Groups
- Next Steps



NEC FUTURE: A Rail Investment Program

- Initiated by Federal Railroad Administration in February 2012
- Focus on improving passenger rail service between Washington, D.C., and Boston
 - › Intercity, commuter, regional, and connecting services
 - › Accommodate freight growth
- Long-term vision for 2040 with incremental approach
 - › Service Development Plan
 - › Tier 1 Environmental Impact Statement



Objectives

- Regional consensus on long-term plan
 - › Broad, programmatic service options and infrastructure improvements needed to meet 2040 demand
 - › Coordinated federal and state investment in the NEC to accommodate growth
- Opportunity for a fresh look at the NEC
 - › Identify new markets and changing development patterns
 - › Develop and test new types of regional and intercity service
 - › Evaluate needs and options for high-speed rail service



Key Questions

- Markets
 - › Where are travelers going?
 - › Where will growth take place?
- Rail Network
 - › How do we best serve these markets?
- Service Level
 - › How much service is required to meet demand?
 - › What are the best ways to provide that service?
- Improvements
 - › What improvements are required?

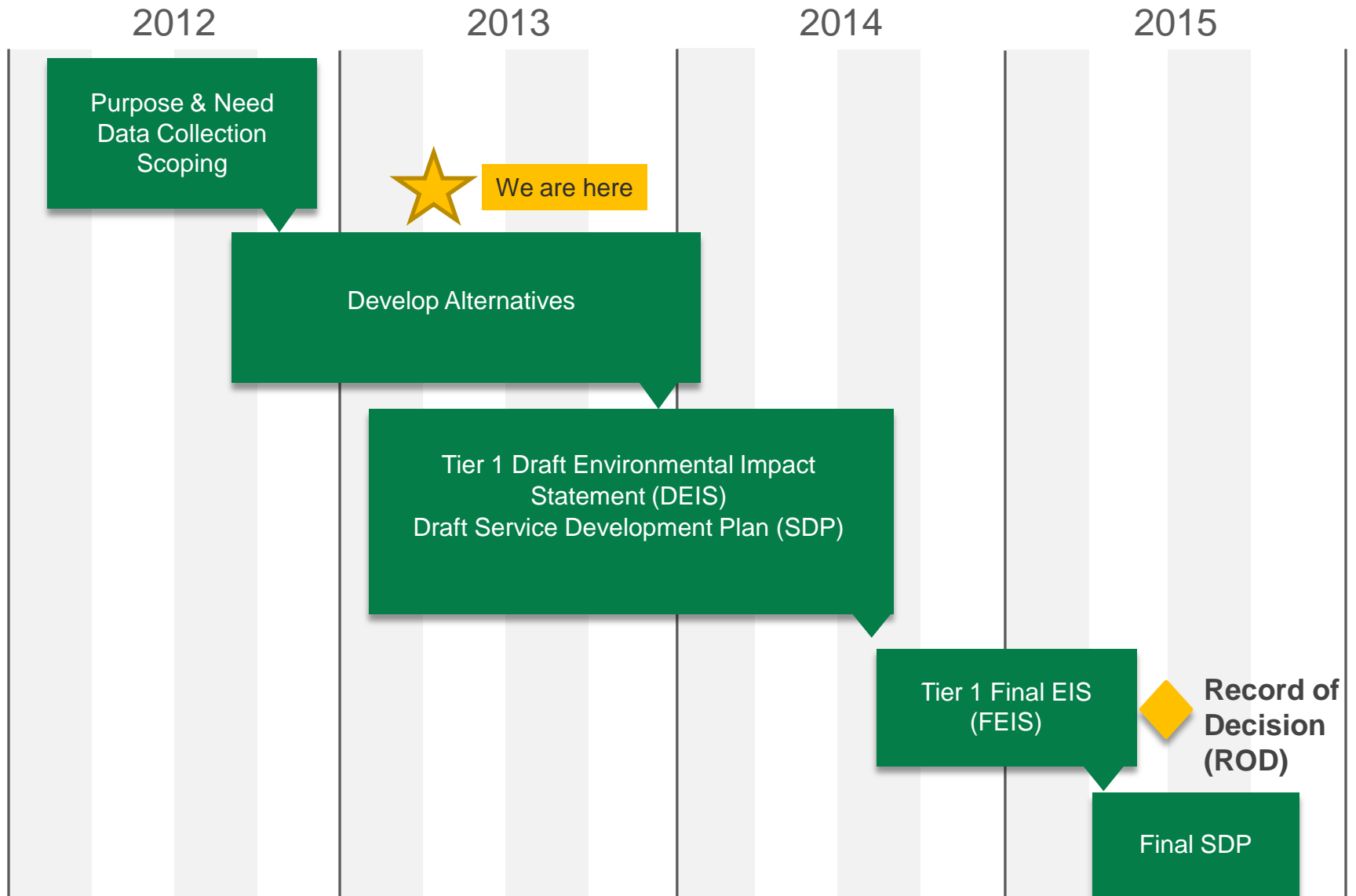


Input from Scoping and Stakeholder Outreach

- Expand service to existing and under-served markets
- Add service to new markets
- Faster, more reliable service
- Through-service options across major urban areas
- Strong consensus to fix the existing NEC Spine before adding new services



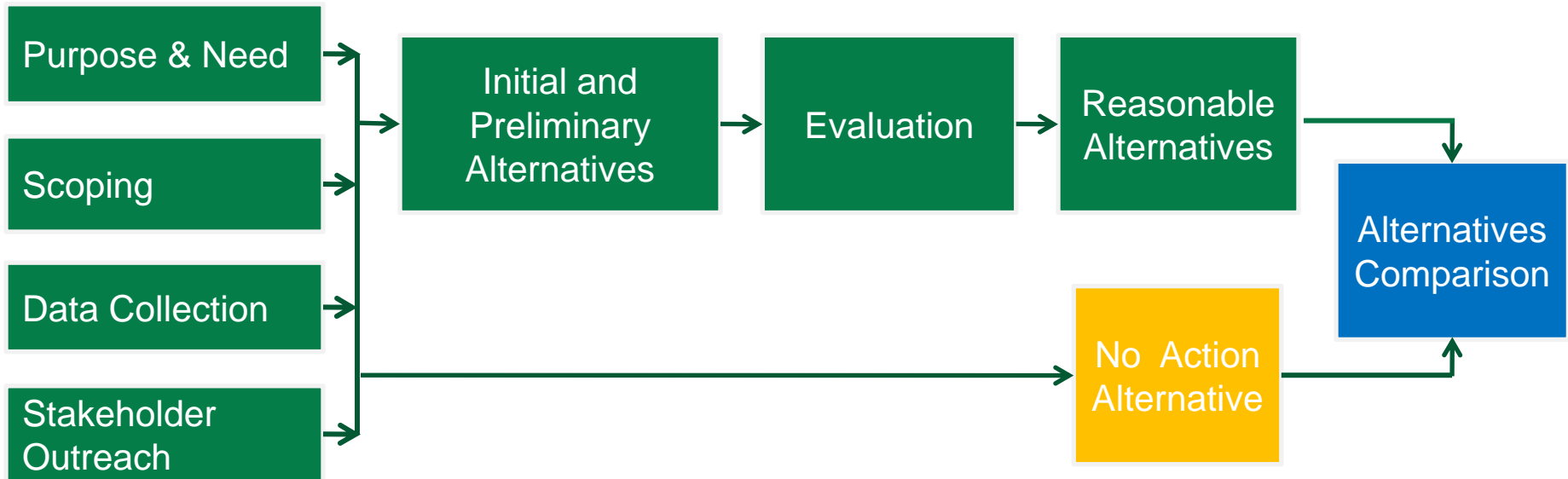
NEC FUTURE Program Overview



Alternatives Update



Alternatives Development Process



Alternatives Development Process

- Initial Alternatives
 - › Identified 98 market, service, and route combinations with potential to address Purpose & Need
- Preliminary Alternatives
 - › Initial Alternatives consolidated to create 15 Preliminary Alternatives
- Reasonable Alternatives (July 2013)
 - › Likely to include 5–8 “repackaged” alternatives, combining best performing service and route options from Preliminary Alternatives
 - › Will be evaluated and compared with a 2040 No Action Alternative (baseline)

Three Components

Markets

- Core
- Extended
- External

Service Options

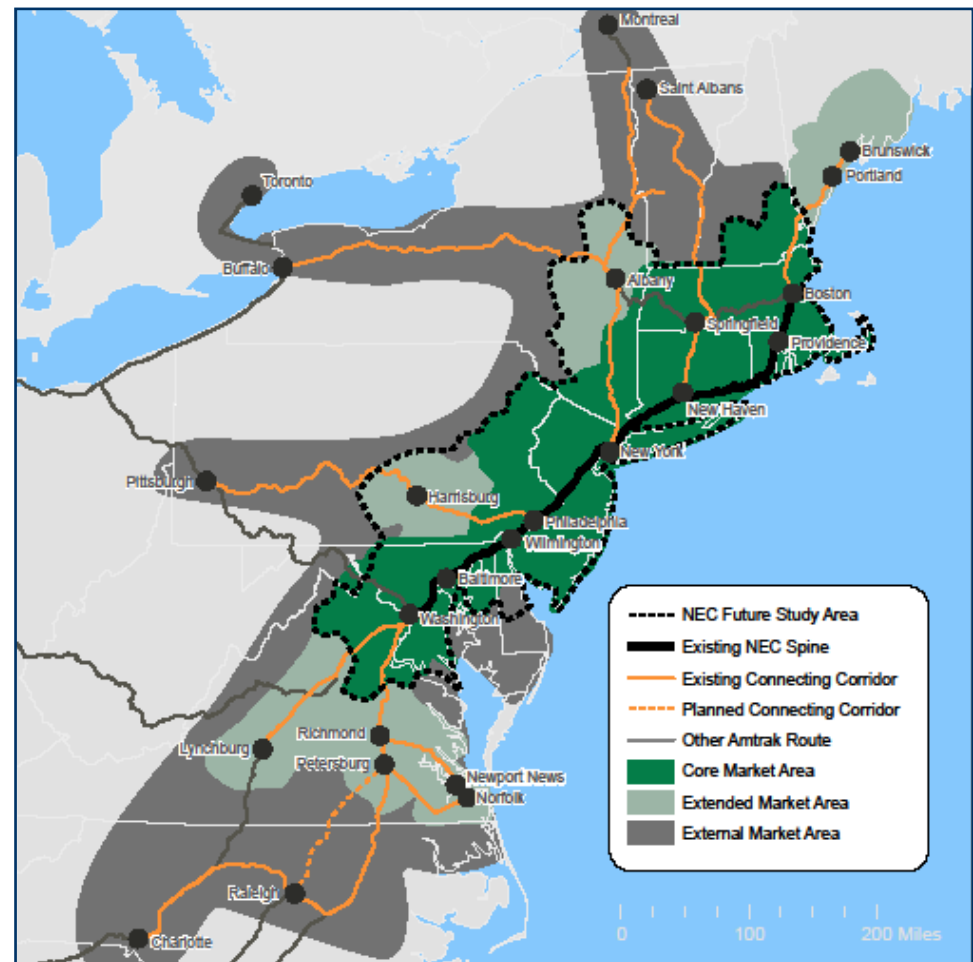
- Conventional
- More frequent
- Faster
- More one seat rides

Program Levels

- Level A
- Level B
- Level C
- Level D

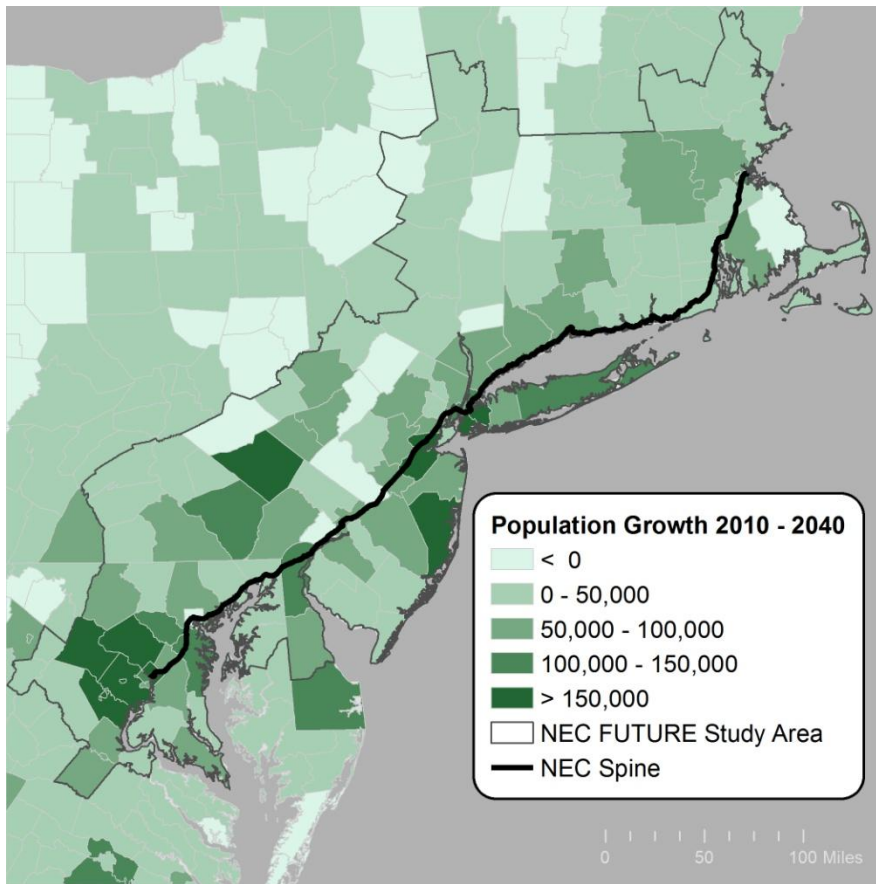
NEC Market Area

- Extends beyond NEC Spine:
 - › **Core Market Area:** intercity and commuter trips served directly by the NEC Spine
 - › **Extended Market Area:** shorter distance intercity trips to/from core market area
 - › **External Market Area:** longer-distance intercity trips to/from core market area

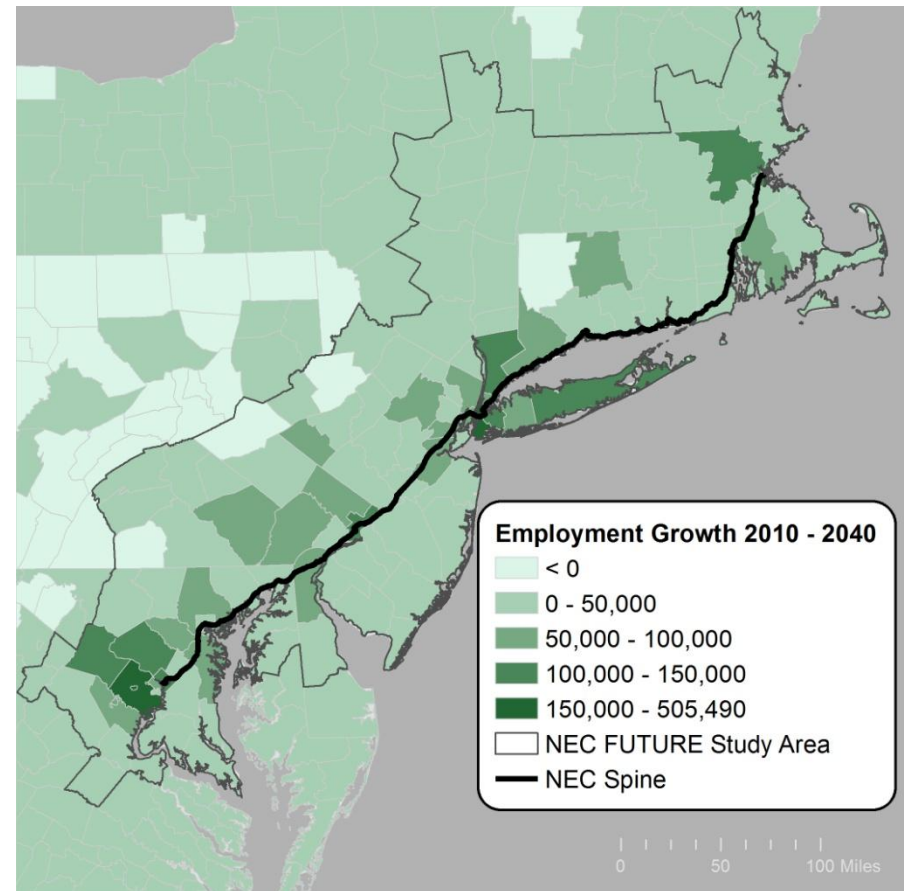


Market Growth

Population Growth 2010 – 2040 (by County)

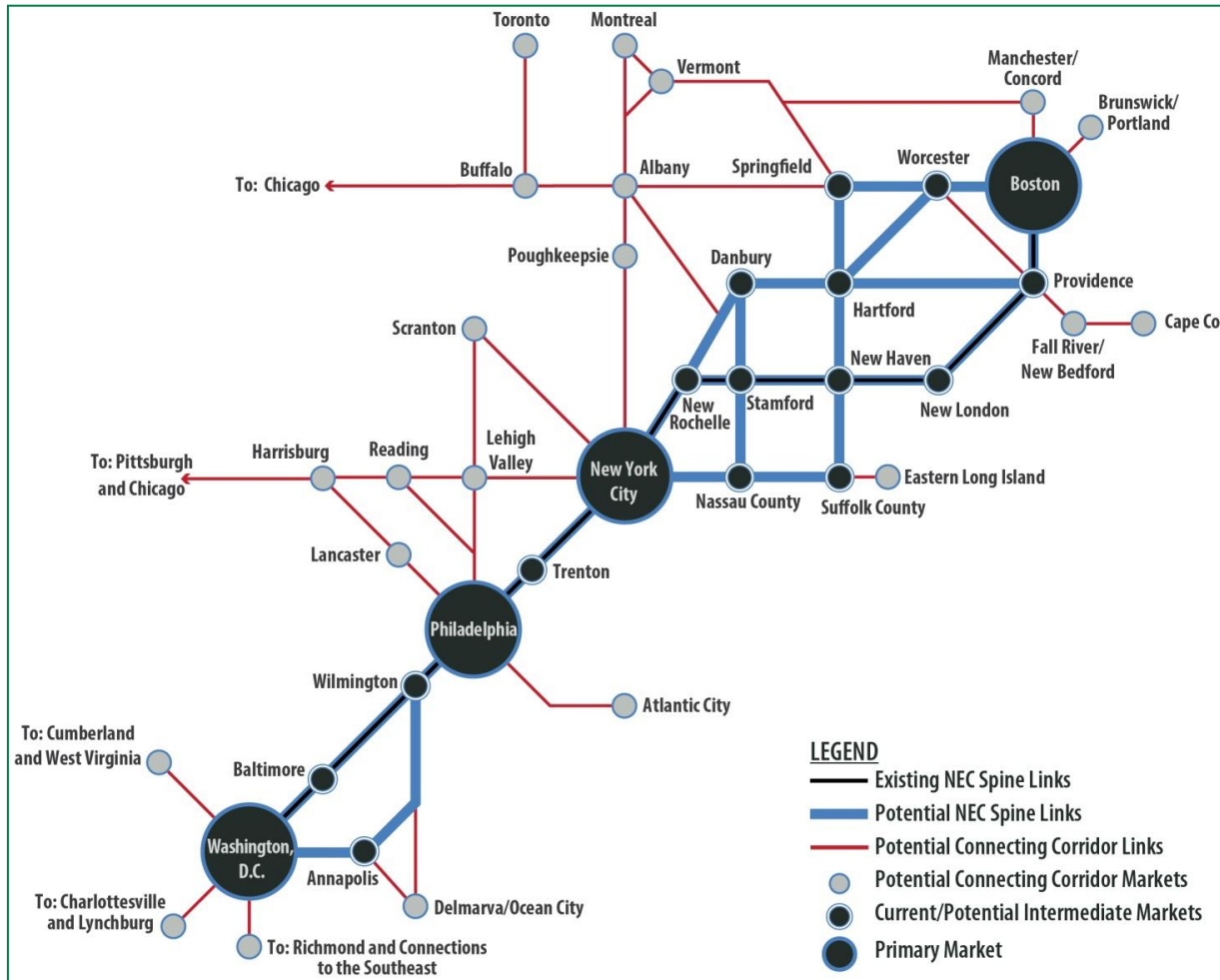


Employment Growth 2010 – 2040 (by County)



Source: Moody's Analytics, 2010

Options for Reaching Intercity Markets



- Access to city centers is critical
- Most NEC intercity travel markets are already served by rail, but some lack frequent direct intercity service
- Travelers want better connections to existing and potential corridors

Commuter Rail Market

- Fundamental challenge is access to center city hubs
 - › NJ TRANSIT/LIRR access to New York Penn Station
 - › MBTA capacity at South Station
 - › MARC/VRE access and midday storage at Washington Union Station
- Commuter agencies foresee significant growth
 - › Incremental growth on existing lines
 - › Major growth with plans to add new and extended lines
- Through-service at New York Penn Station and Washington Union Station could generate significant additional capacity and service options

Alternative Update: Service Options

Conventional

- Maintain the mix of services offered on the NEC today, including commuter / regional trains, intercity service, and high-speed
- Each of these service types would increase in proportion to market demand

Faster

- Minimize travel time for key intercity travel markets
- Express service with limited stops on improved or new rail right-of-way
- Convenient, well-coordinated transfers at express hub stations
- Less frequent non-express service

More Frequent

- Maximize service frequency
- Maximize NEC passenger-carrying capacity
- Convenient, well-coordinated transfers at hub stations
- May limit opportunities for higher speed service and one-seat ride service from connecting corridors

More One-Seat Rides

- Maximize one-seat rides on and off NEC Spine
- Run-through service from connecting corridors
- More choices of direct service to various destinations
- Each individual train service would be less frequent



Program Levels

- Program Level: A (Low)
 - › Allows for modest increases in service along the existing spine
 - › Addresses the worst choke points along the corridor
- Program Level: B (Medium Low)
 - › Allows service expansions in all markets on the existing spine
 - › Provides additional capacity for some new types of express and regional service
 - › Improves off-corridor connections
- Program Level: C (Medium High)
 - › Major increase in service to all markets on the existing spine
 - › Targeted investments to serve new markets and provide robust regional services
 - › Significantly expands service to connecting corridors
 - › Reduces trip times
- Program Level: D (High)
 - › Supports a major increase in the amount, quality, and variety of services offered on the NEC
 - › Adds a second spine between Washington, D.C., and Boston, allowing for high-speed rail connections and robust regional services

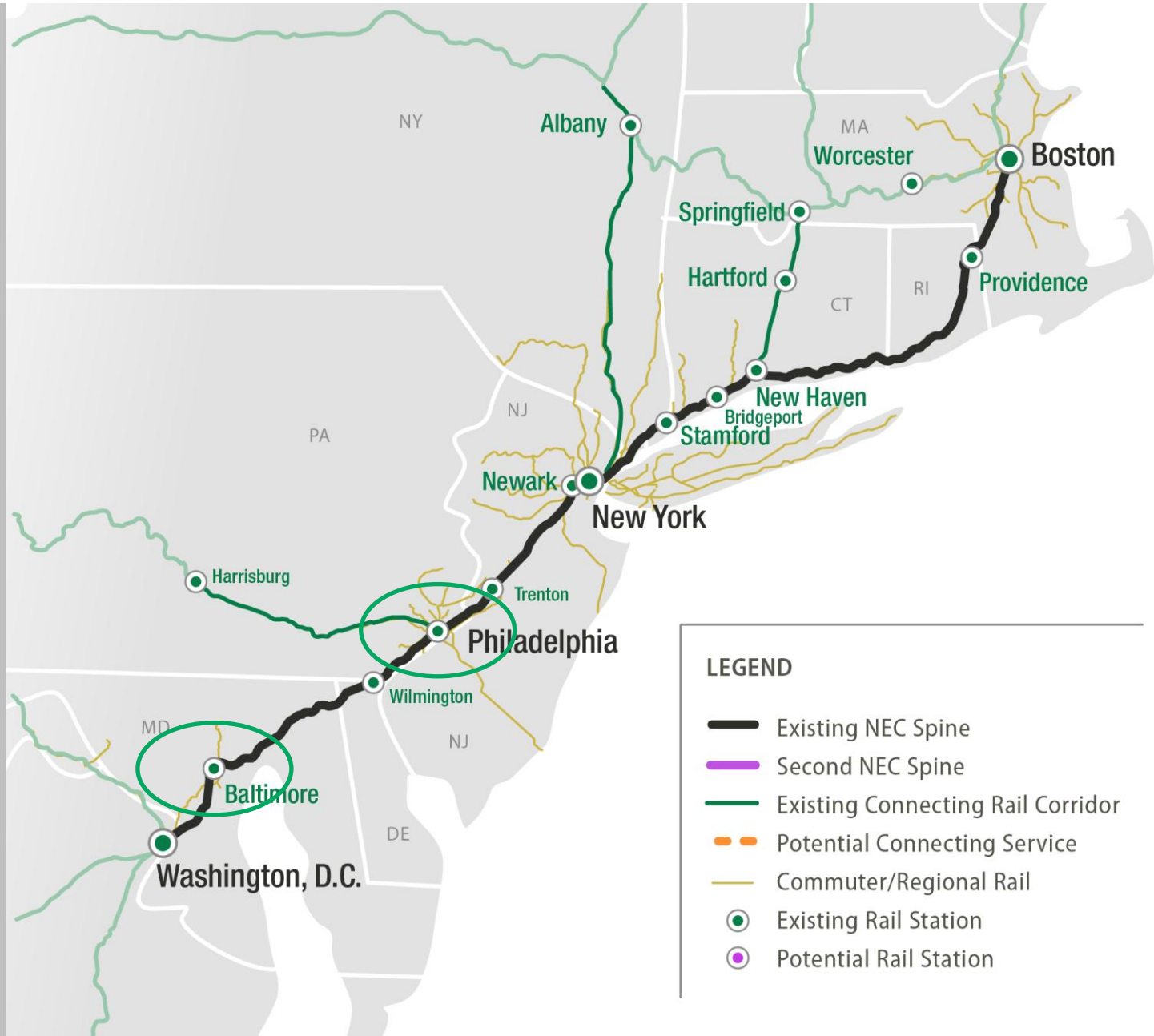
15 Alternatives

- All 15 maintain and improve service on the existing NEC Spine
- Alternatives 1 through 7 remain along the existing route
- Alternatives 8 through 11 focus improvements on the existing route and provide potential service to downtown Baltimore, Center City Philadelphia, and some off-corridor markets
- Alternative 12 adds a second NEC Spine roughly parallel to the existing spine
- Alternatives 13 through 15 add a second NEC Spine on a new route

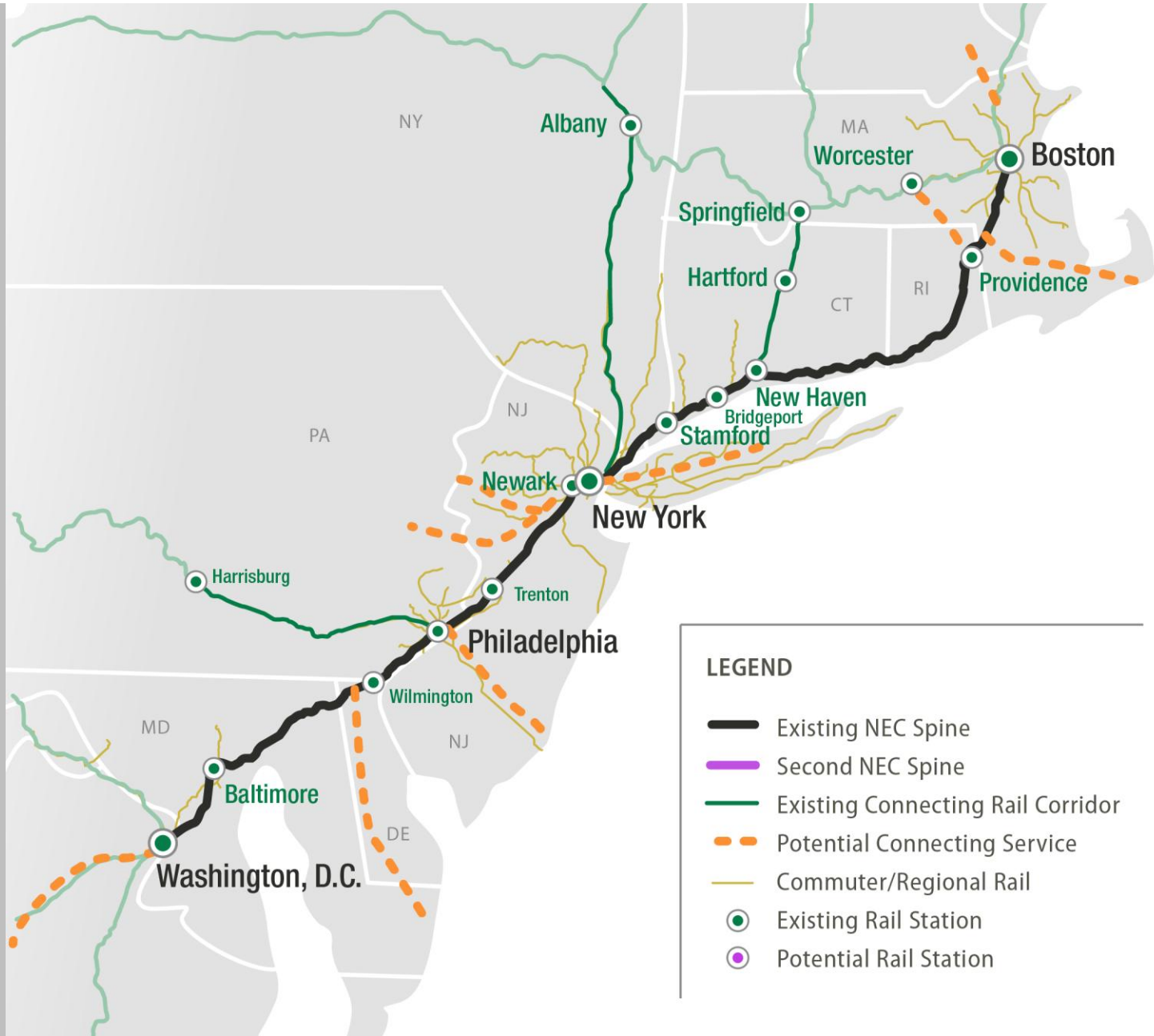
Preliminary Alternatives

Alt	Level	Network	Service Environment
1	A	Some increase in service and capacity along the existing NEC Spine	Conventional intercity/commuter
2			Conventional intercity/commuter
3			Intra-urban metropolitan service
4	B	Increased service to existing and connecting markets along the existing NEC Spine	Conventional intercity/commuter
5			Focus: Maximize train frequency / service
6			Focus: Minimize travel time
7			Focus: Maximize one-seat ride options on and off NEC Spine
8	C	Targeted expansion of the existing NEC Spine to serve new markets, reduce trip time, and introduce robust regional services	Conventional intercity/commuter
9			Focus: Maximize train frequency / service
10			Focus: Minimize travel time
11			Focus: Maximize one-seat ride options on and off NEC Spine
12	D	2nd spine generally parallel to existing NEC	Dedicated high-speed rail; robust intercity and regional services on existing NEC Spine
13		2nd spine via Danbury-Hartford-Providence	
14		2nd spine via Suffolk-Hartford-Worcester	
15		2nd spine via Delmarva and Nassau-Stamford-Danbury-Springfield	

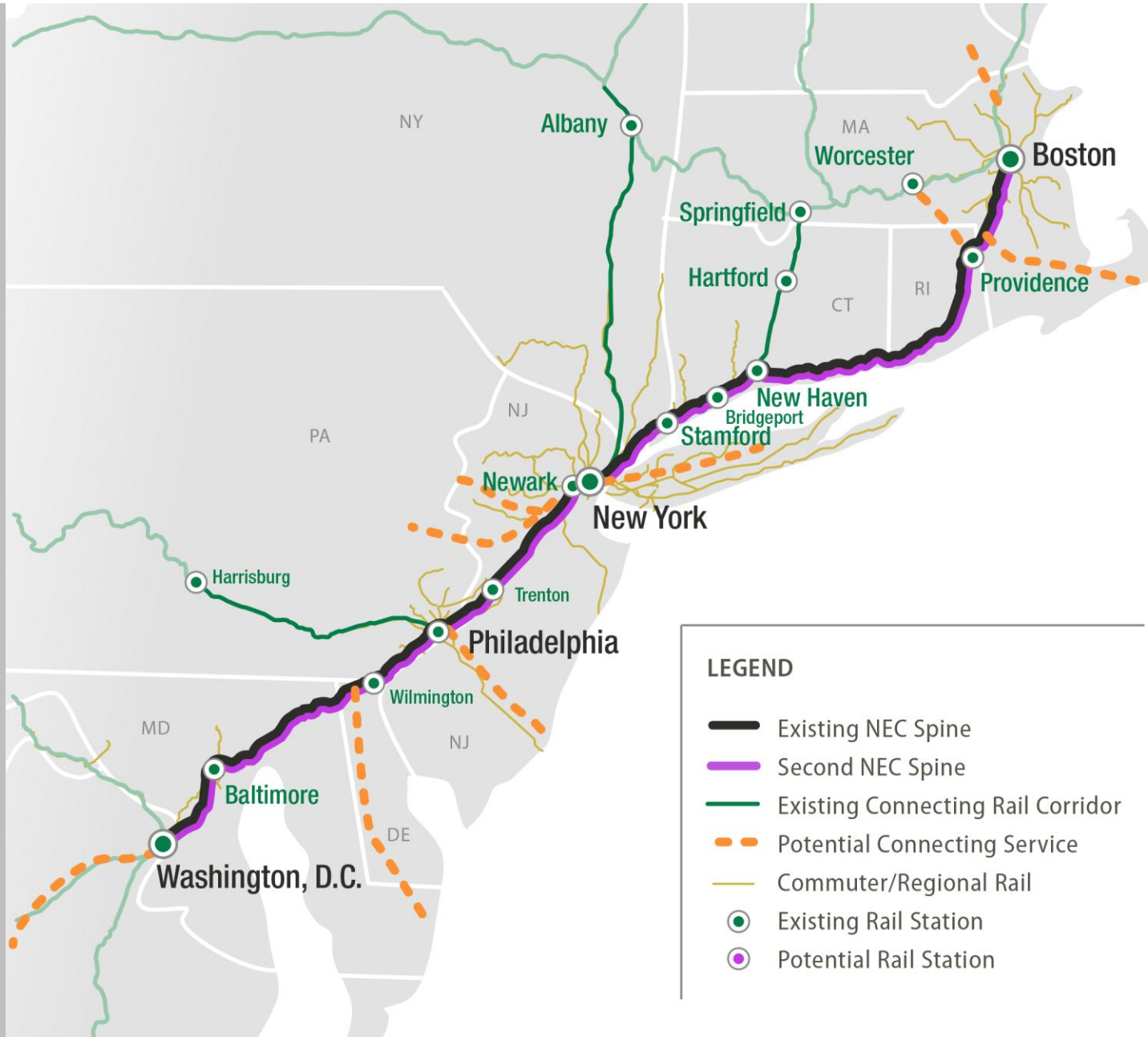
Route for Preliminary Alternatives 1 through 10



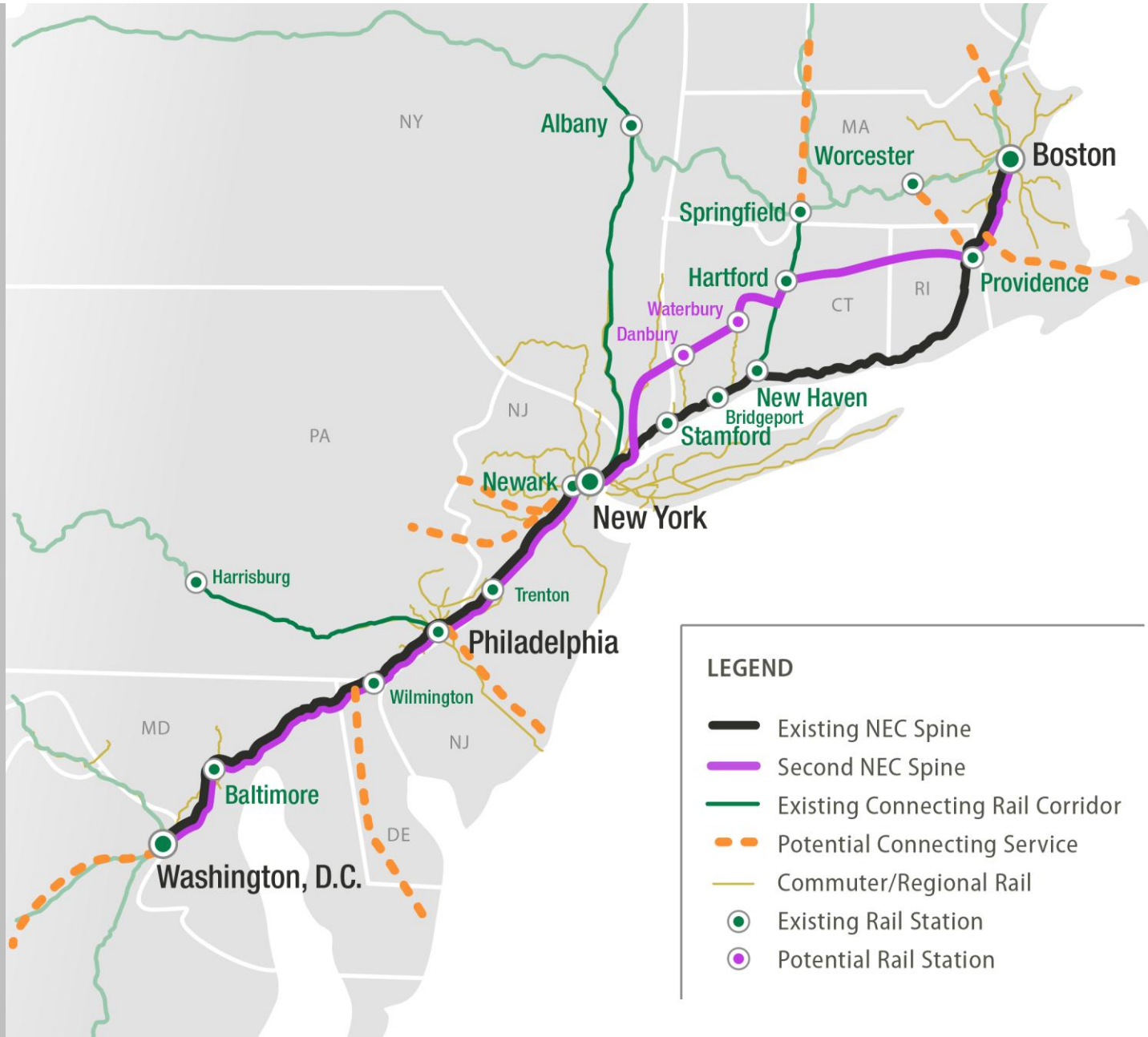
Route for Preliminary Alternative 11



Route for Preliminary Alternative 12



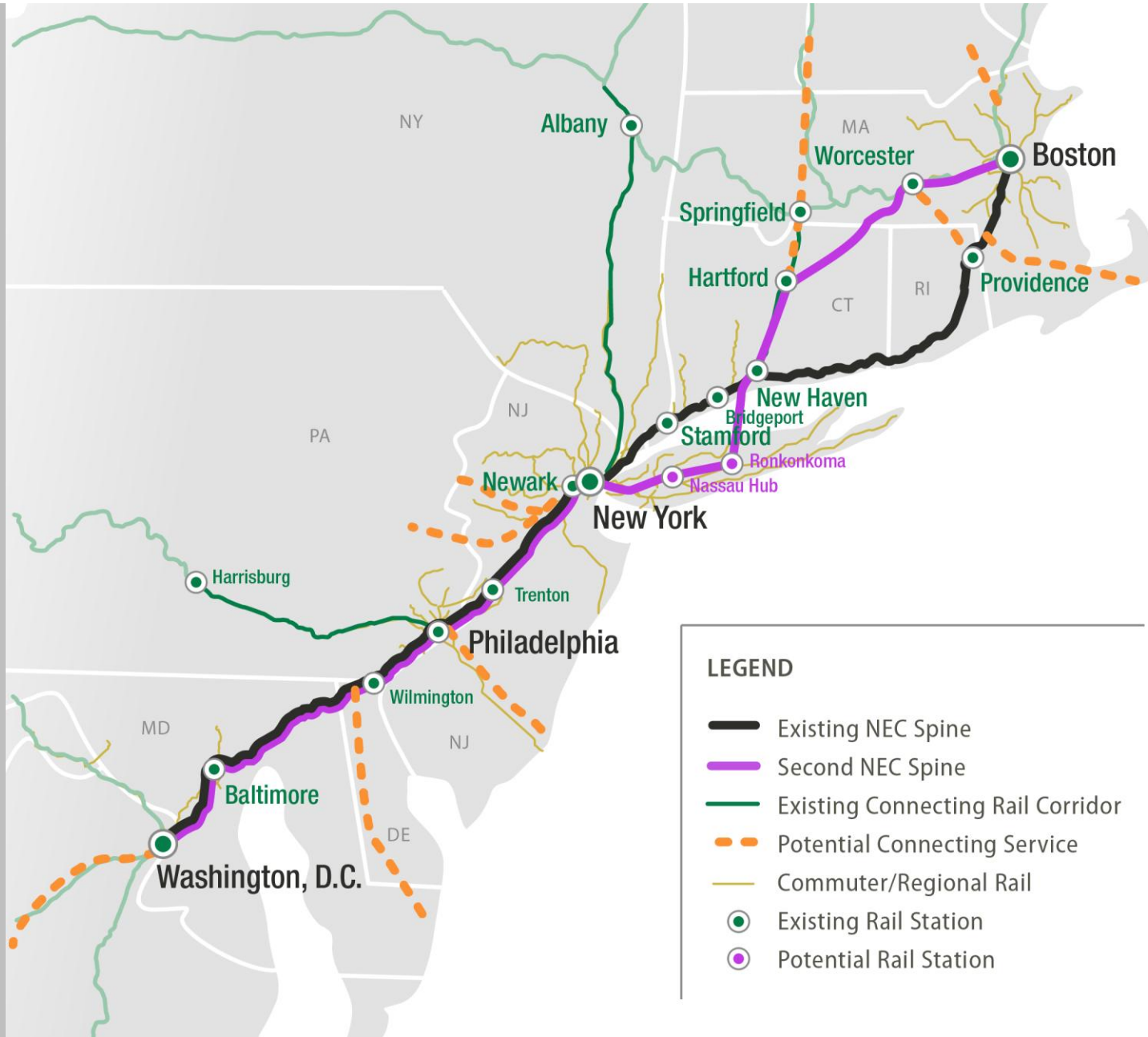
Route for Preliminary Alternative 13



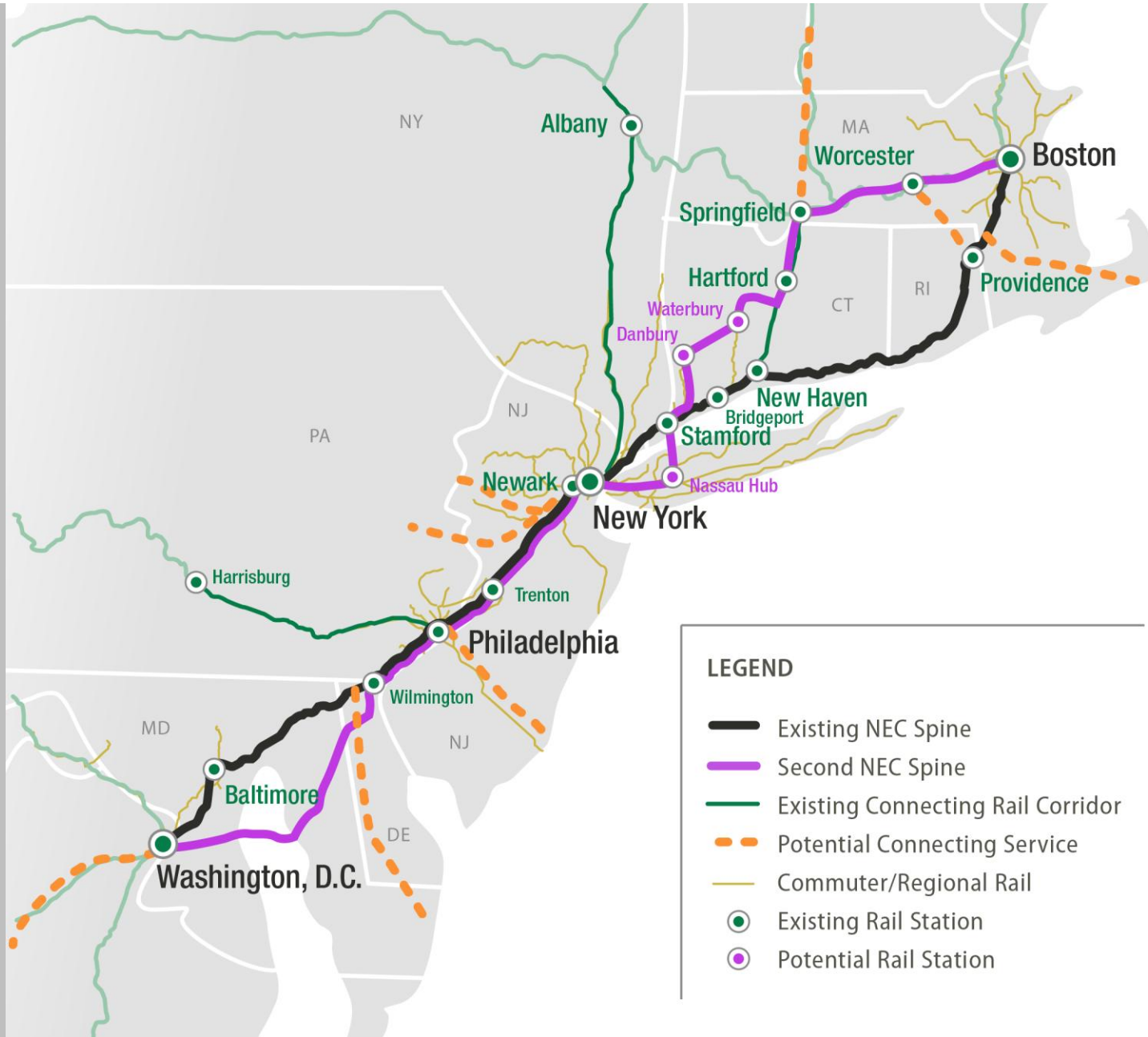
LEGEND

- Existing NEC Spine
- Second NEC Spine
- Existing Connecting Rail Corridor
- Potential Connecting Service
- Commuter/Regional Rail
- Existing Rail Station
- Potential Rail Station

Route for Preliminary Alternative 14



Route for Preliminary Alternative 15



2040 No Action Alternative

- Required under National Environmental Policy Act (NEPA)
- Provides a baseline for evaluating Reasonable Alternatives
- Consists of the following:
 - › Committed, funded, and/or mandated projects (rail, highway, transit, and air)
 - › Captures many projects required to maintain state-of-good-repair
- Limitations: will not increase capacity beyond current commitments or serve new markets



Approach to Defining Screening Criteria

- Screen Preliminary to Reasonable Alternatives
- Use a wide range of criteria
- Reflect comments received from agencies and public
 - › Scoping process
 - › Dialogues workshops
 - › NEC Commission
 - › Technical Working Groups

Preliminary Screening Criteria

- Ridership
- Cost
- Service Effectiveness
- Environmental Benefits and Impacts
- Economic Development and Sustainability
- Transportation System Connectivity
- Rail Freight Service Capacity
- Service to Markets Off the Existing NEC Spine
- Flexibility, Redundancy, and Resilience
- Constructability and Phasing

Small Group Discussions



Exercise 1

Preliminary Alternatives

Feedback on the four service options: which is most important to you, and why?

Feedback on the four program levels: which represents the best direction for the NEC through 2040?

Feedback on the routes: general reactions or concerns?

Other comments or questions about the Preliminary Alternatives?

Exercise 2

Screening Criteria

General comments on the preliminary Screening Criteria?

Does the list seem comprehensive to you? Is there anything that seems to be missing?

Which of these criteria are most important to you?

Next Steps



2013 Technical Work

- Review Preliminary Alternatives with stakeholders and public
- Develop screening methodology to guide evaluation
- Evaluate Preliminary Alternatives
 - › Estimate future ridership
 - › Create prototypical rail service plans
 - › Identify operating impacts and capacity requirements
 - › Define infrastructure improvements and estimated capital costs
 - › Screen alternatives based on quantitative and qualitative criteria
- Develop Reasonable Alternatives
- Prepare for environmental impact analysis of Reasonable Alternatives

Environmental Analysis

- Study Area
 - › Entire NEC FUTURE Study Area
 - › Identification of key environmental features
- Existing Conditions
 - › Normalized data for consistency throughout NEC
- Affected Environment
 - › Resource-specific methodologies
 - › Swaths or buffers defined for existing and off-corridor routes to broadly characterize existing conditions

Stakeholders and Public Collaboration

- Public Interface
 - › Website, newsletter, e-mail alerts
 - › Regular program updates (in-person and Web-based)
- Station Outreach Tour: April 22 – May 11
- Targeted Outreach
 - › Meetings with states, railroads, metropolitan planning organizations
 - › Outreach to rail user and advocacy organizations
 - › Business community
- Agency Coordination
 - › Environmental resource agency meetings
 - › Agency Consultation Plan



Discussion





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