

NEC FUTURE

A Rail Investment Plan
for the Northeast Corridor



SCOPING SUMMARY: APPENDIX



December 2012



U.S. Department
of Transportation
**Federal Railroad
Administration**

APPENDIX

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NOTICE OF INTENT AND NOTICE OF INTENT TO EXTEND THE FORMAL COMMENT PERIOD

The FHWA is currently developing the TNM version 3.0, with anticipated beta-testing of this version towards the end of 2012. Version 3.0 is an entirely new, state-of-the-art computer program used for predicting noise impacts in the vicinity of highways. It uses advances in personal computer hardware and software to improve upon the accuracy and ease of modeling highway noise, including the design of effective, cost-efficient highway noise barriers. This information request is to gather information from the beta-testers on their computer configurations, their experiences using the FHWA TNM and the availability of TNM files.

Respondents: Approximately 25 entities.

Frequency: Once.

Estimated Average Burden per Response: Approximately 15 minutes.

Estimated Total Annual Burden

Hours: Approximately 6.25 hours.

Public Comments Invited: You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: June 19, 2012.

Steven Smith,

Chief, Information Technology Division.

[FR Doc. 2012-15362 Filed 6-21-12; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Northeast Corridor Between Washington, DC, New York, NY, and Boston, MA

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: FRA is issuing this Notice of Intent (Notice) to advise the public of the preparation of a Tier 1 Environmental Impact Statement (EIS)

to evaluate potential passenger rail improvements between Washington, DC, New York City, and Boston, MA. FRA is leading the planning and environmental evaluation of the Northeast Corridor (NEC), an effort known as NEC FUTURE, in close coordination with the involved states, Northeast Corridor Infrastructure and Operations Advisory Commission (NEC Commission), Amtrak and other stakeholders. The purpose of the NEC FUTURE program is to define current and future markets for improved rail service and capacity on the NEC, develop an integrated passenger rail transportation solution to incrementally meet those needs, and create a regional planning framework to engage stakeholders throughout the region in the development of the program.

NEC FUTURE is being advanced consistent with the federal High-Speed Intercity Passenger Rail (HSIPR) program and includes the development of a Passenger Rail Corridor Investment Plan (PRCIP). A PRCIP provides the data necessary to support an FRA decision to fund and implement major investments in a passenger rail corridor. A PRCIP is comprised of two components: A Tier 1 EIS and a Service Development Plan (SDP). The Tier 1 EIS will be developed in accordance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321 and the Council on Environmental Quality (CEQ) regulations, 40 CFR part 1500 *et seq.*, and will address documentation on a broad corridor level. The SDP articulates the overall scope, alternatives, approach and business case for proposed service and improvements.

As part of the Tier 1 EIS, FRA will evaluate various passenger rail alternatives: A No Action Alternative, consisting of already planned improvements to the corridor, and Build Alternatives consisting of a full array of passenger rail alternatives which could range from operational and service enhancements to new physical improvements. FRA will consider the type, location and need for ancillary facilities for each alternative. The primary passenger rail route is the existing NEC passenger rail spine and its connecting corridors; however, in some areas, FRA may consider alternatives off of the existing NEC.

FRA is issuing this Notice to alert the public and agencies about the preparation of the Tier 1 EIS and associated SDP. To ensure that all significant issues are identified and considered, all interested parties are invited to comment on the proposed scope of environmental review, project purpose and need, alternatives to be

considered, environmental effects to be considered and evaluated, and methodologies to be used for evaluating effects.

DATES: Submit comments by Friday, September 14, 2012. See the NEC FUTURE Web site (www.necfuture.com) for information on the scoping meeting dates.

ADDRESSES: Interested parties are encouraged to comment on-line at the NEC FUTURE Web site (www.necfuture.com), via email at info@necfuture.com, or in person at the scoping meetings. For Further Information or Special Assistance Contact: Rebecca Reyes-Alicea, USDOT, Federal Railroad Administration, Office of Railroad Policy & Development, 1200 New Jersey Avenue SE., Washington, DC 20590; by email at info@necfuture.com, or; through the NEC FUTURE Web site (www.necfuture.com).

SUPPLEMENTARY INFORMATION: FRA is preparing a Tier 1 EIS and SDP for the NEC FUTURE program. Together the EIS and SDP comprise a PRCIP that will define a comprehensive and integrated passenger rail network in the Northeast region, looking at a range of service types and infrastructure needs, including plans for public investment in projects that contribute towards efficient service and increased capacity for intercity and high-speed passenger rail and freight and commuter rail service. The PRCIP will provide the economic, financial, transportation and environmental analyses necessary to support an investment in improved rail service as a core component of a more integrated, efficient, safer, and higher-capacity Northeast regional transportation network.

The FRA will use a tiered environmental review process for complying with NEPA, as per the CEQ regulations, 40 CFR 1508.28, and in accordance with FRA's Procedures for Considering Environmental Impacts, 64 FR 28454 (FRA Environmental Procedures). The Tier 1 EIS will also address the requirements of Section 106 of the National Historic Preservation Act, 36 CFR Part 800, Section 4(f) of the U.S. Department of Transportation Act of 1966, 49 U.S.C. 303, and other applicable Federal and state laws and regulations. The outcome of the Tier 1 EIS will be to identify markets to be served, service(s), general alignment and station locations.

The NEC FUTURE program is intended to develop a rail transportation investment program to support the Northeast region's economic competitiveness and growth potential

with energy-efficient and sustainable transportation services. For purposes of defining and analyzing transportation alternatives for NEC FUTURE, the study area has been broadly defined to encompass the region served by the NEC, plus those areas that can be reached from the NEC directly by train or via a single transfer to connecting corridors (e.g., the Empire Corridor in New York). The study area may be refined as the NEC FUTURE program progresses and off-corridor alternatives are identified.

Purpose and Need

The Northeast region is served by an extensive intermodal passenger and freight transportation system of highways, airports, ports, intercity, commuter and freight rail, and public transit systems. However, that transportation system lacks sufficient capacity or redundancy to support local and inter-regional mobility needs, resulting in major congestion and delays. Many components of the system are in a state of disrepair or, worse, have reached the point of obsolescence.

The need for the project is founded in the importance of mobility to the continued economic vitality of the Northeast region, coupled with projected population, economic and travel demand growth. Without investment, the limitations of the region's transportation network will constrain the growth, competitiveness and economic development of the region. The focus of NEC FUTURE is the rail network, an important component of the transportation network, and its role in providing and improving regional mobility.

Alternatives To Be Considered

The Tier 1 EIS will evaluate preliminary alternatives including a No Action Alternative and various Build Alternatives. The No Action Alternative will serve as a baseline for comparison of all alternatives. The No Action Alternative will draw upon State Transportation Improvement Programs and existing intercity passenger, commuter and freight rail plans as well as planned highway and air network improvements. The Tier 1 EIS will develop and evaluate a range of reasonable Build Alternatives. The Build Alternatives will be developed at a corridor level and will address travel markets, services, operations, general alignments and station locations. Build Alternatives could include physical improvements to the NEC spine to increase capacity, enhance safety, modernize the infrastructure, improve reliability and reduce trip time. Other

alternatives could also be service- or operation-related that provide rail service to new markets or change existing patterns of service. In addition, there may be Build Alternatives off the existing NEC spine or its connecting corridors.

Possible Effects

FRA will evaluate direct, indirect and cumulative changes to the social, economic, and physical environment, including land use and socioeconomic conditions, ecological resources, water resources, cultural resources, hazardous contamination, transportation, air quality, noise and vibration at a level commensurate with a Tier 1 EIS. Analysis will be consistent with NEPA, CEQ regulations, Section 106 of the National Historic Preservation Act, the Endangered Species Act, Clean Air Act, Clean Water Act, FRA Environmental Procedures, applicable state environmental regulations, and Section 4(f) of the Department of Transportation Act of 1966, along with other applicable Federal and State regulations.

Scoping Process

The FRA is inviting comments and suggestions from all interested parties regarding the scope of the Tier 1 EIS to ensure that all uses are addressed related to this proposal and that any significant impacts are identified. Please direct comments or questions concerning the proposed action and the Tier 1 EIS to the FRA at the above address. FRA will send letters describing the proposed action and soliciting comments to the appropriate Federal, State, and local agencies, Native American tribes and to private organizations that might have previously expressed or that are known to have an interest in this proposal.

FRA is leading the outreach activities with agency and public meetings occurring in Maryland, Delaware, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Massachusetts and the District of Columbia. The meetings and other public involvement initiatives, including newsletters and outreach, will be held throughout the course of this study. Dates, times and locations for the scoping meetings and other opportunities for public participation will be announced on the NEC FUTURE Web site (www.necfuture.com) and through mailings, notices, advertisements and press releases. In addition, the scoping meeting presentation will be available on the NEC FUTURE Web site along with a scoping package that can also be obtained upon request by contacting

Rebecca Reyes-Alicea at the mailing address above or electronically at info@necfuture.com.

Comments will be accepted on the scoping of the EIS in meetings, through the NEC FUTURE Web site (www.necfuture.com) and by submitting written comments to Rebecca Reyes-Alicea at the address above. The formal comment period for scoping will be open from the date of this Notice until Friday, September 14, 2012.

Issued in Washington, DC, on June 18, 2012.

John Tunna,

Director of the Office of Research and Development, Federal Railroad Administration.

[FR Doc. 2012-15241 Filed 6-21-12; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[DOT Docket No. NHTSA-2011-0084]

Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.)

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Request for public comment on proposed collection of information.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3501 et seq.), on June 24, 2011 (76 FR 37189) the agency published a 60-day notice in the **Federal Register** soliciting public comment on the proposed information collection abstracted below.

In further compliance with the PRA, the agency now publishes this second notice announcing the submission of its proposed collection to the Office of Management and Budget (OMB) for review and notifying the public about how to submit comments on the proposed collection to OMB during the 30-day comment period.

DATES: Comments must be submitted on or before July 23, 2012.

ADDRESSES: You may submit comments [identified by Docket No. DOT-NHTSA-2011-0084] through one of the following methods:

- **Internet Submission:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Mail or Hand Delivery:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Room W12-140, Washington, DC 20590, between

Paper Comments

- Send paper comments in triplicate to Elizabeth M. Murphy, Secretary, Securities and Exchange Commission, 100 F Street NE., Washington, DC 20549-1090.

All submissions should refer to File No. SR-C2-2012-024. This file number should be included on the subject line if email is used. To help the Commission process and review your comments more efficiently, please use only one method. The Commission will post all comments on the Commission's Web site (<http://www.sec.gov/rules/sro.shtml>). Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. 552, will be available for Web site viewing and printing in the Commission's Public Reference Room, 100 F Street NE., Washington, DC 20549, on official business days between the hours of 10:00 a.m. and 3:00 p.m. Copies of such filing also will be available for inspection and copying at the principal office of C2. All comments received will be posted without change; the Commission does not edit personal identifying information from submissions. You should submit only information that you wish to make available publicly. All submissions should refer to File No. SR-C2-2012-024 and should be submitted on or before September 28, 2012.

For the Commission, by the Division of Trading and Markets, pursuant to delegated authority.³¹

Kevin M. O'Neill,
Deputy Secretary.

[FR Doc. 2012-22059 Filed 9-6-12; 8:45 am]

BILLING CODE 8011-01-P

DEPARTMENT OF TRANSPORTATION**Federal Railroad Administration****Environmental Impact Statement for the Northeast Corridor Between Washington, DC, New York, NY, and Boston, MA**

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of intent to extend the formal comment period for scoping to October 19, 2012.

SUMMARY: FRA is issuing this Notice of Intent (Notice) to advise the public and Federal, state, and local agencies of the extension of the formal comment period for the NEC FUTURE program scoping process. The Notice of Intent to prepare a Tier 1 Environmental Impact Statement (EIS) to evaluate potential passenger rail improvements between Washington, DC, New York City, and Boston, MA was published in the **Federal Register** on June 22, 2012. The formal comment period for scoping was scheduled to close on Friday, September 14, 2012. In response to requests from the public provided in public testimony at Scoping meetings held from August 13th through August 22nd at nine different venues between Washington, DC and Boston, Massachusetts, FRA has decided to extend the formal comment period until Friday, October 19, 2012. **DATES:** Comment period extended from Friday, September 14, 2012 to Friday, October 19, 2012.

ADDRESSES: Interested parties are encouraged to comment on-line at the NEC FUTURE Web site (www.necfuture.com), via email at info@necfuture.com, or by mail at the address below. For Further Information or Special Assistance Contact: Rebecca Reyes-Alicea, USDOT, Federal Railroad Administration, Office of Railroad Policy & Development, Mail Stop 20, 1200 New Jersey Avenue SE., Washington, DC 20590; by email at info@necfuture.com; or through the NEC FUTURE Web site (www.necfuture.com).

SUPPLEMENTARY INFORMATION: FRA is leading the planning and environmental evaluation of the Northeast Corridor (NEC) in close coordination with the involved states, Northeast Corridor Infrastructure and Operations Advisory Commission (NEC Commission), Amtrak, and other stakeholders. The purpose of the NEC FUTURE program is to define current and future markets for improved rail service and capacity on the NEC, develop an integrated passenger rail transportation solution to incrementally meet those needs, and create a regional planning framework to engage stakeholders throughout the region in the development of the program.

The materials that were presented at the Scoping meetings held from August 13th to August 22nd, including a narrated PowerPoint presentation and display boards, will be available on the NEC FUTURE Web site

(www.necfuture.com). To ensure that all significant issues are identified and considered, all interested parties are invited to comment on the proposed scope of environmental review, project purpose and need, alternatives to be considered, environmental effects to be considered and evaluated, and methodologies to be used for evaluating effects. Persons with limited internet access may request a hard copy of the Public Scoping meeting materials by contacting Rebecca Reyes-Alicea at the mailing address above. Please direct comments or questions concerning the proposed action and the Tier 1 EIS to the FRA at the above address.

Issued in Washington, DC, on August 31, 2012.

Paul Nissenbaum,

Associate Administrator of Rail Policy and Development, Federal Railroad Administration.

[FR Doc. 2012-22060 Filed 9-6-12; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Notice of Meeting of the Transit Rail Advisory Committee for Safety (TRACS)**

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of meeting.


SUMMARY: This notice announces a public meeting of the Transit Rail Advisory Committee for Safety (TRACS). TRACS is a Federal Advisory Committee established by the Secretary of Transportation in accordance with the Federal Advisory Committee Act to provide information, advice, and recommendations to the Secretary and the Federal Transit Administrator on matters relating to the safety of public transportation systems.

DATES: The TRACS meeting will be held on September 20, 2012, from 8:30 a.m. to 5 p.m., and September 21, 2012, from 8:30 a.m. to 12:00 p.m. Contact Iyon Rosario (see contact information below) by September 13, 2012, if you wish to be added to the visitor's list to gain access to the Washington Navy Yard Conference Center.

ADDRESSES: The meeting will be held at the Washington Navy Yard Conference Center (Navy Yard), Building 211, 1454 Parsons Avenue SE., Washington, DC 20374. Attendees who are on the visitor's/security list can access all three gates (6th St, 9th St, 11th St) by presenting a photo ID to gain entrance to the Navy Yard. The gate in closest

³¹ 17 CFR 200.30-3(a)(12).

PUBLIC SCOPING PRESENTATION



NEC FUTURE
A Rail Investment Plan for the Northeast Corridor

Scoping Meeting for NEC FUTURE Tier I Environmental Impact Statement

August 2012

Federal Railroad Administration
Office of Railroad Policy and Development

NEC FUTURE


Who is Involved?

- Led by the Federal Railroad Administration (FRA)
- Key stakeholders:
 - › Northeast Corridor Infrastructure and Operations Advisory Commission
 - › Eight states and the District of Columbia
 - › Commuter authorities, Amtrak, and NEC freight operators
- Early engagement of environmental resource agencies
- You – the public and communities along the NEC

Tonight's Topics

- ✓ The Northeast Corridor
- ✓ Issues for the Future
- ✓ Study Process
- ✓ How You Can Participate

What is the Northeast Corridor?




Rail spine connecting Boston, New York and Washington, D.C.

- 457 miles long
- Built 100-150 years ago
- Serves 8 states & D.C.
- Connections north, west and south


The Northeast Corridor

Who Does it Serve?

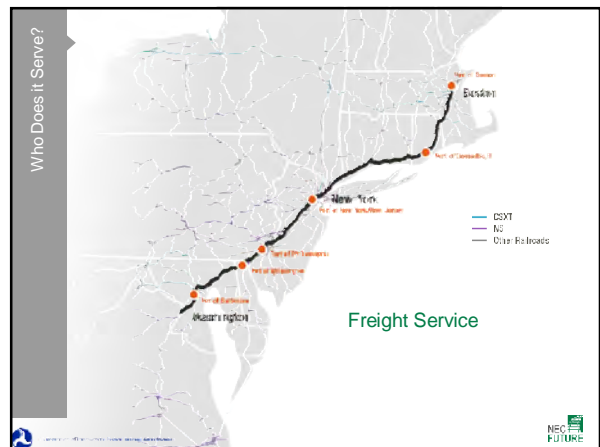
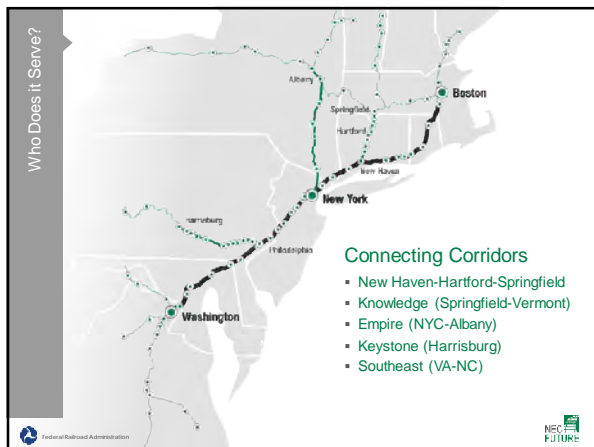
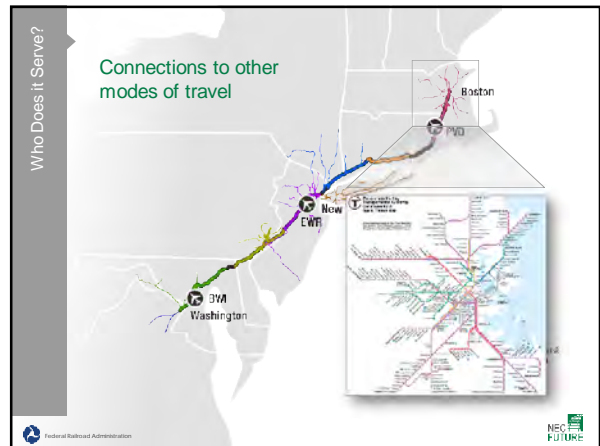
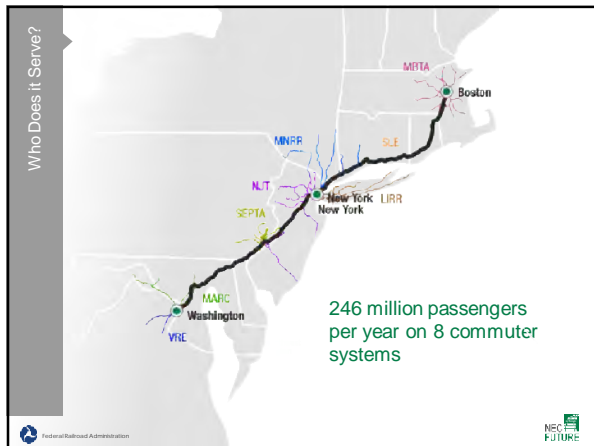
- 259 million passengers per year
 - › Amtrak passengers (Regional and Acela)
 - › Commuters and local travelers on eight systems
- 70 daily freight trains



Who Does it Serve?



13 million Amtrak passengers per year



Importance of the NEC Today

The Region Depends on the NEC Today

Federal Railroad Administration

NEC FUTURE

Issues for the Future

Growth Will Increase the Need for Rail Service

- Population to grow to 58 million by 2040
- Intercity trips to increase 45%
- Freight to increase

Federal Railroad Administration

NEC FUTURE

Issues for the Future

NEC Faces Major Challenges

- Limited track capacity
- Critical chokepoints
- Older infrastructure








Issues for the Future

Complex Choices

- How and where will the region grow?
- How can the rail system best support that growth?
- What are the highest priority investments to be made through 2040?

Issues for the Future

Key Goals

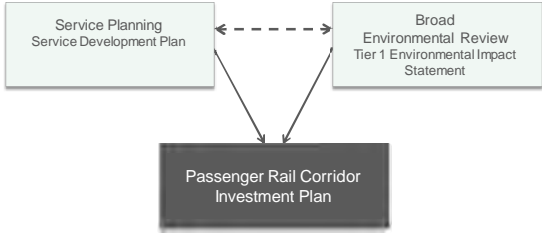


- **Integrated passenger rail solution** for the Northeast – commuter, intercity, high speed rail and freight
- **Provide high-quality rail service with capacity to meet growing demand**
- **Strengthen connections** between intercity, regional and local rail passenger and local transit modes
- **Near- and long-term solutions** to the region's mobility problems
- **Phased improvement program** that builds on existing service
- **Reduce environmental impacts and energy use** of future travel
- **Encourage private sector participation**





Study Process




Two Elements Form the Plan

Study Process

NEPA Process

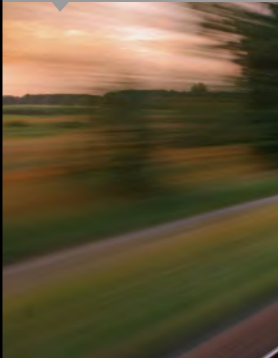


- The National Environmental Policy Act (NEPA) requires the FRA to consider the environmental impacts of decisions prior to taking action
 - › Tier 1 EIS will document this process
 - › Scoping is the required first step of the EIS
- FRA will follow related regulations, including Section 106 of the National Historic Preservation Act of 1966

Study Process

All Options Are On the Table




- Defines markets and service needs – **no preconceived solution**
- Considers what services are most needed and when
- Alternatives screened and evaluated to meet goals

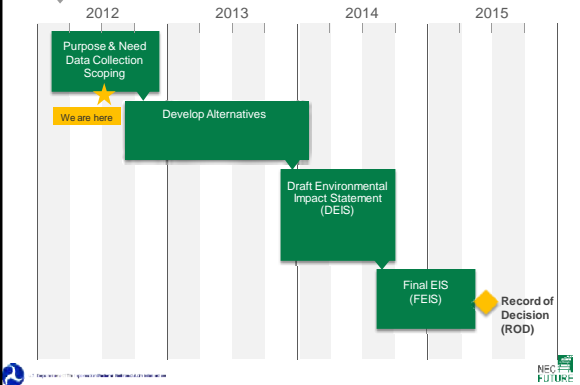


Study Process

Defining the Scope of Study


- Purpose and Need
- Goals
- Study Area
- Potential Alternatives
- Evaluation Criteria
- Types of Environmental Impacts to be Considered

Study Process







Study Process



Next Steps


- Scoping Summary
- Data Collection and Analysis
- Alternatives Development
 - › Coarse Screening
 - › Preliminary Alternatives Report



Thank You for Attending

Continue Your Participation


- Please comment - use a comment card, go online, or submit by mail through September 14, 2012
- All comments will be considered and summarized in the Scoping Summary
- Visit our website at www.necfuture.com to learn more
- Thank you!



www.necfuture.com





AGENCY SCOPING PRESENTATION



**Agency Scoping Meeting for NEC FUTURE
Tier I Environmental Impact Statement**

August 2012



Agenda



- ✓ Welcome & Introductions
- ✓ Public Scoping Presentation/Study Process
- ✓ Agency Involvement
- ✓ Discussion
- ✓ Next Steps





NEC FUTURE

Who is Involved?

- Led by the Federal Railroad Administration (FRA)
- Key stakeholders:
 - › Northeast Corridor Infrastructure and Operations Advisory Commission
 - › Eight states and the District of Columbia
 - › Commuter authorities, Amtrak, and NEC freight operators
- Collaboration with U.S. Department of Transportation modal agencies – Aviation, Highway, Maritime, Transit
- Early engagement with federal and state environmental resource agencies

What is the Northeast Corridor?





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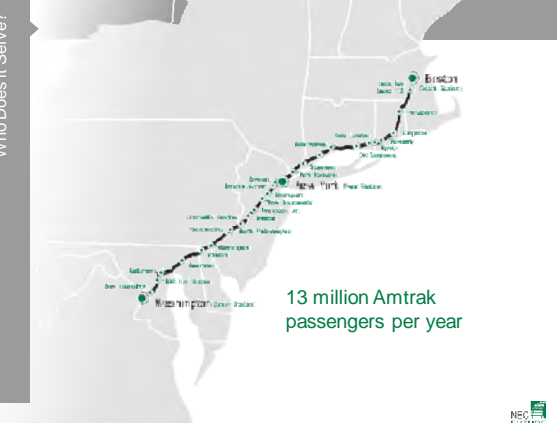
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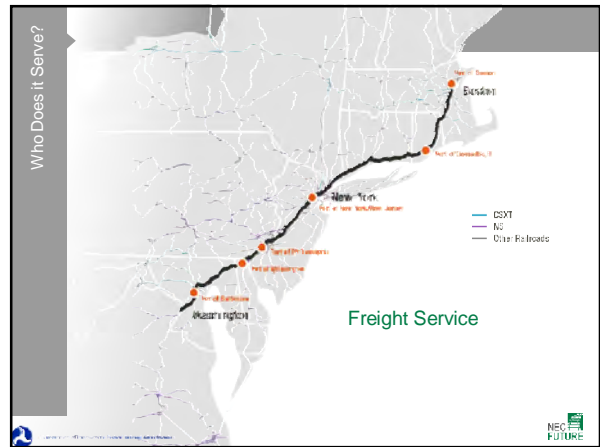
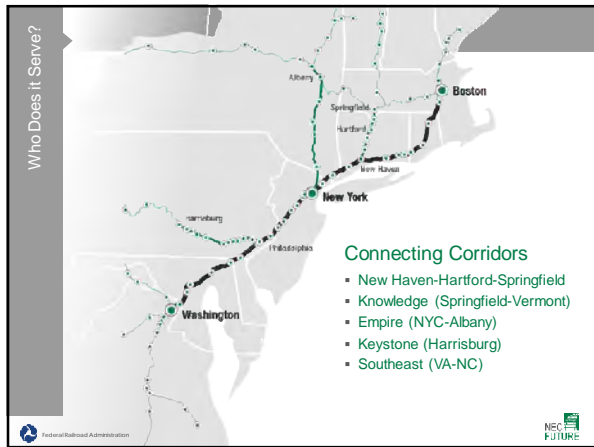
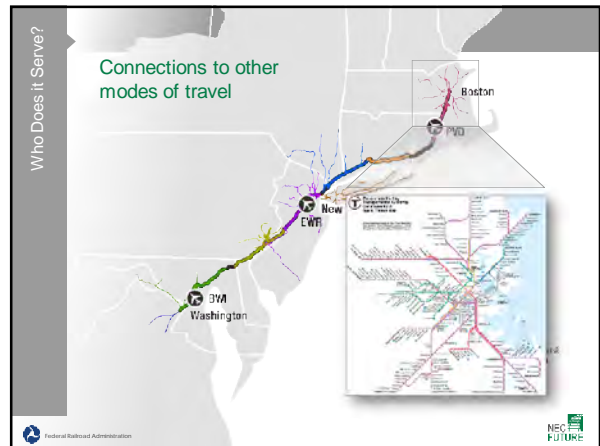
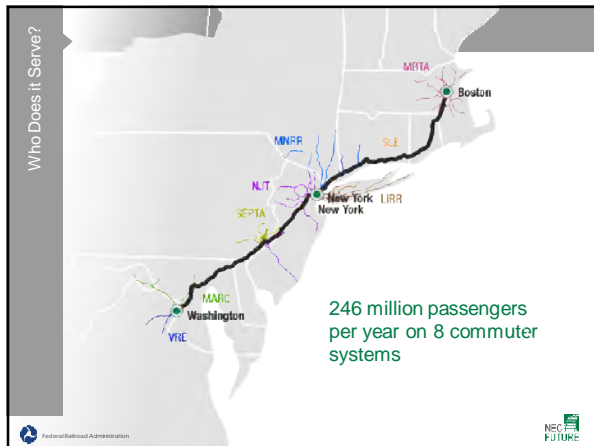




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The Region Depends on the NEC Today

Federal Railroad Administration
NEC FUTURE

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Federal Railroad Administration
NEC FUTURE

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Federal Railroad Administration

NEC FUTURE

Issues for the Future

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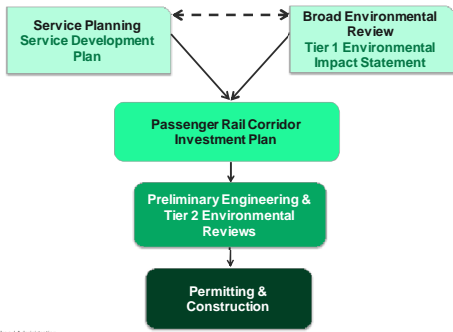
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Federal Railroad Administration

NEC FUTURE

Study Process

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Federal Railroad Administration

NEC FUTURE

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Federal Railroad Administration

NEC FUTURE

Study Process

Environmental Analysis

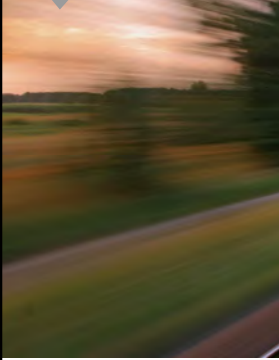
- Identification of Tier 1 Methodologies
 - Consistency across geographies
 - Approach by environmental factor
 - Ties to subsequent project-level reviews
- Coordination with federal, state resource agencies
- Extensive corridor-wide existing conditions data collection
 - GIS-focus for corridor-wide environmental review
 - State, MPO, or county level of detail



Federal Railroad Administration

NEC FUTURE


Study Process



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Federal Railroad Administration




Study Process

Alternatives Evaluation

- **No Action Alternative:**
 - › Represents future NEC with only currently planned/funded improvements and no increases in capacity
- **Build Alternatives to be identified through stakeholder outreach and scoping:**
 - › Address existing NEC needs and markets
 - › Provide opportunities for growth
 - › Improve and enhance capacity, connectivity, and reliability
 - › Meet environmental and economic needs

Federal Railroad Administration



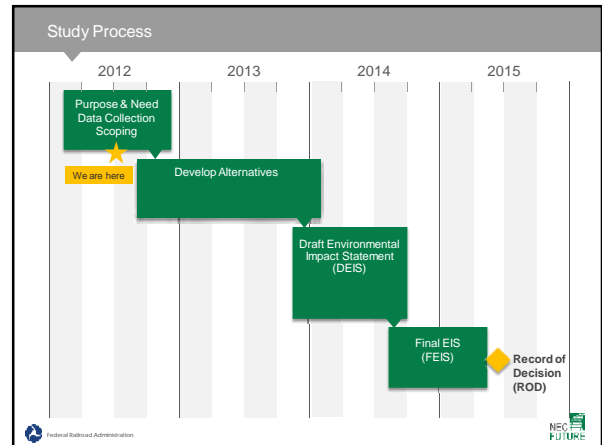
Study Process

Scoping Process

- Scoping process from June 22nd through September 14, 2012
- Scoping meetings scheduled between August 13th and 22nd at nine different venues
- Scoping notification
 - › Newspaper advertisements
 - › Email blast to mailing list
 - › Website – www.necfuture.com




Federal Railroad Administration


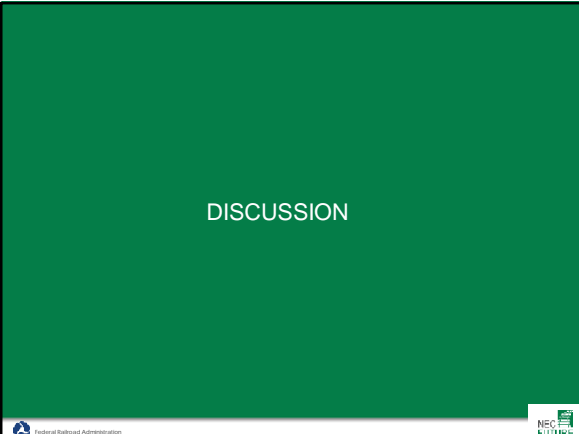



Agency Involvement


- Agency and Public Involvement Coordination Plan
- Scoping comments through September 14, 2012
- Project updates via website at www.necfuture.com and/or email to info@necfuture.com
- Targeted webinars to solicit input
- Review of project materials at key milestones



Federal Railroad Administration

Federal Railroad Administration





Next Steps

- Scoping Summary
- Data Collection and Analysis
- Alternatives Development
 - › Coarse Screening
 - › Preliminary Alternatives Report

PUBLIC SCOPING DISPLAY BOARDS

Welcome to the NEC FUTURE Scoping Meetings

Tonight's Agenda

- ▶ 4:30-7:30 pm:
View Displays
 - › Introduction and study process
 - › Purpose, goals and key issues
 - › Alternatives development
 - › How to stay involved
- ▶ 5:30 pm: Presentation
- ▶ Comments
 - › Public or private comment
 - › Comment cards



What is NEC FUTURE?

NEC FUTURE is the Federal Railroad Administration's (FRA) comprehensive planning process for future rail investment in the Northeast Corridor (NEC), the rail spine that links Boston, New York and Washington, D.C.

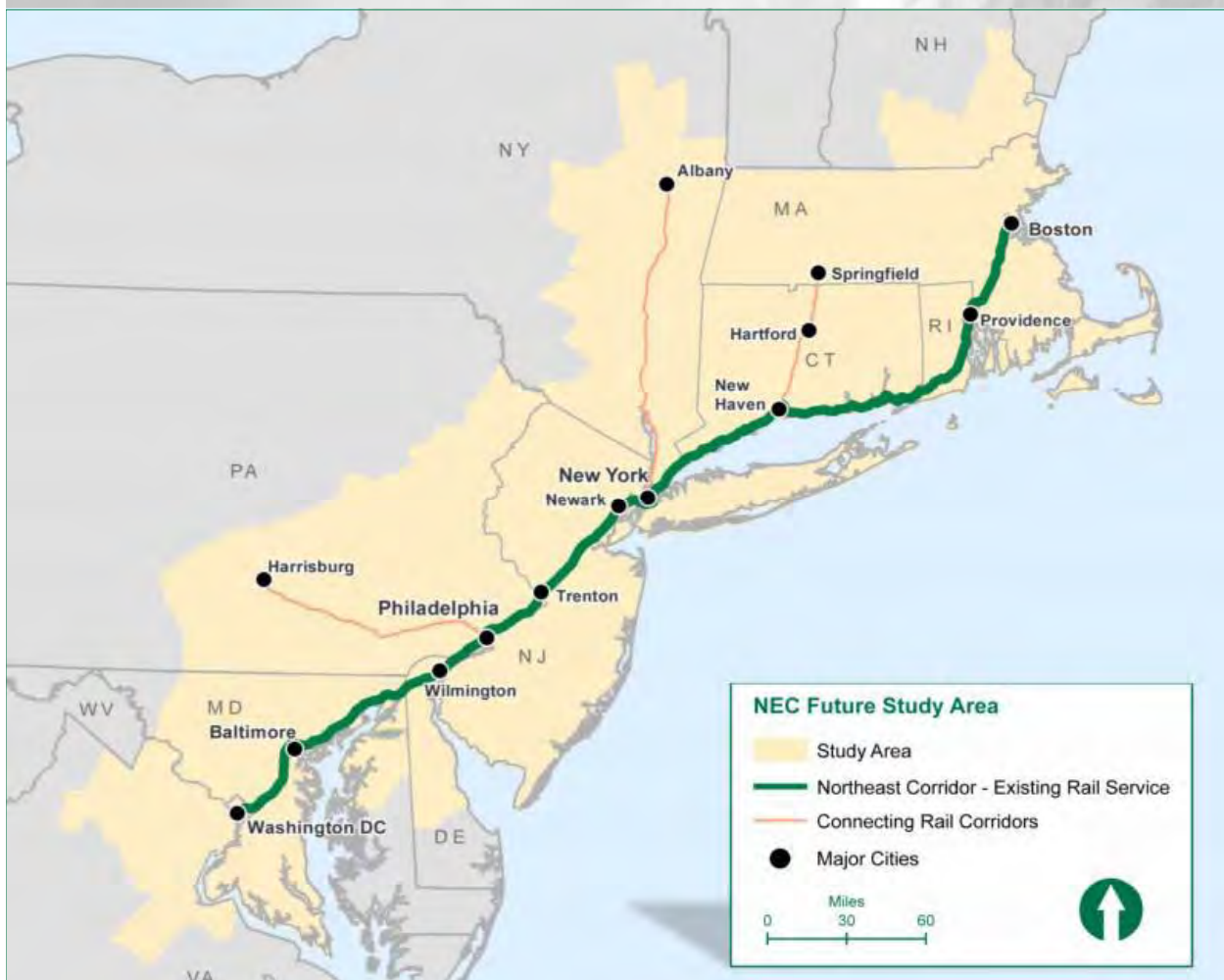
- ▶ NEC FUTURE has two major components that will identify and evaluate a full range of alternatives to improve passenger rail service in the Northeast:
 - **Service Development Plan (SDP)** - defines alternatives for rail service improvements, evaluates their impact on the existing network and operations, and assesses costs and benefits of the proposed plan.
 - **Tier 1 Environmental Impact Statement (EIS)** - addresses the broad environmental effects of the alternatives for the entire corridor.
- ▶ These components form a **Passenger Rail Corridor Investment Plan (PRCIP)**, in accordance with the guidelines established by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). The PRCIP is a foundation for future project development including engineering design, subsequent environmental reviews, environmental permitting and construction.



NEC FUTURE Study Area

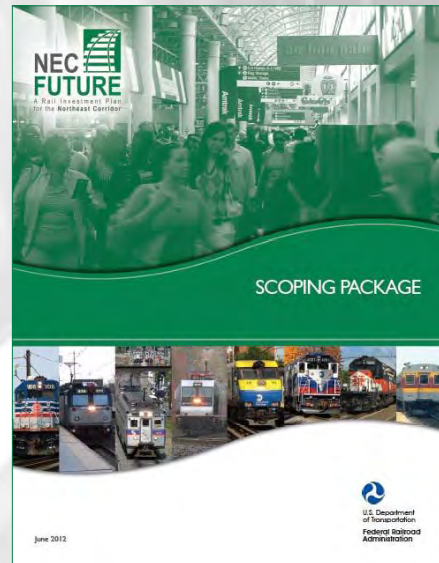
The NEC, the rail transportation spine of the Northeast region, is a key component of the region's transportation system and vital to its sustained economic growth.

Today, the 457-mile NEC – anchored by Boston's South Station in the north, New York's Pennsylvania Station in the center, and Washington's Union Station in the south – is one of the most heavily traveled rail corridors in the world.



What is Scoping?

- ▶ Scoping is an opportunity for the public to help shape the study process for NEC FUTURE
 - Feedback will help identify reasonable alternatives and potential environmental considerations
- ▶ You may wish to comment on:
 - Study purpose, need and goals
 - Key issues to be considered
 - Potential environmental impacts
 - Alternatives development process
 - Other related issues of interest to you
 - › What works well on the NEC today?
 - › What needs to be improved?



Learn more in the Scoping Package at www.necfuture.com



NEC FUTURE Process and Timeline

Spring 2012	Project Initiation	
	Initial Stakeholder Outreach	Data Collection
Summer 2012	Define Purpose and Need	
	Scoping	
Fall 2012 – Winter 2014	Alternatives Development	
Winter 2013 – Summer 2014	Draft Tier 1 Environmental Impact Statement Draft Service Development Plan	
Fall 2014 – Spring 2015	Final Tier 1 Environmental Impact Statement Final Service Development Plan Record of Decision	



NEPA Environmental Review Process

- ▶ The National Environmental Policy Act (NEPA) requires Federal agencies to consider the environmental consequences of their decisions prior to taking any action
 - Environmental review incorporates compliance with other federal laws, including Section 106 of the Historic Preservation Act
- ▶ The key principles of environmental impact assessment are:
 - Full and open disclosure of environmental consequences
 - Interdisciplinary approach
 - Objective consideration of all reasonable alternatives
 - Focus on key issues
 - Measures to avoid or minimize adverse impacts
 - Consultation and coordination among agencies
 - Encouragement of public participation



- ▶ What Types of impacts may be evaluated in the Tier 1 EIS?
 - Transportation effects
 - Air quality, noise, and vibration
 - Energy
 - Land use
 - Communities and socioeconomic conditions
 - Open space, parklands and farmlands
 - Visual and aesthetic effects
 - Contamination and hazardous materials
 - Cultural resources
 - Water and geologic resources
 - Protected species and critical habitats
 - Secondary and cumulative effects



Tier 1 Environmental Review Process

The FRA is complying with NEPA for the NEC FUTURE program by preparing a Tier 1 Environmental Impact Statement (EIS)

- ▶ A Tiered Approach was selected for NEC FUTURE due to the scope, complexity and long-term nature of this multi-state planning effort
- ▶ A Tier 1 EIS provides a broad evaluation of large-scale programs

Alternatives	<ul style="list-style-type: none"> ▶ General (Planning-Level): <ul style="list-style-type: none"> ▪ Service types ▪ Alignments ▪ Stations
Engineering	▶ Very Conceptual
Analysis	<ul style="list-style-type: none"> ▶ Broad ▶ GIS-Based mapping ▶ Relies heavily on readily available information
Permits	▶ Identify likely permits and requirements
Environmental Finding	▶ Results in “Finding” for the Preferred Alternative, in this case the selected Passenger Rail Corridor Investment Plan (PRCIP)

- ▶ The outcome of the Tier 1 EIS will be the selection of a Preferred Alternative consisting of a program of investments for the NEC



Tier 1 Environmental Review Process

Preparation of the Tier 1 DEIS

The Tier 1 Draft EIS will contain the following elements:

- Project Purpose and Need
- Alternatives Considered
- Affected Environment and Environmental Consequences
- Potential Measures to Minimize or Mitigate Impacts

Circulation of the Tier 1 DEIS

The Tier 1 Draft EIS will be circulated for public and agency comment.

Selection of a Preferred Alternative*

The FRA will review all comments and select the Preferred Alternative* based on the Tier 1 Draft EIS analysis and public input.

Preparation and Circulation of the Tier 1 FEIS

The Tier 1 Final EIS will present an evaluation of the Preferred Alternative* and include the FRA's response to comments on the Tier 1 Draft EIS.

Preparation of the ROD

After public review of the Tier 1 Final EIS, the FRA will prepare a Record of Decision (ROD) that documents:

- Selection of the Preferred Alternative*
- Mitigation strategies
- Project commitments to be carried out in subsequent environmental reviews



* The Preferred Alternative will consist of a program of investments for the NEC



What is Section 106 Review?

- ▶ Section 106 of the National Historic Preservation Act of 1966 requires the FRA to consider the potential impact of the NEC FUTURE investment program on historic properties

- ▶ NEC FUTURE is following a phased approach to Section 106 consultation, concurrent with the Tier 1 EIS
 - Initiation of Section 106 consultation with State Historic Preservation Officer (SHPO) and Tribal Historic Preservation Officer (THPO) across the eight states and the District of Columbia along the NEC
 - Provide Advisory Council on Historic Preservation an opportunity to comment
 - Framework for initiating Section 106 consultation in Tier 1 and completing Section 106 consultation at the project level

- ▶ The Section 106 review includes:
 - Identification of important historic, architectural and archaeological resources
 - Evaluation of significance for the National Register of Historic Places
 - Evaluation of potential impacts
 - Development of measures to avoid and minimize harm to historic properties
 - Extensive consultation with the public, interested organizations, and corridor-wide SHPOs/THPOs



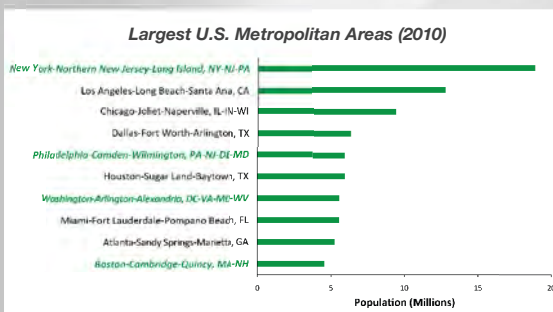
What is the Need for NEC FUTURE?

- ▶ The Northeast faces serious mobility challenges
- ▶ NEC is an economic anchor for the Nation
- ▶ NEC FUTURE is part of a comprehensive transportation solution

The Northeast Region is growing...

From 2010 to 2040...

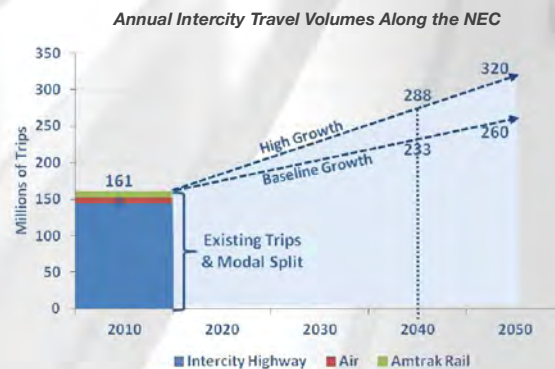
- › Population **+13%**
- › Employment **+23%**
- › Most growth in Northeast is concentrated in the four largest urban areas (among 10 largest US cities).



Intercity Travel Demand is also growing...

From 2010 to 2040...

- › Total intercity trips **+45%**
- › Future mode share shaped by transportation investment decisions



Growth affects all modes of travel

From 2010 to 2040...

- › Air passenger demand **+122%**
- › Highway congestion – worsening metropolitan areas congestion
- › Freight demand **+34%**

Annual Boardings for "Core Airports" in the NEC (000s)

Airport	2010	2040	Growth
JFK	22,395	64,707	189%
Newark	16,498	34,281	108%
Philadelphia	14,827	30,972	109%
Boston	13,234	24,264	83%
LaGuardia	11,801	16,508	40%
Dulles	11,160	35,676	220%
BWI	10,611	23,321	120%
Reagan National	8,536	11,934	40%
Total Boardings	109,062	241,663	122%



What is the Need for NEC FUTURE?

- ▶ Limited capacity constrains growth
- ▶ Critical chokepoints
- ▶ Aging and obsolete infrastructure



What is the Need for NEC FUTURE? Why invest in rail?

Transportation networks in the Northeast are constrained and all intercity modes face challenges to meet even existing travel demand.



NEC Rail Network: Aging infrastructure, limited track capacity, critical chokepoints.



Aviation Network: Congestion at regional airports



Highway Network: Aging infrastructure and heavily congested roadways.

Repairing and upgrading the NEC network will improve reliability and performance and set the stage for future growth

- ▶ NEC repairs & upgrades needed to address long-standing problems
- ▶ Further rail investments needed to meet growing travel demand.
- ▶ Rail can play greater role in meeting future intercity travel demand in Northeast



An investment in rail is part of an overall transportation solution to promote sustainability and economic growth in the Northeast region



NEC FUTURE Goals and Objectives

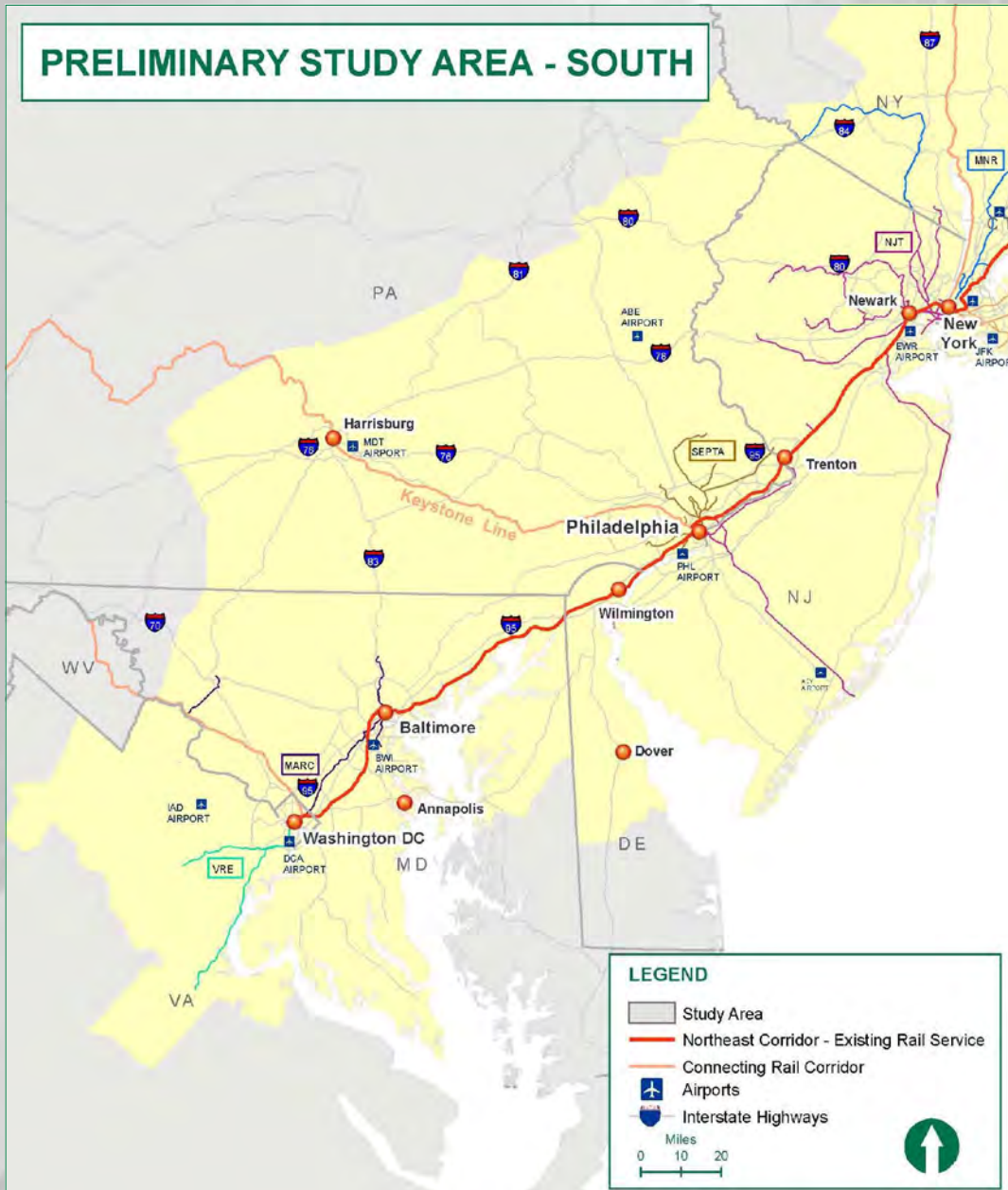
- ▶ Develop an integrated passenger rail solution that complements investments in the region's other modes
- ▶ Provide attractive, high-quality passenger rail service with:
 - › Capacity to meet growing demand
 - › Improved connectivity (better timed connections, and access to other modes)
 - › Competitive travel times
 - › Highly reliable and user-friendly service
 - › Safe and secure travel
 - › Convenient service at competitive cost
 - › Strengthen connections among intercity, regional and local rail passenger and local transit modes.
- ▶ Provide near- and long-term solutions for identified Northeast passenger travel markets
- ▶ Support plans to meet future freight rail demand
- ▶ Reflect funding and financial limits and challenges of upgrading NEC under full operation
- ▶ Reduce environmental impacts and energy use due to projected travel demand growth
- ▶ Encourage private sector involvement in future corridor improvements and operations



What key issues should NEC FUTURE address in this region?



What key issues should NEC FUTURE address in this region?



Alternatives Development

▶ Initial list of alternatives will be based on:

- Markets - Geography
- Travel Market Size - Existing and Future
- Service
- Infrastructure

▶ Many types of rail service:

Intercity Rail – Limited-stop passenger service focused on providing connections to multiple cities along a route. Top speed ranges from 79 to 125 mph. Amtrak operates intercity service across the NEC and along connecting corridors to the north, west and south of the NEC.

High Speed Rail – Limited-stop intercity passenger service focused on the fastest trip time between major urban centers. Top speed ranges from 125 to 225 mph. Amtrak's Acela trains operate between Washington and Boston at speeds up to 150 mph.

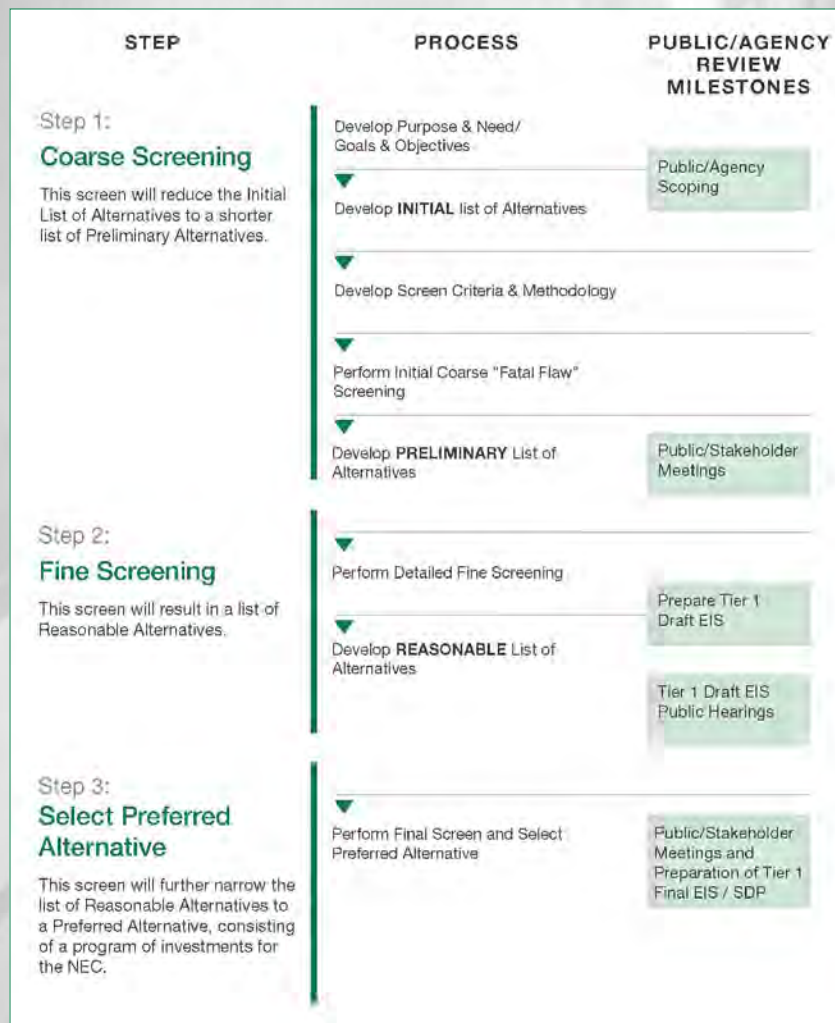
Commuter Rail – Local passenger rail service between a major urban center and the communities around it, serving daily passengers commuting to work. There are eight commuter rail services operating on portions of the NEC. Service is most frequent during the peak morning and evening hours.

Freight Service – Non-passenger trains serving individual businesses and/or providing through service to major ports and yards. Freight trains in the Northeast haul coal, agricultural products, finished products, automobiles and containers. Five major railroads operate along the NEC.



Alternatives Development

NEC FUTURE alternatives identified during scoping will be evaluated in a multi-step screening process. Alternatives development and screening (SDP) will advance in parallel with the environmental review process (Tier 1 EIS). Stakeholders, interested parties and the public will have opportunities to review and comment on the process and its findings. The outcome will be a preferred program of investments for the NEC.



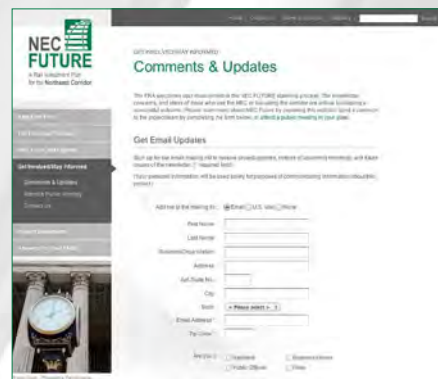
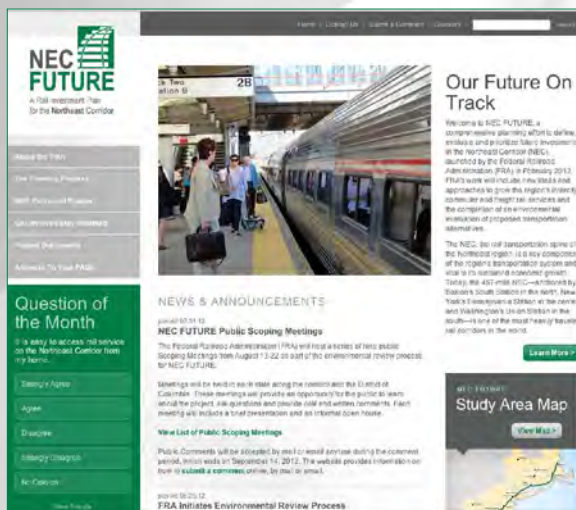
Stay Involved - Thank You!

Next Steps

- ▶ All comments will be reviewed and summarized in a Scoping Summary to be posted on the project website
- ▶ Further opportunity for participation and comment during the development of the Tier 1 Draft EIS

What you can do

- ▶ Attend and participate in our meetings
- ▶ Visit our website at www.necfuture.com
- ▶ Sign up for email updates
- ▶ Submit a question or comment by Sept. 14



PUBLIC SCOPING COMMENT CARD AND HANDOUT

Comment Card

The Federal Railroad Administration is interested in your comments on NEC FUTURE.

Please fill out this comment card tonight and place it in the comment box, or send it to the address below. You can also submit comments on the project website at www.necfuture.com or via email to info@necfuture.com.



Place first class stamp here

Rebecca Reyes-Alicea
USDOT, Federal Railroad Administration
Office of Railroad Policy & Development
Mail Stop 20
1200 New Jersey Avenue, SE
Washington DC 20590



U.S. Department of Transportation **Federal Railroad Administration**

Comment Card

www.necfuture.com

Comment: _____

Name: _____

Address: _____

Email: _____

Check to be added to project email list

PLEASE SUBMIT YOUR COMMENTS TODAY
OR FOLD IN HALF AND MAIL BY FRIDAY, SEPTEMBER 14, 2012





PROJECT OVERVIEW **AUGUST 2012**

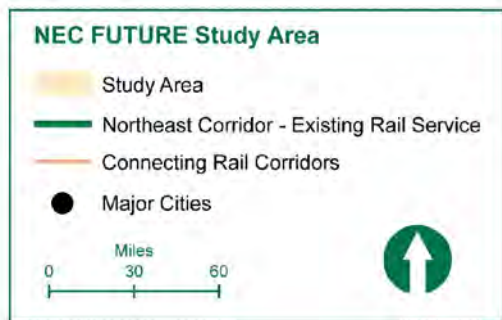
A Rail Investment Plan for the Northeast Corridor

The Federal Railroad Administration (FRA) recently launched NEC FUTURE, a unique planning process for the Northeast Corridor (NEC). The NEC, the rail transportation spine which runs from Boston to Washington, D.C., accommodates over 2,000 passenger trains each day – including Amtrak and commuter rail services – along with 70 freight trains daily. The NEC is a critical part of the transportation system in the northeastern United States, a region encompassing eight states and the District of Columbia, and is home to one in six Americans. Yet today the NEC faces serious problems, with century-old infrastructure, outdated technology, and inadequate capacity to meet today’s travel demand or to expand travel options as the region grows. With similar capacity issues on the region’s highways, and some of the most congested airports in the nation, the Northeast faces mobility challenges that could have serious economic repercussions for the region and the nation as a whole.

Responding to these pressing issues, the FRA has initiated a comprehensive planning process for future rail investment in the corridor through 2040. The NEC FUTURE program includes both a service development plan (SDP) and a broad environmental analysis (known as a Tier 1 Environmental Impact Statement, or EIS). These studies will help provide a roadmap to a better transportation solution for the Northeast.



Over 2,000 passenger trains operate along the 457-mile corridor each day. The NEC is a vital part of the region’s economy; the northeastern region accounts for one of every five dollars of Gross Domestic Product (GDP) in the nation.



Project Purpose

The purpose of NEC FUTURE is to develop an integrated passenger rail solution for the Northeast that improves mobility, meets current and future needs, supports economic development, reduces growth in carbon emissions and dependence on foreign oil, and contributes to improved land utilization and investment in the region's communities.

While the technical work is in an early stage, potential recommendations could include strategies such as:

- Physical improvements to expand capacity, improve reliability and reduce travel times
- Enhanced access to the NEC from off-corridor locations
- Efficiency improvements and investments to relieve key bottlenecks, and
- Intercity rail service options on existing and new alignments.

The NEC FUTURE program will serve as a framework for evaluating and prioritizing specific improvements. More information on the purpose, goals and planning process can be found in the project Scoping Package, available at www.necfuture.com.

A Phased Approach

A phased approach has been established for the 38-month project. The first phase runs through February 2013. It includes data collection and analysis, ridership forecasts, and a scoping process in accordance with National Environmental Policy Act (NEPA) requirements. Preliminary alternatives will also be identified and screened for further analysis in Phase 2. The overall project is scheduled for completion in spring 2015.

Phase 1 Schedule

ACTIVITY	ANTICIPATED DATE
Data Collection & Validation	March – August 2012
Agency Coordination	March 2012 – February 2013
Tier I EIS Notice of Intent	June 22, 2012
Tier I EIS Scoping Period	June 22, 2012 – September 14, 2012
Preliminary Alternatives Report	January 2013

Public and Stakeholder Engagement

The planning process is engaging stakeholders and the public in defining the issues to be studied and considering alternatives that can best address them. Please visit the project website, www.necfuture.com, to learn more. Comments may be submitted via the website or at info@necfuture.com. Public and agency scoping meetings will be held in August in each of the corridor's eight states and in the District of Columbia (see the website for details). During the planning process the FRA is working closely with the NEC Infrastructure and Operations Advisory Commission, which includes representatives from Amtrak, the U.S. Department of Transportation, corridor states and the District of Columbia. The NEC FUTURE program will also promote early collaboration with federal and state environmental agencies for efficient decision-making.



Photo courtesy of Amtrak

The Niantic River Bridge replacement in Connecticut is one of many improvements underway along the NEC. The NEC FUTURE program will define additional improvements to enhance service and capacity on the corridor.

AGENCY SCOPING INVITATIONS

The following organizations were invited to participate in the Scoping process. Two examples of invitations relayed to state and federal agencies follow.

Organization
Aberdeen
Adams Rural Transportation Study
Advisory Council on Historic Preservation
Amtrak
Baltimore Metropolitan Council
Berks County Planning Commission
Berkshire Regional Planning Commission
Boston Region MPO/Central Transportation Planning Staff
Cape Cod Commission
Capital District Transportation Authority
Capital District Transportation Committee
Capitol Region Council of Governments
Central Connecticut Regional Planning Agency
Central Massachusetts Regional Planning Commission
City of Baltimore
Baltimore City Department of Planning
Baltimore City Department of Transportation
City of Boston
Boston Landmarks Commission
Boston Redevelopment Authority
City of Boston - Department of Neighborhood Development
City of Boston - Office of Jobs and Community Services
City of Boston - Transportation Department
City of Bridgeport
City of Danbury
City of Hartford
City of New Haven
City of New Haven - City Plan Department
City of New Haven - Office of Economic Development
City of New Haven - Transportation, Traffic & Parking
City of New London
City of New Rochelle
City of New York
New York City Department of Environmental Protection
New York City Department of Transportation
New York City Landmarks Preservation Commission
New York City Planning Commission
City of Newark

Organization

City of Newark - Department of Economic and Housing Development

City of Philadelphia

City of Philadelphia - Mayor's Office of Transportation and Utilities

Philadelphia City Planning Commission

Philadelphia Department of Commerce

Philadelphia Historical Commission

Philadelphia Redevelopment Authority

City of Providence

City of Providence - Economic Development

City of Providence - Planning and Development

City of Springfield

City of Stamford

City of Trenton

City of Waterbury

City of Wilmington

City of Wilmington - Department of Planning and Development

City of Wilmington - Mayor's Office of Economic Development

Connecticut Commission on Human Rights and Opportunities

Connecticut Council on Environmental Quality

Connecticut Department of Agriculture

Connecticut Department of Economic and Community Development

Connecticut Department of Economic and Community Development - Historic Preservation and Museum Division

Connecticut Department of Energy and Environmental Protection

Connecticut Department of Public Health

Connecticut Department of Transportation

Connecticut River Estuary Regional Planning Agency

Council of Governments of the Central Naugatuck Valley

CT Transit

Delaware Department of Agriculture

Delaware Department of Natural Resources and Environmental Control

Delaware Department of Safety and Homeland Security

Delaware Department of Transportation

Delaware Department of Transportation - Delaware Transit Corporation

Delaware Division of Historical and Cultural Affairs

Delaware Economic Development Office

Delaware Geological Survey, University of Delaware

Delaware River & Bay Authority

Delaware River Basin Commission

Delaware River Joint Toll Bridge Commission

Delaware Valley Regional Planning Commission

Organization

Diamond State Port Corporation (Port of Wilmington)

District of Columbia

District Department of the Environment

District Department of Transportation

District Department of Housing and Community Development

District Department of Parks and Recreation

District of Columbia - Office of Planning

District of Columbia - Office of the Deputy Mayor for Planning and Economic Development

District of Columbia Historic Preservation Office

District of Columbia - Homeland Security and Emergency Management Agency

Dover/Kent County Metropolitan Planning Organization

Empire State Development

Federal Aviation Administration

Federal Aviation Administration - Eastern Region

Federal Aviation Administration - New England Region

Federal Emergency Management Agency - Region 1

Federal Emergency Management Agency - Region 2

Federal Emergency Management Agency - Region 3

Federal Highway Administration

Federal Highway Administration - Connecticut Division

Federal Highway Administration - DelMar Division, Baltimore Office

Federal Highway Administration - DelMar Division, Dover Office

Federal Highway Administration - District of Columbia Division

Federal Highway Administration - Massachusetts Division

Federal Highway Administration - New Hampshire Division

Federal Highway Administration - New Jersey Division

Federal Highway Administration - New York Division

Federal Highway Administration - Pennsylvania Division

Federal Highway Administration - Rhode Island Division

Federal Highway Administration - Vermont Division

Federal Highway Administration - Virginia Division

Federal Transit Administration

Federal Transit Administration - Region 1 Office

Federal Transit Administration - Region 2 Office

Federal Transit Administration - Region 3 Office

Franklin Regional Council of Governments

Fredericksburg Area Metropolitan Planning Organization

Greater Bridgeport Regional Council

Greater Bridgeport Transit

Harford Transit

Organization

Harrisburg Area Transportation Study / Tri-County Regional Planning Commission

Housatonic Valley Council of Elected Officials

Howard Transit

Lancaster County Transportation Coordinating Committee

Lebanon County Planning Organization

Lehigh Valley Planning Commission

Litchfield Hills Council of Elected Officials

Long Island Rail Road

Maine Department of Transportation

Maritime Administration

Maritime Administration - Mid-Atlantic Gateway Office

Maritime Administration - North Atlantic Gateway Office

Martha's Vineyard Commission

Maryland Department of Agriculture

Maryland Department of Business and Economic Development

Maryland Department of Housing & Community Development

Maryland Department of Natural Resources

Maryland Department of Planning

Maryland Department of the Environment

Maryland Department of Transportation

Maryland Department of Transportation - Maryland Aviation Administration

Maryland Department of Transportation - Maryland Port Administration

Maryland Department of Transportation - State Highway Administration

Maryland Department of Transportation - Maryland Transit Administration

Maryland Emergency Management Agency

Maryland Historic Trust

Maryland Public Service Commission

Maryland Transportation Authority

Massachusetts Bay Commuter Railroad Company

Massachusetts Bay Transportation Authority

Massachusetts Department of Conservation and Recreation

Massachusetts Department of Environmental Protection

Massachusetts Department of Housing and Community Development

Massachusetts Department of Transportation

Massachusetts Executive Office of Energy and Environmental Affairs

Massachusetts Executive Office of Housing and Economic Development

Massachusetts Historical Commission

MassPort (Port of Boston)

Merrimack Valley Planning Commission

Metro-North Railroad

Organization

Metropolitan Area Planning Council

Metropolitan Transportation Authority

Metropolitan Transportation Authority - Bridges and Tunnels

Metropolitan Washington Council of Governments

Midstate Regional Planning Agency

Montachusett Regional Planning Commission

Moynihan Station Development Corporation

Nantucket Planning and Economic Development Commission

National Capital Planning Commission

National Park Service - Headquarters

National Park Service - National Capital Region

National Park Service - Northeast Region

New Carrollton

New Castle County

New Hampshire Department of Transportation

New Haven Port Authority

New Jersey Department of Agriculture

New Jersey Department of Environmental Protection

New Jersey Department of Environmental Protection - Historic Preservation

New Jersey Department of Transportation

New Jersey Economic Development Authority

New Jersey Meadowlands Commission

New Jersey Office for Planning Advocacy

New Jersey Turnpike Authority

New York City Economic Development Corporation

New York City Transit

New York Metropolitan Transportation Council

New York State Bridge Authority

New York State Department of Environmental Conservation

New York State Department of Transportation

New York State Office of Parks, Recreation and Historic Preservation, Division for Historic Preservation

New York State Thruway Authority

NJ TRANSIT

NOAA National Marine Fisheries Service - Annapolis Field Office

NOAA National Marine Fisheries Service - Gloucester Field Office

NOAA National Marine Fisheries Service - Northeast Regional Office

NOAA National Marine Fisheries Service - Sandy Hook Field Office

North Carolina Department of Transportation

North Jersey Transportation Planning Authority

Northeastern Connecticut Council of Governments

Organization

Northeastern Pennsylvania Alliance

Northern Middlesex Council of Governments

Northern New England Passenger Rail Authority

Northwestern Connecticut Council of Governments

Norwalk Transit District

NY/NJ Baykeeper

Old Colony Planning Council

Old Saybrook

Orange County Transportation Council

Pennsylvania Department of Agriculture

Pennsylvania Department of Community and Economic Development

Pennsylvania Department of Conservation and Natural Resources

Pennsylvania Department of Environmental Protection

Pennsylvania Department of Transportation

Pennsylvania Emergency Management Agency

Pennsylvania Fish & Boat Commission

Pennsylvania Historical and Museum Commission - Bureau for Historic Preservation

Pennsylvania Turnpike Commission

Philadelphia Regional Port Authority

Pioneer Valley Planning Commission

Port Authority of New York & New Jersey

Port Authority of New York & New Jersey - Trans-Hudson

Port Authority Transit Corp - Delaware River Port Authority

Poughkeepsie-Dutchess County Transportation Council

Prince George's County Department of Public Works and Transportation

Rhode Island Coastal Resources Management Council

Rhode Island Department of Environmental Management

Rhode Island Department of Transportation

Rhode Island Economic Development Corporation

Rhode Island Historical Preservation and Heritage Commission

Rhode Island Public Transit Authority

Rhode Island Statewide Planning Program

Rhode Island Turnpike and Bridge Authority

Richmond Regional Planning District Commission

Shoreline East

South Central Regional Council of Governments

South Jersey Transportation Planning Organization

South Western Regional Planning Agency

Southeast Area Transit District

Southeastern Connecticut Council of Governments

Organization

Southeastern Pennsylvania Transportation Authority

Southeastern Regional Planning and Economic Development District

Stonington

Town of Groton

Town of South Kingstown

Ulster County Transportation Council

US Army Corps of Engineers - Headquarters

US Army Corps of Engineers - North Atlantic Division

US Coast Guard

US Coast Guard - District 1 Bridge Program

US Coast Guard - District 5 Bridge Program

US Coast Guard - Headquarters Bridge Program

US Department of Agriculture - Natural Resources Conservation Service

US Department of the Interior - Office of Environmental Policy and Compliance - Headquarters

US Department of the Interior , Office of Environmental Policy and Compliance - Boston Region

US Environmental Protection Agency - Headquarters

US Environmental Protection Agency - Region 1

US Environmental Protection Agency - Region 2

US Environmental Protection Agency - Region 3

US Fish & Wildlife Service

US Fish & Wildlife Service - Chesapeake Bay Field Office

US Fish & Wildlife Service - Long Island Field Office

US Fish & Wildlife Service - New Jersey Field Office

US Fish & Wildlife Service - Pennsylvania Field Office

US Fish and Wildlife Service - New England Field Office

Valley Council of Governments

Vermont Agency of Transportation

Virginia Department of Rail and Public Transportation

Virginia Department of Transportation

Virginia Railway Express

Washington Metropolitan Area Transit Authority

Westerly

Westwood

Wilmington Metropolitan Area Planning Council

Windham Region Council of Governments

Woodbridge Township

York Area Metropolitan Planning Organization

The following Tribal governments were invited to participate in the Scoping process.

Tribe
Absentee-Shawnee Tribe of Indians of Oklahoma
Cayuga Nation of New York
Delaware Nation
Delaware Tribe
Eastern Shawnee Tribe of Oklahoma
Mashantucket (Western) Pequot Tribal Nation
Mashpee Wampanoag Tribe
Narragansett Indian Tribe of Rhode Island
Oneida Nation of New York
Oneida Tribe of Indians of Wisconsin
Onondaga Nation of New York
Seneca Nation of New York
Seneca-Cayuga Tribe of Oklahoma
Shawnee Tribe
Shinnecock Indian Nation
Saint Regis Mohawk Tribe
Stockbridge Munsee Community, Wisconsin
Mohegan Tribe of Connecticut
Towanda Band of Seneca Indians of New York
Tuscarora Nation of New York
Wampanoag Tribe of Gay Head (Aquinnah) of Massachusetts



U.S. Department
of Transportation

**Federal Railroad
Administration**



1200 New Jersey Avenue, SE.
Washington, D.C. 20590

July 30, 2012

[REDACTED]
[REDACTED]
US Environmental Protection Agency - Region 1
[REDACTED]
[REDACTED]

Re: FRA's NEC FUTURE program Tier 1 EIS Agency Scoping Meetings

The Federal Railroad Administration (FRA) recently initiated NEC FUTURE, a unique planning process for the Northeast Corridor (NEC). The NEC, the rail transportation spine of the Northeast, is a critical part of the transportation system in the Northeastern United States. It faces serious problems, with century-old infrastructure, outdated technology, and inadequate capacity to meet today's travel demand. As the region grows, its ability to meet future demands will continue to deteriorate unless significant improvements are made. With similar capacity constraints on the region's highways, and some of the most congested airports in the nation, the Northeast faces mobility challenges that could have serious economic repercussions for the region, and the nation.

Responding to these challenges, the FRA has initiated a comprehensive planning process for future rail investment in the corridor through 2040. The NEC FUTURE program includes the development of a Passenger Rail Corridor Investment Plan (PRCIP), which is comprised of both a service development plan (SDP) and a broad environmental analysis, or a Tier 1 Environmental Impact Statement (EIS). The EIS, in compliance with the National Environmental Policy Act of 1969 (NEPA), Section 106 of the National Historic Preservation Act (Section 106) and FRA's Procedures for Considering Environmental Impacts, will present the results of a broad examination of environmental impacts associated with the proposed service and service alternatives. The purpose of this solution is to improve mobility, effectively serve travel demand due to population and jobs growth, support economic development, reduce growth in carbon emissions and dependence on foreign oil, and contribute to improved land utilization and investment in both urban and non-urban communities in the region.

As the lead Federal agency, the FRA will be conducting a series of public and agency scoping meetings in August in each of the corridor's eight states and the District of Columbia. The FRA would like to extend an invitation to you to attend an Agency Scoping Meeting of your choosing. The Agency Scoping Meetings will be held **from 10:30 a.m. to 12:30 p.m.** on the following dates and at the listed locations:

Monday, August 13 - Boston, MA

Massachusetts State Transportation Building
10 Park Plaza, Conference Rooms 1, 2 and 3
Boston, MA

Tuesday, August 14 - New Haven, CT

Shubert Theater
247 College Street
New Haven, CT

Wednesday, August 15 - Newark, NJ

North Jersey Transportation Planning Authority (NJTPA)
One Newark Center, 17th Floor
Newark, NJ

Wednesday, August 15 - Baltimore, MD

University of Baltimore, Thumel Conference Facilities
11 W. Mount Royal Street
Baltimore, MD

Thursday, August 16 - New York City, NY

Farley Post Office / Moynihan Station
380 W. 33rd Street, Room 4500
New York, NY

Monday, August 20 - Philadelphia, PA

SEPTA Board Room Complex
1234 Market Street, Mezzanine Level
Philadelphia, PA

Monday, August 20 - Wilmington, DE

Carvel State Office Building
820 N. French Street
Wilmington, DE

Tuesday, August 21 - Washington, DC
Metropolitan Washington Council of Governments
777 N. Capitol St., NE
Washington DC

Wednesday, August 22 - Providence, RI
Department of Administration
One Capitol Hill
Providence, RI

You are also invited to participate in the Public Scoping Meetings to be held on the same date and in the same location from 4:30 to 7:30 p.m. Public Scoping Meetings will be an open house format with a presentation by the FRA at 5:30 p.m. Additional information about the nine Public Scoping Meetings, including dates, times, locations and directions, is available on the website, www.necfuture.com.

We hope that you, or your designated alternate, will be able to participate in this Agency Scoping process to ensure that your office's mission, expertise, and priorities are reflected in FRA's planning process. We would appreciate your agency's attendance at a Scoping meeting.

Please let us know if you can attend one of the above Agency Scoping Meetings, or if you would like to send an alternate to attend. **To confirm your participation, please contact the NEC FUTURE team via email at info@necfuture.com by August 9th. Please indicate which Scoping Meeting you plan to attend.**

More information about the project is available on the website, www.necfuture.com. It is possible to comment through the website as well. The scoping comment period will extend until September 14th.

We look forward to hearing from you.

Sincerely,



Rebecca Reyes-Alicea
NEC Project Manager
USDOT, Federal Railroad Administration



U.S. Department
of Transportation

**Federal Railroad
Administration**



1200 New Jersey Avenue, SE.
Washington, D.C. 20590

July 27, 2012

[REDACTED]
[REDACTED]
Maryland Department of the Environment
[REDACTED]
[REDACTED]

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July 27, 2012

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