

NEC FUTURE: A Rail Investment Plan for the Northeast Corridor

Our Future on Track

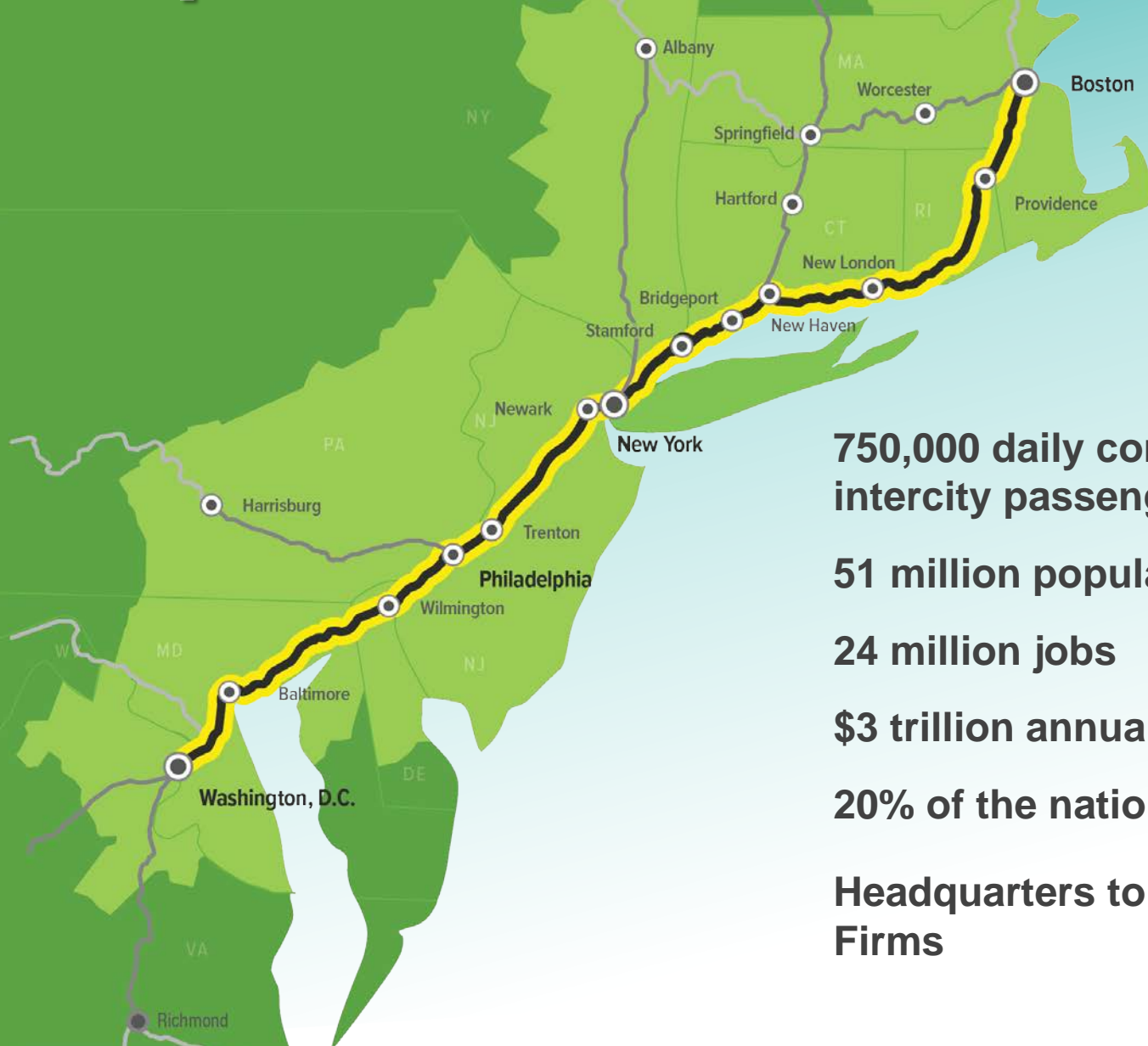
Record of Decision (ROD) Outreach Briefing · July 2017



NEC FUTURE

- ❑ Comprehensive plan for Northeast Corridor
- ❑ Initiated by FRA in 2012, in cooperation with States and Railroads
- ❑ Includes:
 - Tier 1 Environmental Impact Statement and Record of Decision (ROD)
 - Service Development Plan (SDP)
- ❑ Record of Decision
 - Completes the Tier 1 EIS process
 - Identifies the Selected Alternative to guide future investment

Importance of the NEC



**750,000 daily commuter and
intercity passengers**

51 million population

24 million jobs

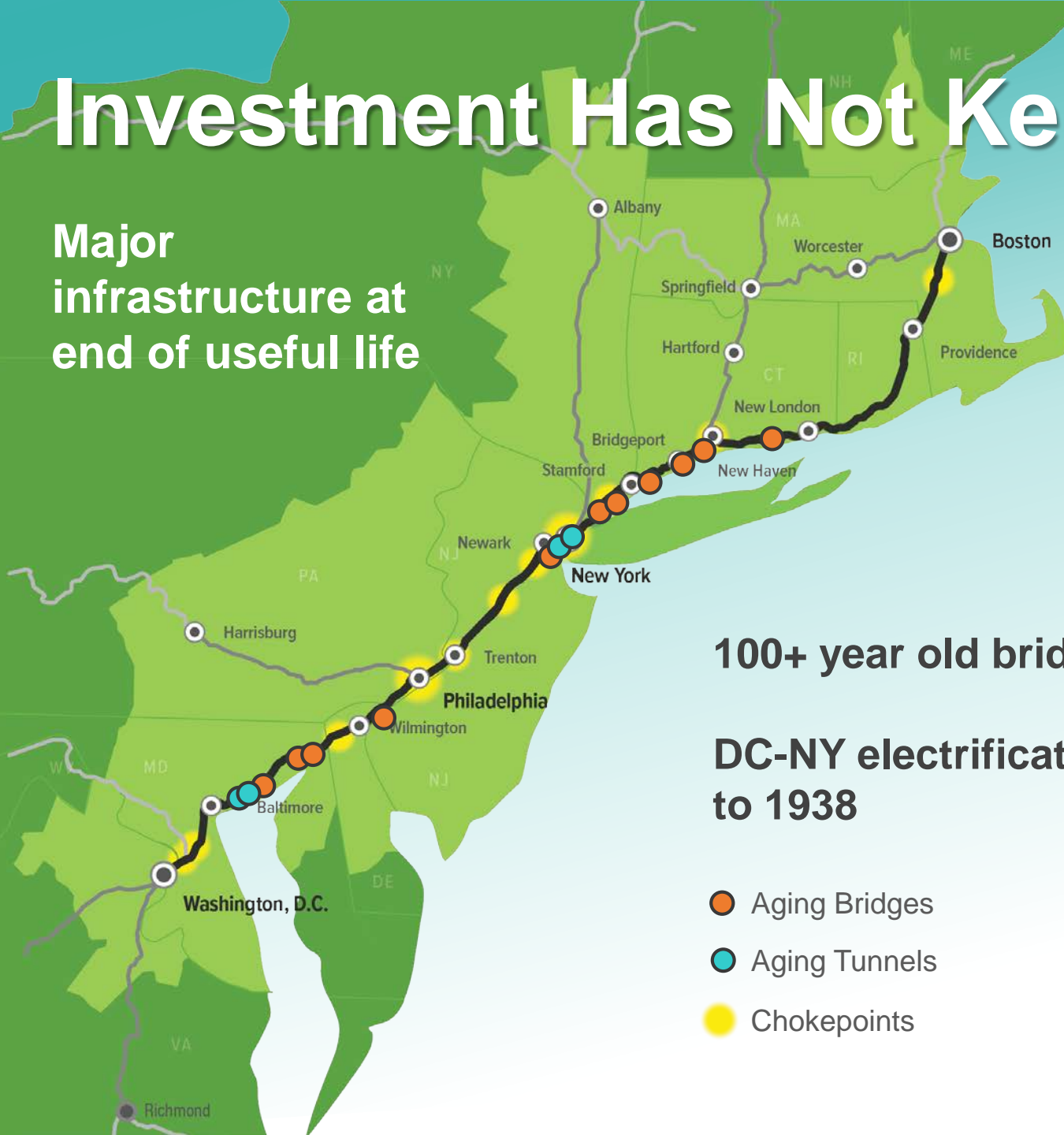
\$3 trillion annual economic output

20% of the nation's GDP

**Headquarters to 1/3 of Fortune 500
Firms**

Investment Has Not Kept Up

Major infrastructure at end of useful life



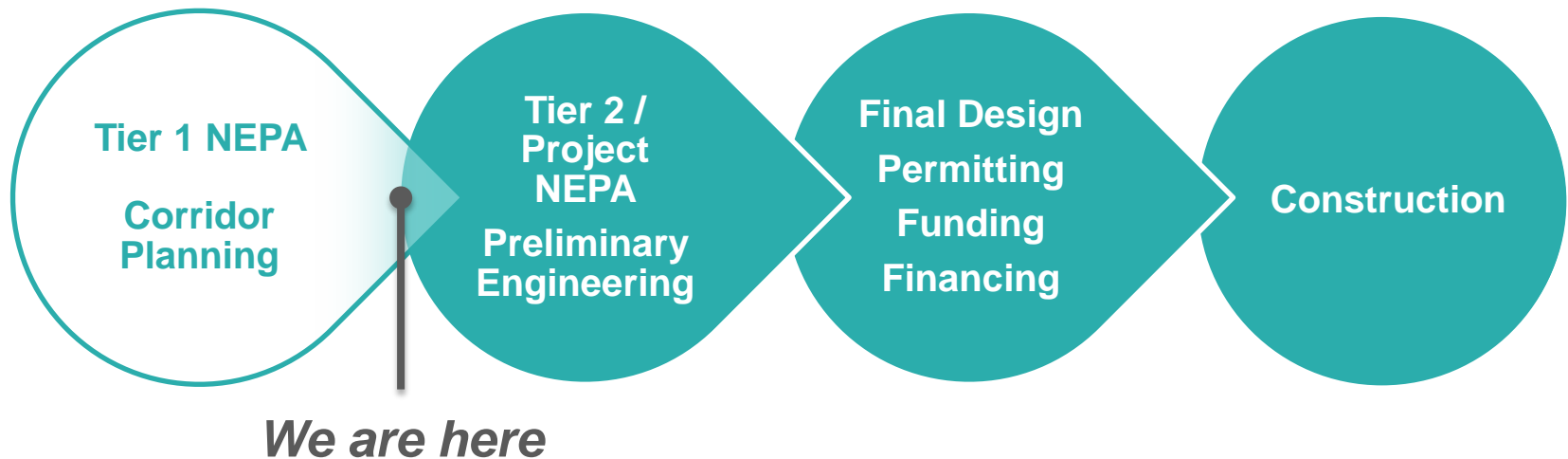
100+ year old bridges and tunnels

DC-NY electrification system dates to 1938

- Aging Bridges
- Aging Tunnels
- Chokepoints

Programmatic Approach

- Provides the broad perspective to make smart choices
- Considers needs of all railroads, states, and stakeholders
- Record of Decision unleashes ability to fix the NEC
- Creates efficiencies in the next steps to project delivery



A Collaborative Process

Program begins with collecting input to inform alternatives development:

- 18 Scoping Meetings
- 2,000+ comments
- Regular meetings with states, RRs, NECC, environmental agencies & tribes
- 6 Public Workshops
- 9 Public Open Houses
- Outreach at 18 rail stations



June 2012 – mid 2015

Tier 1 Draft EIS presents **distinct choices for the NEC**

Stakeholder input continues with:

- 3-month comment period
- 11 Public Hearings
- 8,000+ comments
- Continued engagement with states, RRs, NECC, agencies, local governments



Nov 2015 – late 2016

Tier 1 Final EIS presents the **Preferred Alternative**

Dec 2016

A Collaborative Process

Tier 1 Final EIS
presents the
**Preferred
Alternative**

Stakeholder input continues with:

- 4 Public Meetings
- 1,300+ commenters
- Continued engagement with states, RRs, NECC, agencies, local governments



Dec 2016

Early 2017

Record of
Decision
presents the
**Selected
Alternative**

Stakeholder input continues with:

- Service Development Plan
- Tier 2 planning processes

July 2017

What We Learned

- ❑ No Action is not an option
- ❑ Fix the existing NEC first
- ❑ Strong demand for rail service
 - 35% intercity travel growth by 2040
- ❑ Travelers seek convenience
 - Desire for reliable, frequent, convenient service

 **Grow the Role of Rail**

Selected Alternative – Grow

Improve
Service



Expand
Capacity



Modernize
Infrastructure



Planning
Study



Selected Alternative

RELATED PROJECTS:

New York - Boston

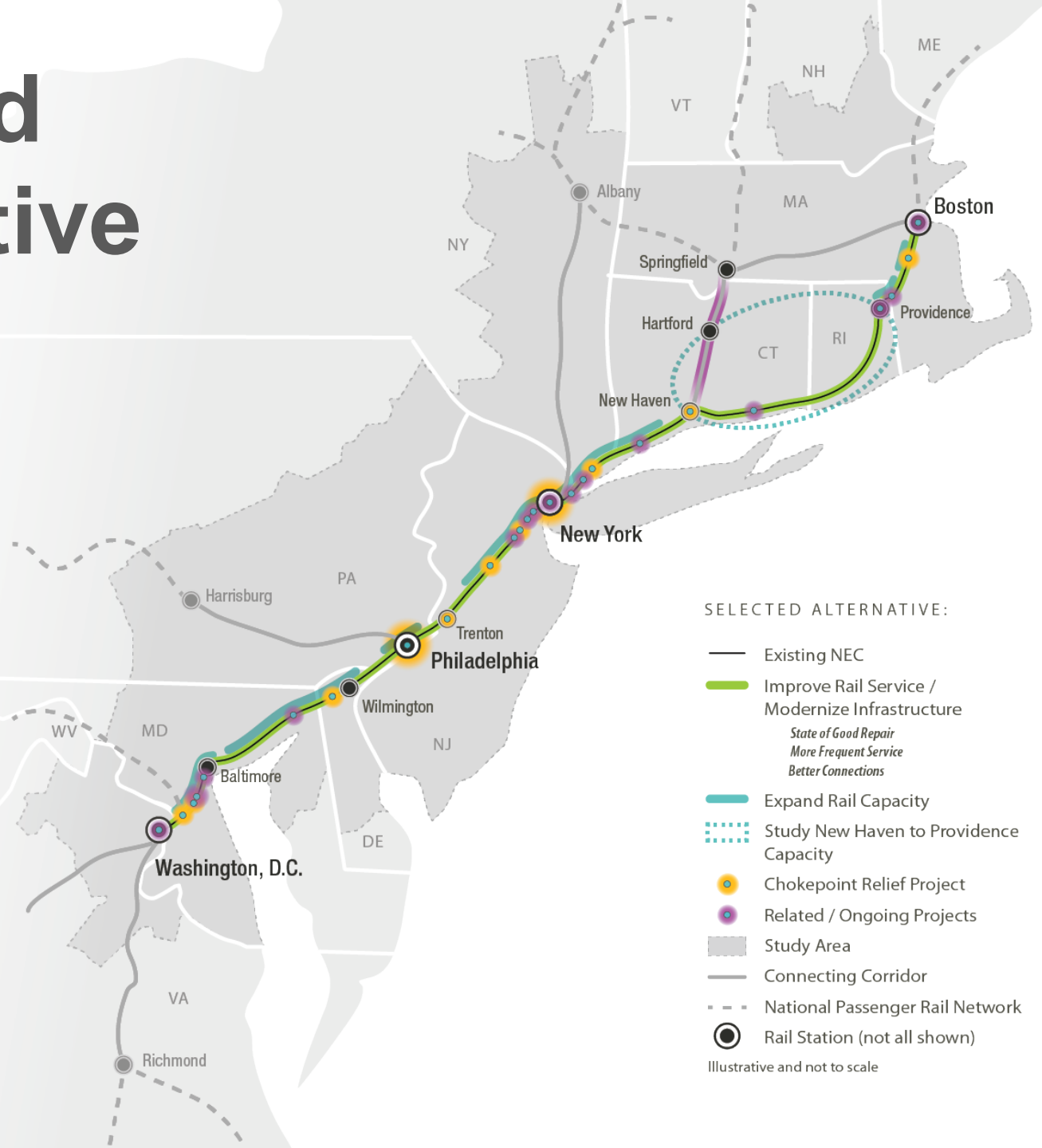
- Boston South Station Expansion
- Providence and Pawtucket Station Improvements
- Connecticut River Bridge
- New Haven Line Bridges
- New Haven-Hartford-Springfield Rail Program

New York Metro

- Pelham Bay Bridge
 - Penn Station Access
 - Sunnyside Yard Facility Upgrade
 - Moynihan Train Hall
 - Hudson Tunnel
 - Portal Bridge
 - Hunter Flyover
- Gateway Program

New York - Washington, D.C.

- Susquehanna Bridge
- B & P Tunnel
- BWI Station and Fourth Track
- Washington Union Station Expansion



SELECTED ALTERNATIVE:

- Existing NEC
- Improve Rail Service / Modernize Infrastructure
*State of Good Repair
More Frequent Service
Better Connections*
- Expand Rail Capacity
- Study New Haven to Providence 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

Improve Rail Service

Corridor-Wide Objectives

- ❑ Intercity Service Frequency Targets
 - 10 trains per peak hour/peak direction from Washington, D.C. to New Haven, CT
 - 6 to 8 trains per peak/peak direction from New Haven, CT to Providence, RI, and Providence, RI, to Boston, MA
- ❑ Travel Time Targets (H:MM)
 - Washington, D.C. to New York City = 2:10
 - New York City to Boston, MA = 2:45
- ❑ Design Speed Targets
 - 160 mph (existing NEC) to 220 mph (new segments)
 - Varies with physical constraints
 - Performance standards corridor-wide



Improve Rail Service

Integrated Operations

- ❑ Integrated Operations
 - Expands the reach of the NEC
 - Improve connections in urban areas and at airports
 - Integrates the NEC with services on connecting corridors
- ❑ Enhanced service concepts
 - Opportunities to integrate services and efficiently use existing and planned infrastructure
 - Concepts include:
 - Regular clockface headways
 - Run-through services to reduce dwell times and congestion
 - Pulse-hub operations to coordinate schedules across service types



Modernize NEC Infrastructure

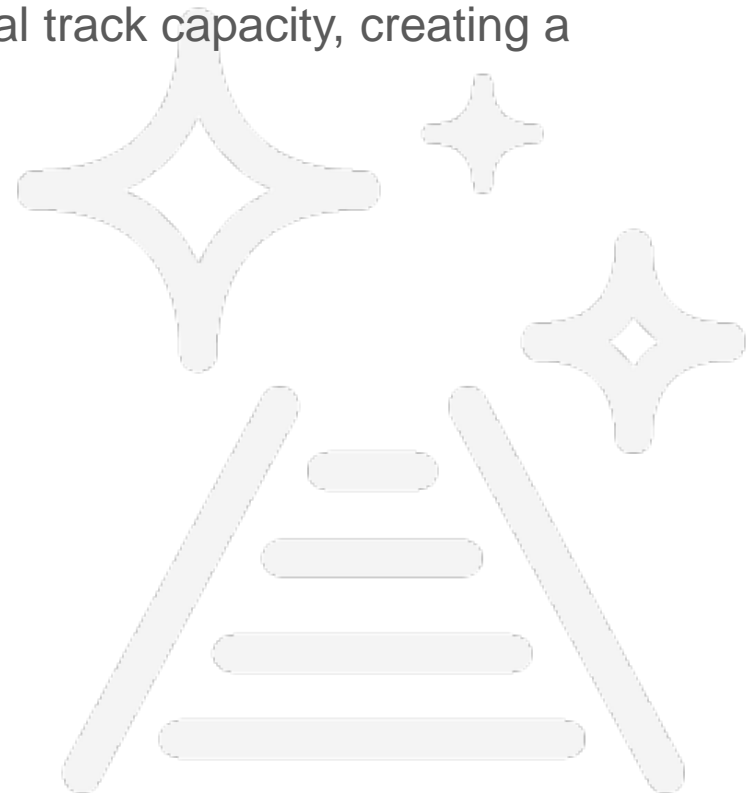
State of Good Repair

- ❑ Corridor-wide: Washington, D.C. to Boston, MA
- ❑ Repair, replace, rehabilitate, and/or modernize
 - Existing Infrastructure (major bridges, tunnels, under-grade bridges, track and interlocking components)
 - Electric Catenary
 - Power Supply
 - Signal Systems
- ❑ Adapt or harden existing infrastructure that is vulnerable to inundation and extreme weather or unforeseen events

Expand Rail Capacity

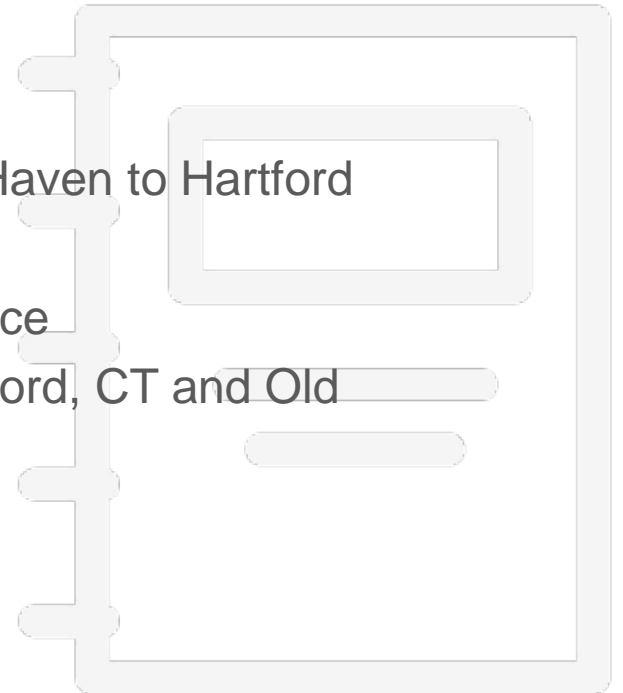
Add New Infrastructure Elements

- ❑ Supports corridor-wide service and performance objectives between Washington, D.C. and New Haven, CT and Providence, RI and Boston, MA
 - More than 200 route miles of additional track capacity, creating a 4-6 track NEC
- ❑ Infrastructure elements include:
 - Chokepoint relief projects
 - New track / new segments
 - Curve modifications
 - Bridge replacement
 - Station improvements
 - Systems upgrades



Study New Haven to Providence Capacity

- ❑ Identify on-and-off corridor infrastructure elements required to meet the Selected Alternative's service and performance objectives
- ❑ Coordination with Connecticut, Rhode Island, FRA, and other stakeholders as appropriate
- ❑ Geographic Limits
 - Along Hartford/Springfield Line from New Haven to Hartford
 - From Hartford to Providence
 - Existing NEC from New Haven to Providence
 - Includes areas between Branford and Guilford, CT and Old Saybrook, CT, to Kenyon, RI



Benefits of a Shared Vision

A Coordinated Solution

- ❑ Creates an integrated rail network with more travel options
- ❑ Improves the passenger experience
- ❑ Allows more efficient operations
- ❑ Supports economic growth
- ❑ Balances service benefits and costs
- ❑ Provides flexibility to phase improvements to balance immediate needs, funding availability, and market conditions
- ❑ Creates opportunities for public-private partnerships

*Capital costs are estimated at \$120-150 billion over 25+ years
(in current dollars)*

Environmental

Summary

- ❑ Level of Detail
 - No field investigations at Tier 1
 - Relied on readily available information (GIS-based analysis)
Focused on known federal and state resources
- ❑ Regulatory Requirements
 - Completed during Tier 2 (Section 7, Section 4(f), Section 106)
- ❑ Range of effects
 - Service-related resulting from increased frequencies, speeds, and services
 - Footprint-related resulting from expanded rail capacity
- ❑ Potential measures to minimize harm
 - Determined at Tier 2 based on site-specific conditions
 - Coordinated with appropriate resource and regulatory agencies



Selected Alternative Implementation

- ❑ Continuous coordination and collaboration among agencies and stakeholders
- ❑ Continued rail planning through the Service Development Plan (SDP)
- ❑ Establishing consistency of NEC passenger rail investments with the Selected Alternative

Agency Roles

Continued partnerships

- ❑ Federal agencies
 - Lead, cooperating, or participating agency under NEPA
 - Project sponsor
 - Permitting or approval
- ❑ NEC Commission
 - Forum for NEC states and railroads to prioritize infrastructure
 - SDP updates
- ❑ MPOs
 - Inclusion of Selected Alternative into relevant transportation plan or long-range planning (funding eligibility)
- ❑ Railroad operators
 - Involvement in SDP process and continued coordination

Consistency

Tier 2 Projects

- ❑ Applied to FRA-funded or projects requiring FRA approval
- ❑ Consistency evaluations will address:
 - Corridor-wide and geographic service and performance objectives
 - Corridor-wide integration and connectivity elements
 - Corridor-wide resiliency and redundancy
 - Continued corridor-wide planning
 - Geographic infrastructure elements supporting the Selected Alternative

Tier 2 Project Studies

Tier 1 sets the framework

- ❑ ROD does not provide funding or “clear” or obtain permits to allow construction to begin
- ❑ Provides Tier 2 project sponsors efficiencies by:
 - Incorporating by reference decisions and analysis completed
 - Starting point for data collection and analysis
 - Informing scopes of work for Tier 2
 - Identifying Tier 2 resource and regulatory requirements
 - Familiarizing agencies, public, and stakeholders with Selected Alternative
 - Establishing tribal coordination
 - Creating a Section 106 Programmatic Agreement to guide Tier 2 undertakings



Next Steps





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