

2016

FRA Rail Program Delivery Meeting

NEC FUTURE: Collaboration Showcase

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Daniel Koenig, FTA

Mitch Warren, NEC Commission

Janet Campbell-Lorenc, Amtrak

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Moderator: Amishi Castelli, FRA

NEC FUTURE: Overview

Amishi Castelli

NEC FUTURE

- ✓ 1st comprehensive plan for the Northeast Corridor^{NY} since 1978

- ✓ Long-term vision for the NEC

- ✓ Incremental implementation

- ✓ Multi-state effort initiated in 2012
- ✓ FRA lead agency/FTA cooperating agency
- ✓ Extensive stakeholder, agency, and public involvement

EXISTING:

- Study Area
- NEC
- Connecting Rail Corridor
- National Rail Network
- Rail Station (not all shown)



The BIG Questions

- ▶ How will the NEC keep pace with growth in the Northeast?
- ▶ What role will it play in the region's future?

Purpose and Need


- ▶ State of Good Repair
- ▶ Connectivity
- ▶ Capacity
- ▶ Performance
- ▶ System-Wide Resiliency
- ▶ Environmental Sustainability
- ▶ Economic Growth

Tier 1 Draft EIS

- ▶ Initiated in June 2012
- ▶ Issued November 2015
- ▶ Evaluated 3 Action Alternatives and a No Action Alternative
 - ▶ Transportation and Economic Effects
 - ▶ Environmental Effects
 - ▶ Construction Effects
- ▶ Relied on readily available information and provided broad-scale level of analysis
- ▶ Included extensive agency and stakeholder coordination

Alternative 1: Maintain

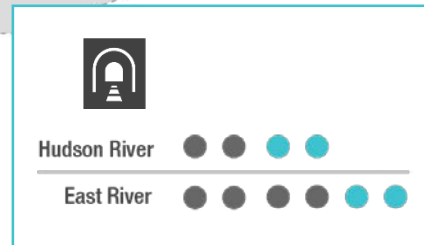
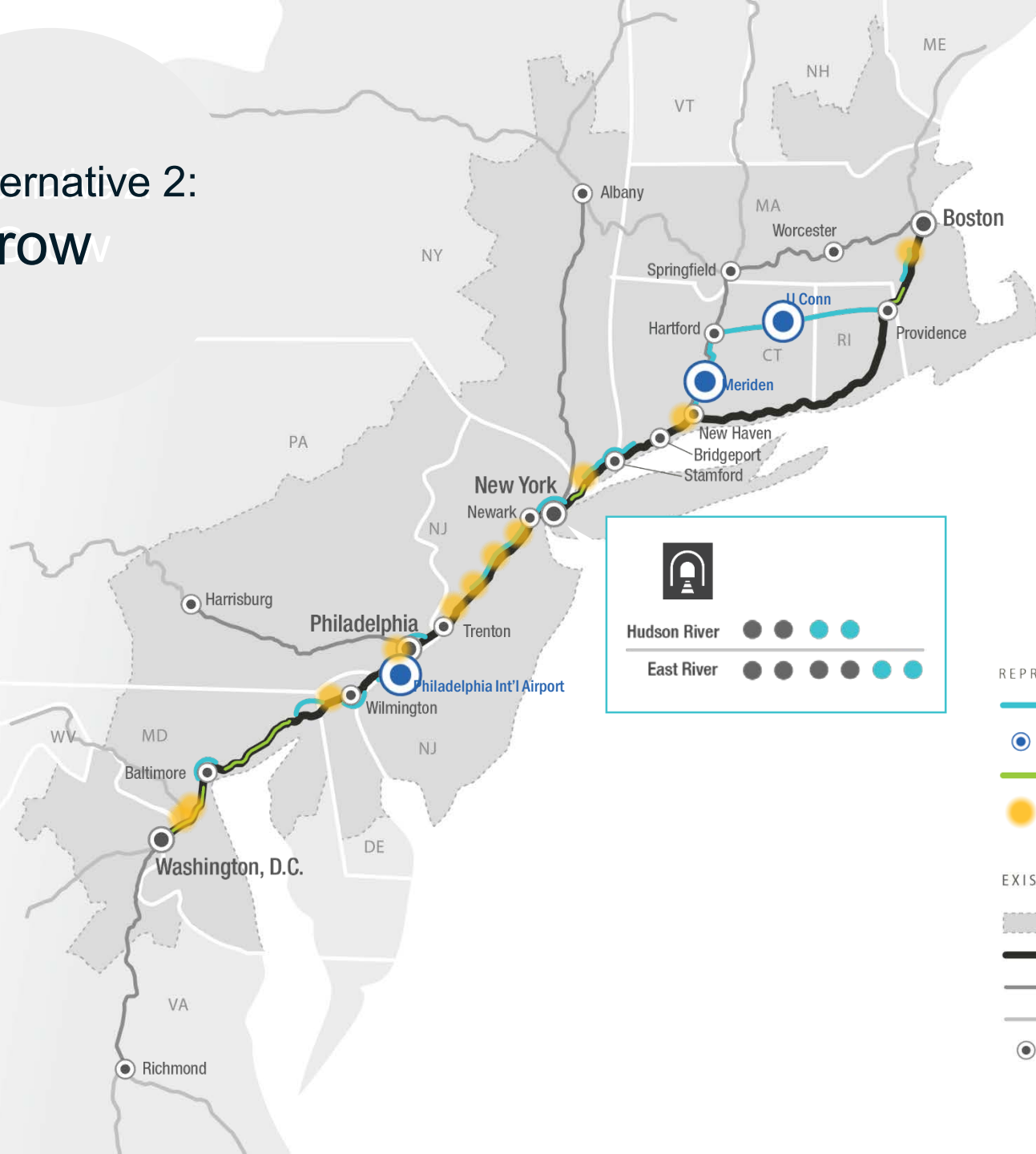




Hudson River	●	●	●	●
East River	●	●	●	●

- REPRESENTATIVE IMPROVEMENTS:
- New Segment
 - Potential Station (not all shown)
 - New Track
 - Chokepoint Relief Project
- EXISTING:
- Study Area
 - NEC
 - Connecting Rail Corridor
 - National Rail Network
 - Rail Station (not all shown)

Alternative 2: Grow^v



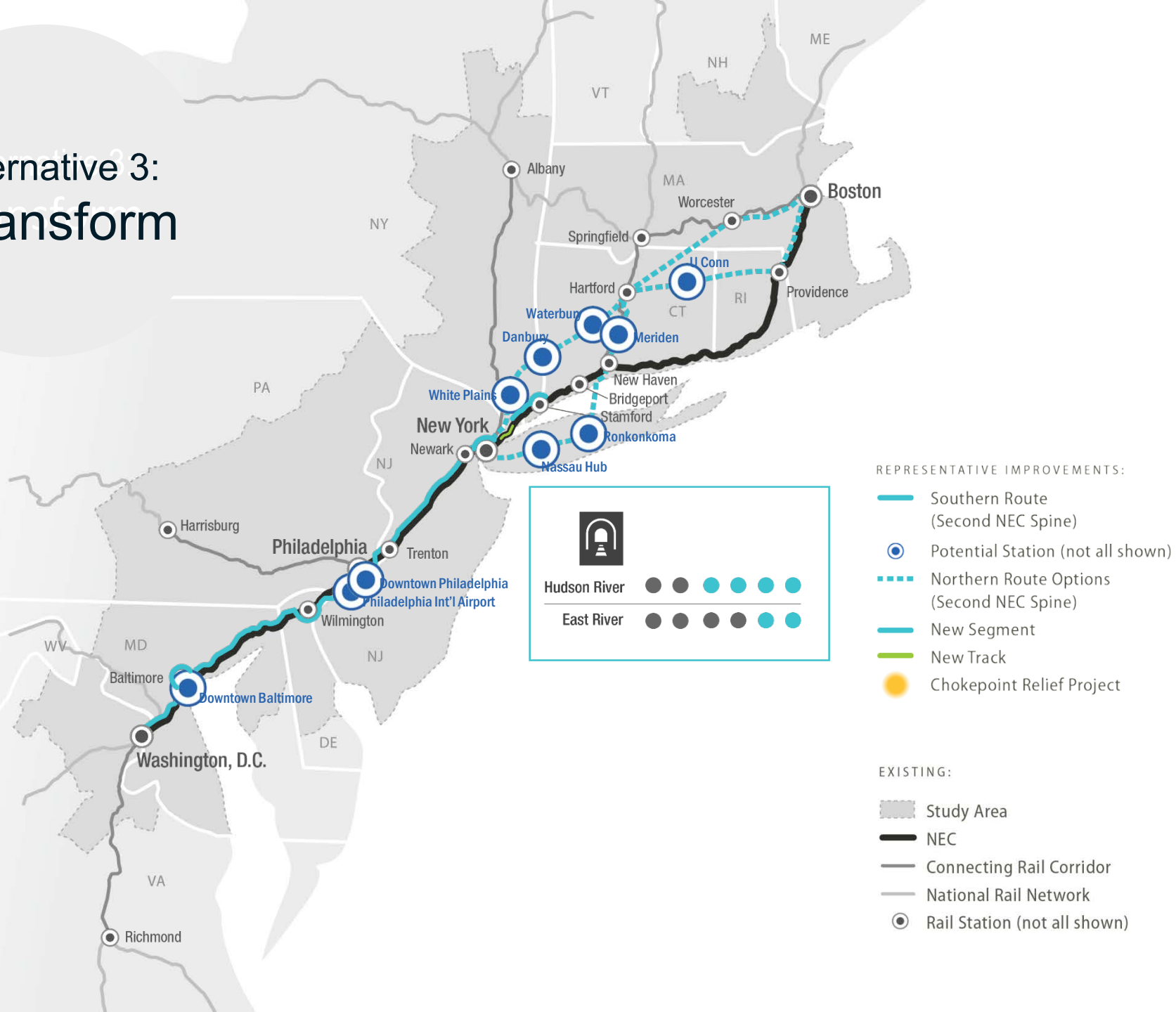
REPRESENTATIVE IMPROVEMENTS:

- New Segment
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EXISTING:

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Alternative 3: Transform



Common Elements

Each of the three Action Alternatives:

- ▶ Maintains and improves service on the existing NEC
- ▶ Incorporates innovative approaches to improve the passenger experience and increase efficiency
- ▶ Brings the NEC to a state of good repair
- ▶ Addresses the most pressing chokepoints that limit the railroad's capacity and undermine reliability
- ▶ Protects freight rail access and the opportunity for future expansion

Key Findings

- ▶ There is strong demand for Intercity and Regional rail service to markets on the existing NEC.
- ▶ The elimination of major chokepoints and building additional capacity to support new types of service provides traveler convenience and allows for operational efficiencies.
- ▶ Reliability, frequency of service, and fare options have a greater effect on ridership, compared to travel time.
- ▶ The addition of new segments provides greater redundancy and resilience benefits.
- ▶ Improvements to rail service result in a shift of riders from both highways and air, resulting in a decrease in energy usage and emissions.
- ▶ Employees and employers depend on reliable and frequent rail service for access to jobs and to support the region's economy.

The Benefits of Action

► For Users

- Reach many more destinations conveniently by rail
- More frequent, reliable service – often with shorter travel times
- Greater range of ticket price options, allowing more affordable travel
- Easier travel arrangements across the NEC

► For the Region

- World class transportation to power regional growth and mobility for future generations
- Easier communication and travel among businesses in the Northeast
- Economic development of station areas and cities along the NEC
- Smaller carbon footprint for future transportation system

Agency and Stakeholder Coordination

- ▶ NEC FUTURE was selected for a CEQ Pilot on Agency Coordination
 - ▶ Focused on working with points of contact at resource and regulatory agencies
 - ▶ Resulted in a Statement of Principles on how agencies would work with FRA throughout process
- ▶ Extensive public and stakeholder outreach throughout the process
 - ▶ Regular information meetings, newsletters, email blasts and website
 - ▶ Technical Working Groups
 - ▶ Economic Development Workshops
 - ▶ Public information meetings and public hearings

What's Next?

- ▶ Release Tier 1 Final EIS
 - ▶ 30-day waiting period
- ▶ Record of Decision on Selected Alternative
- ▶ Service Development Plan for Selected Alternative
- ▶ Implementation via Tier 2 planning studies

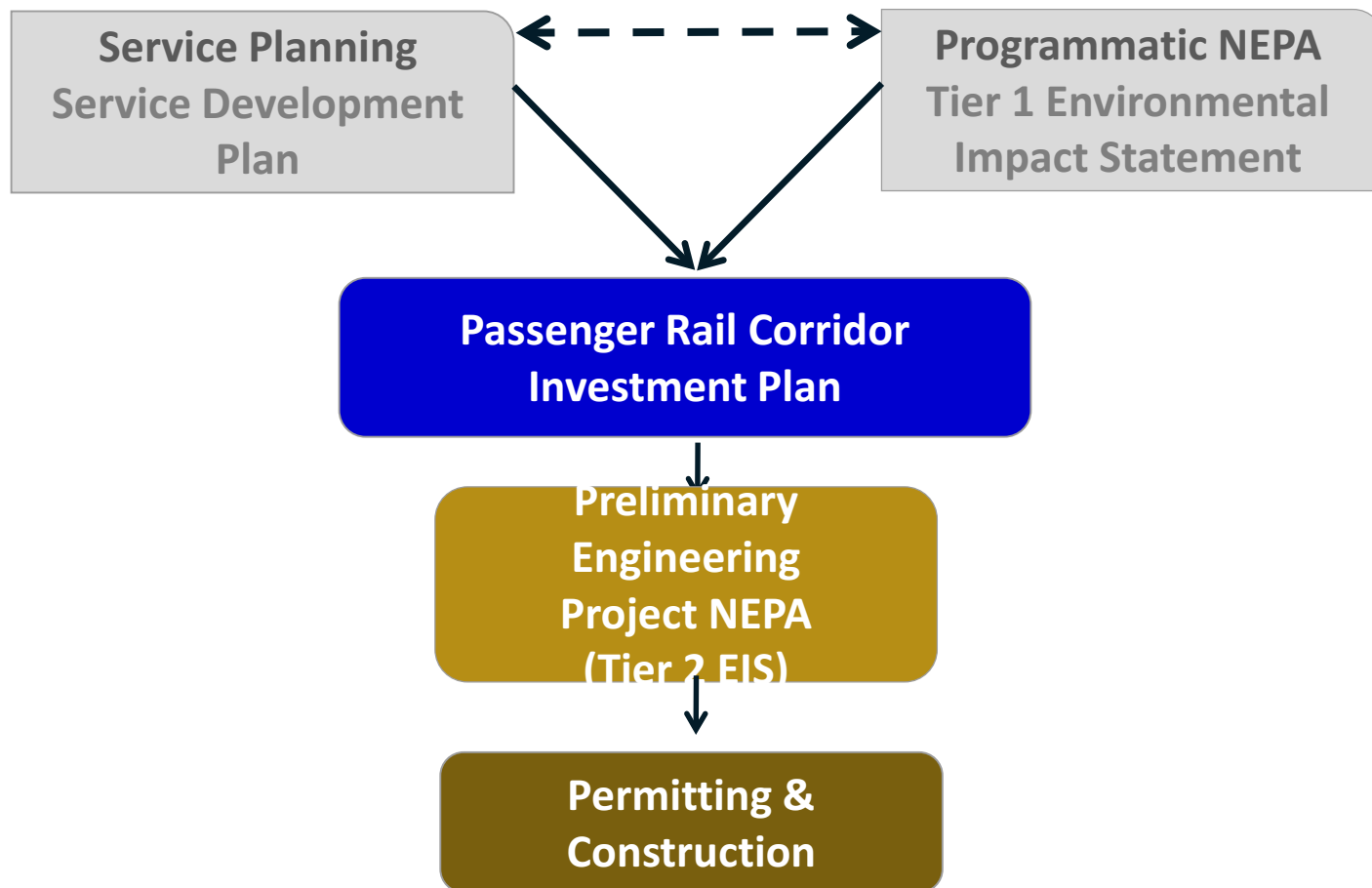
Roles: FRA

Rebecca Reyes-Alicea

FRA and the NEC

- ▶ The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.
- ▶ FRA initiated NEC FUTURE in order to work with the multiple users and stakeholders in the NEC in order to develop a long-term vision to improve passenger rail service for the region

FRA Approach to Corridor Development



Roles: FTA

Dan Koenig, LEED AP

FTA Environmental Protection Specialist

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FTA: NEPA Cooperating Agency



- ▶ Cooperating agencies are Federal agencies other than a lead agency which have jurisdiction by law or special expertise with respect to any environmental impact.
- ▶ In June 2013 FTA agreed to be a cooperating agency for the NEC Tier 1 EIS.
- ▶ NEC corridor extends within Regions 1, 2, and 3 of FTA and affects many FTA grantees (i.e., transit operators).
- ▶ FTA has extensive project-level experience because of transit operators within the NEC corridor.
- ▶ FTA established cooperating agency framework and worked collaboratively with FRA to review and comment on the NEC Tier 1 EIS materials.
- ▶ FTA informed the impact assessment methodologies used to conduct the Tier 1 EIS analysis (e.g., noise/vibration, EJ, etc.).

FTA's Grantees in NEC

- ▶ FTA provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries.
- ▶ Some of FTA's grantees are underway with planning for projects ("Related Projects") that are compatible and support NEC vision (e.g., B&P Tunnel).
- ▶ FTA grantees are key stakeholders within the NEC corridor including:
 - ▶ Virginia Railway Express (VRE)
 - ▶ Maryland Transit Administration (MTA)
 - ▶ Southeastern Pennsylvania Transportation Authority (SEPTA)
 - ▶ Metropolitan Transportation Authority (MTA)
 - ▶ Connecticut Department of Transportation
 - ▶ Massachusetts Bay Transportation Authority (MBTA)

FTA's Role in NEC Moving Forward

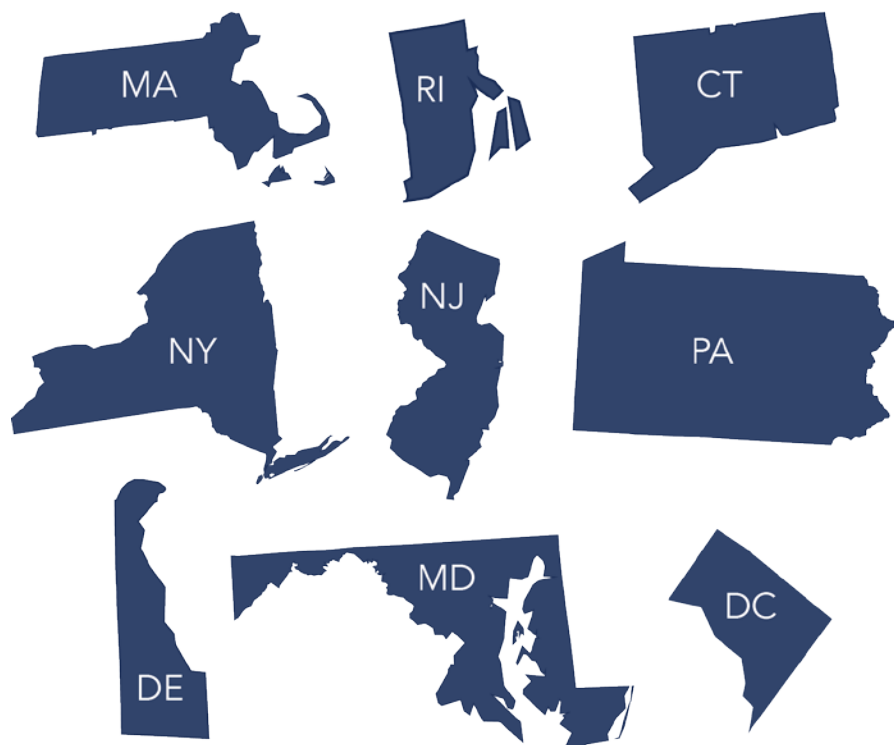
- ▶ Certain projects in Tier 2 of NEC could be eligible for FTA-grant assistance.
- ▶ FTA's NEPA role is determined by FTA-funding sources with FTA potentially being a joint-lead agency or a cooperating agency under NEPA with FRA.
- ▶ FTA will help to ensure proper coordination with metropolitan planning organizations (MPOs) as FTA funded projects are borne from the MPO planning process.
- ▶ The Capital Investment Grant (CIG) program is FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

Roles: Northeast Corridor Commission

Mitch Warren
Executive Director
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Commission Members

8 states and the District of Columbia



4 members



5 members

Non-voting representatives:

- Freight Railroads
- Connecting States
- Commuter Agencies

Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy



- ▶ **Cost Sharing**
- ▶ **Increased Collaboration and Accountability**
- ▶ **Federal Partnership**

Corridor Planning

NEC FUTURE

**Service
Development Plan**

**Five Year
Capital Investment Plan**

**One Year
Implementation Plan**

Roles: Amtrak

Janet Campbell-Lorenc, AICP

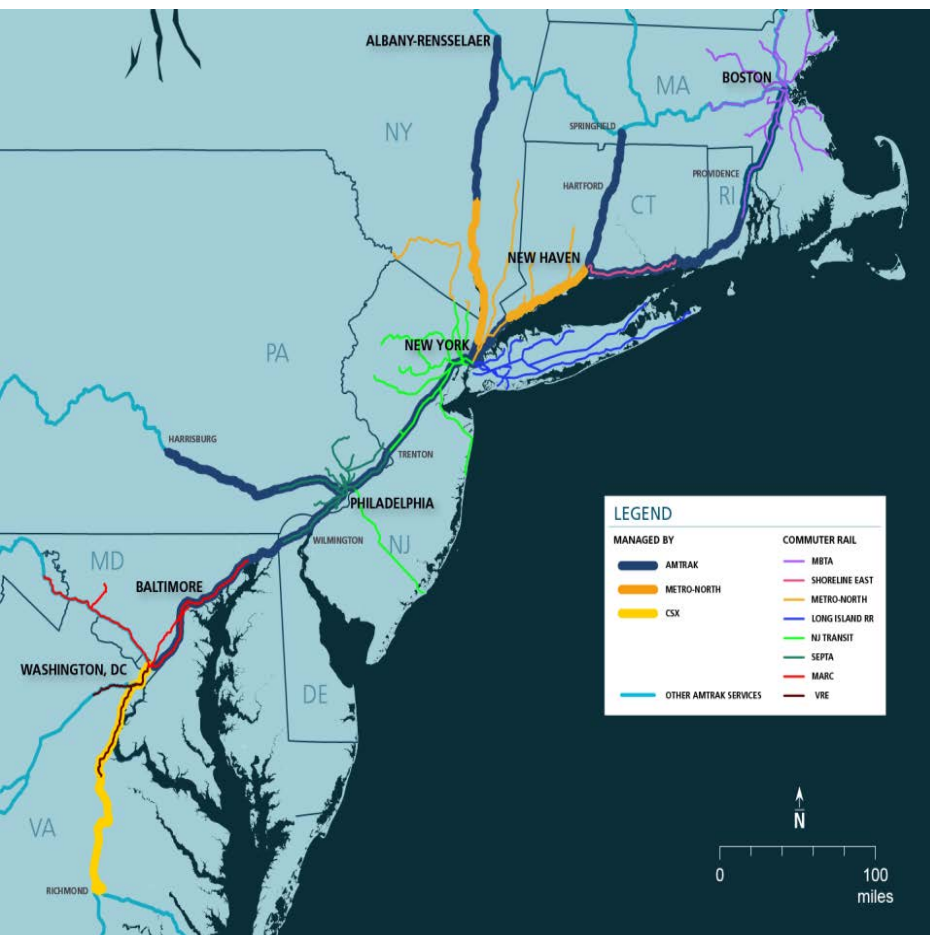
Amtrak Infrastructure & Investment Development
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Amtrak: Steward and Majority Owner of the NEC



▶ Key stakeholder in NEC FUTURE

- ▶ National intercity passenger rail operator with record 12M annual ridership on the NEC
- ▶ Only U.S. high-speed operator and end-to-end user of NEC
- ▶ Amtrak owns/maintains 80% of NEC mainline
- ▶ Provides Access/operational support to:
 - ▶ 8 commuter authorities
 - ▶ 4 freight lines

Amtrak's Service Investment Goals on the NEC

Amtrak seeks a transformational NEC investment strategy – one that enables the phased creation of sustainable, world-class transportation system able to support and act as a catalyst for the region's continued economic growth.

- ▶ Increase capacity for intercity and high-speed rail
- ▶ Improve train stations critical to enabling capacity gains
- ▶ Invest in infrastructure for improved rail operations and trip time
- ▶ Implement resiliency and climate change strategies
- ▶ Work with FRA to evaluate business model assumptions

Gateway Program: Critical Capacity for the Region



Roles: NJ TRANSIT

Rich Roberts

Chief, NEC & Trans-Hudson Project Development

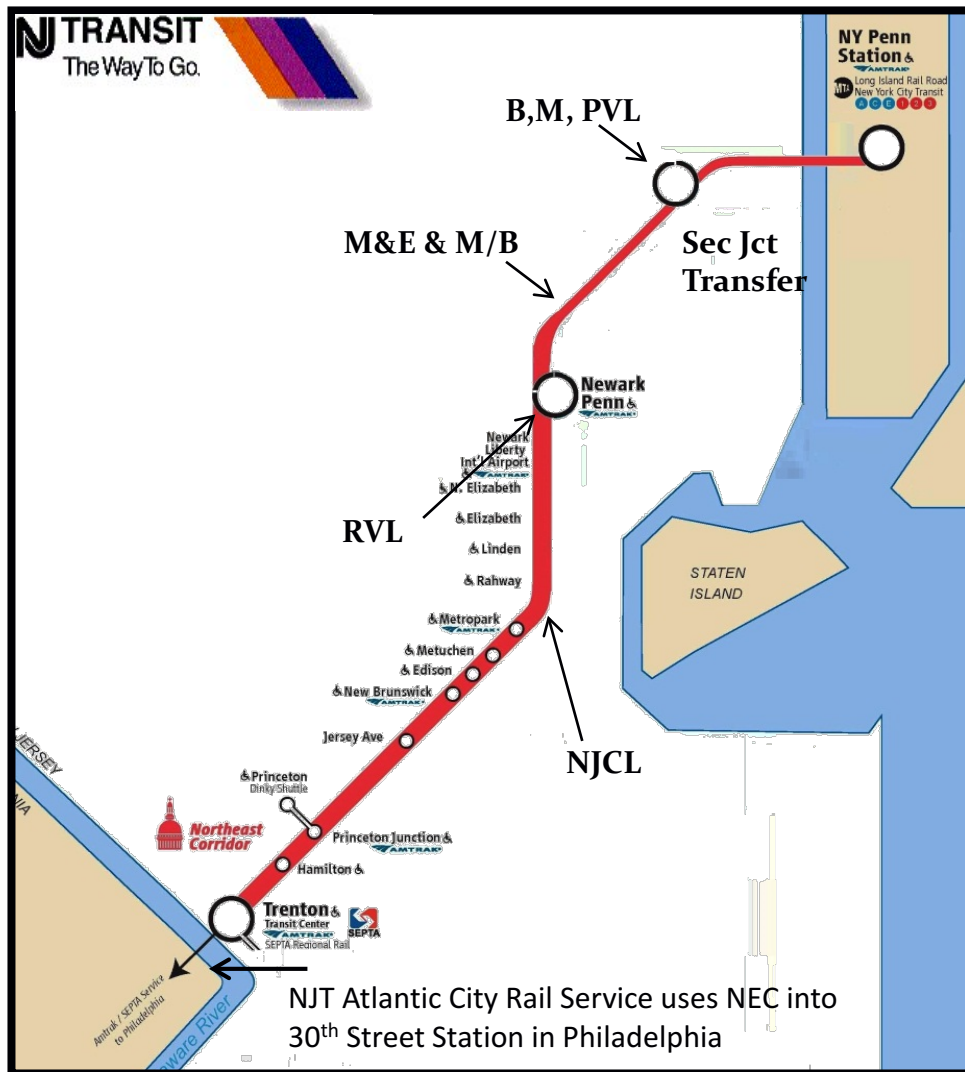
Email: ccaprtr@njtransit.com

Phone: 973-491-7624

Website: www.njtransit.com

NJ TRANSIT & NEC in NJ

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Total NJ Mileage: 56.5 miles

NJT uses NEC to access NYC & Philly

Ownership: Amtrak owns railroad; 15 stations in NJ; 14 owned by NJT; none owned by Amtrak; 6 of 15 served by Amtrak

400+ of 700+ total daily trains operated by NJT uses a portion of NEC

80% of NJT's daily ridership (50+ mil. trips/yr.) uses some portion of NEC

Roles and Relationships



- Owner
- Operator
- Partner
- Funder
- Builder

NJT emphasizes SOGR
and “Customer” First
perspectives.



Concerns for NEC FUTURE

- Creates a useful physical envelope for project level NEPA work
- Effectively captures the needs of intercity rail and the rail transit operators
- Adopts a reasonable balance between all operators in determining future infrastructure investment and services
- Cautiously optimistic it can be a platform/framework for progressing infrastructure investment

Storytelling Session

2016

FRA Rail Program Delivery Meeting

Thank you!

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