

# 2017

# FRA Rail Program Delivery

## Meeting

# NEC FUTURE

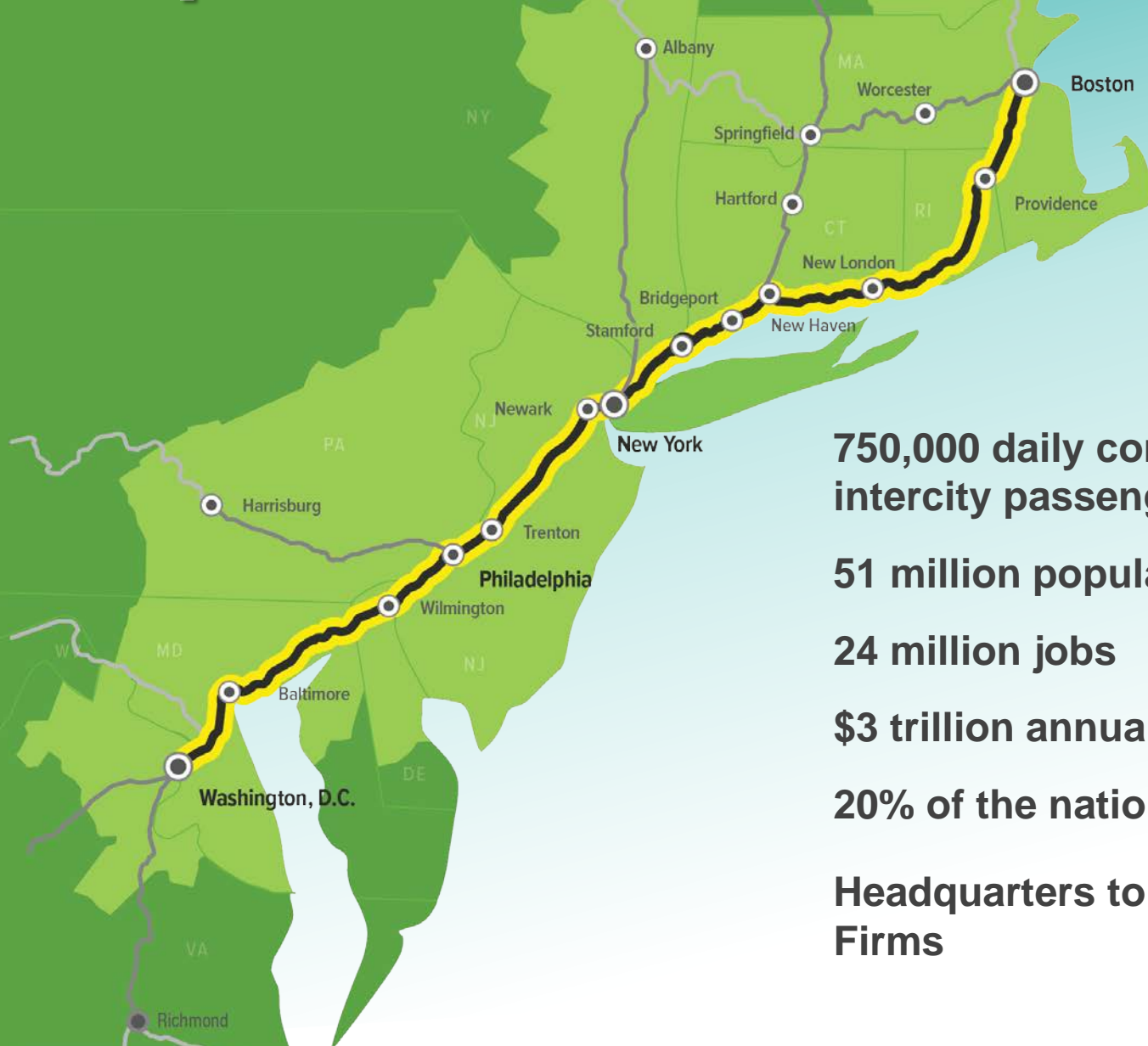
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# NEC FUTURE

- ▶ Comprehensive plan for Northeast Corridor
- ▶ Initiated by FRA in 2012, in cooperation with States and Railroads
- ▶ Includes:
  - ▶ Tier 1 Environmental Impact Statement
  - ▶ Service Development Plan (SDP)
- ▶ Record of Decision (ROD)
  - ▶ 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**

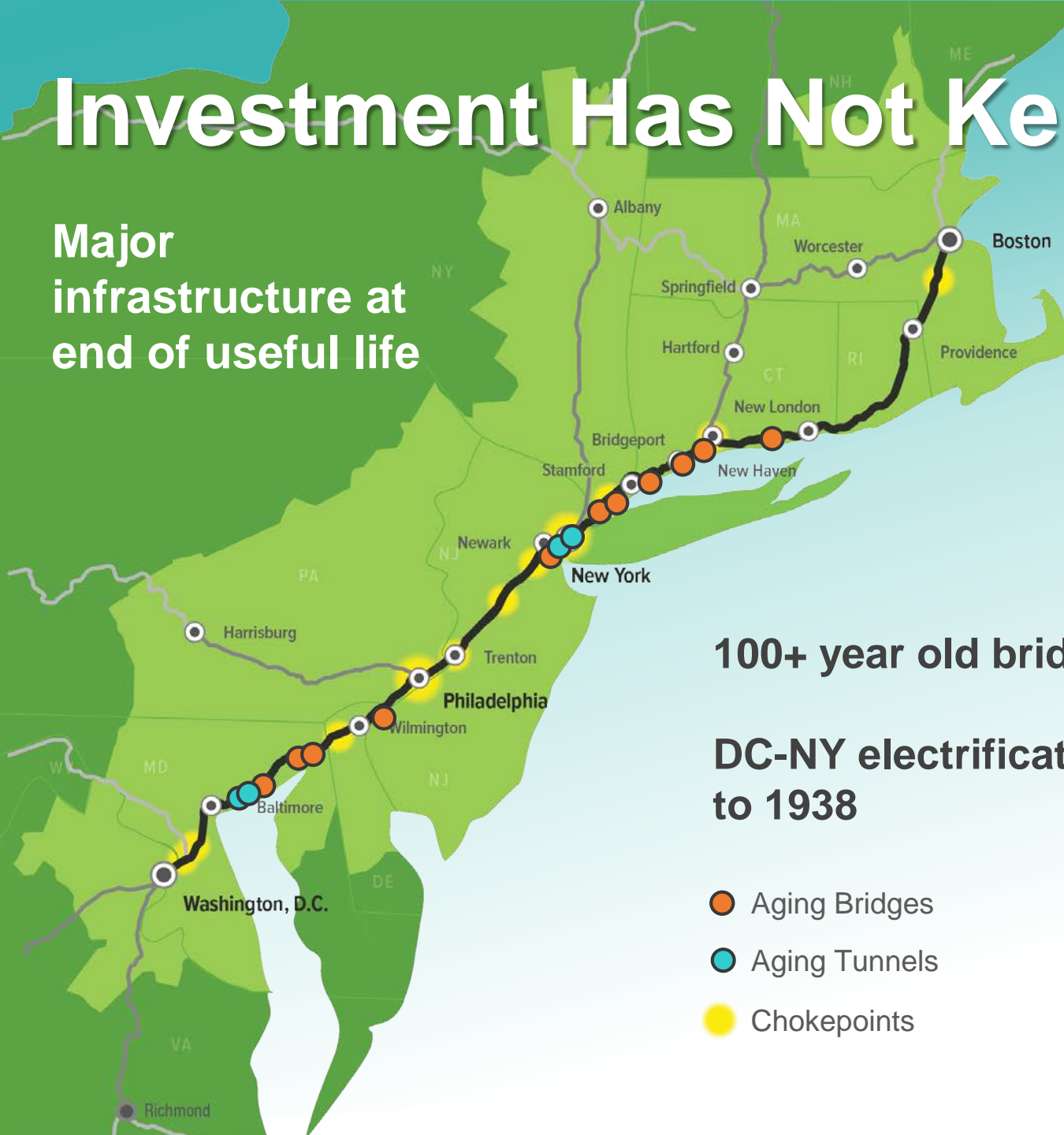
**\$3 trillion annual economic output**

**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



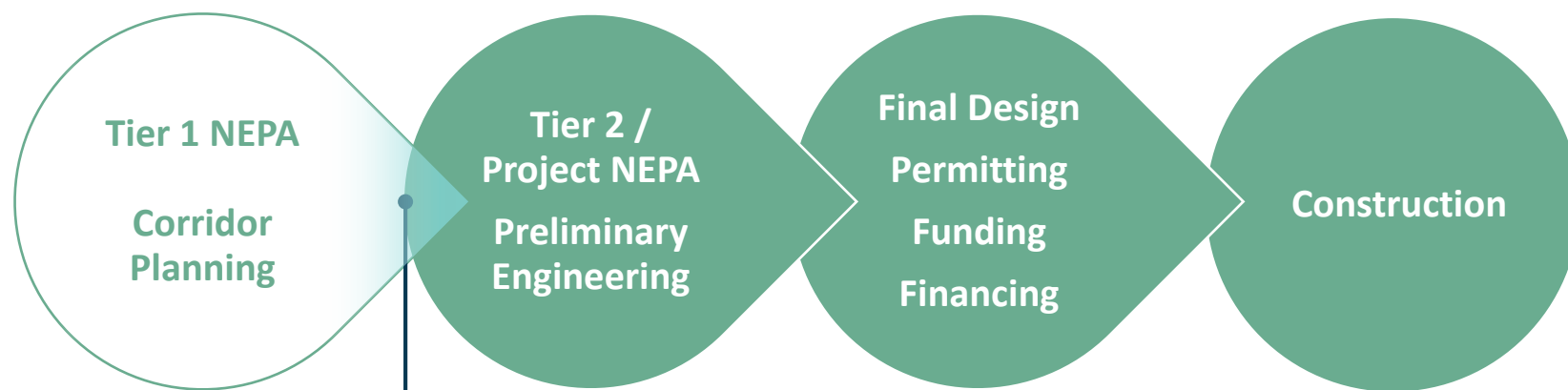
100+ year old bridges and tunnels

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



*We are here*

# 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

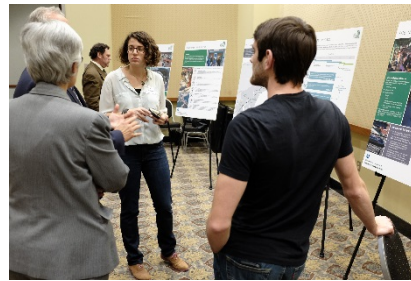


June 2012 – mid 2015

## 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



- Corridor-Wide Objectives for Frequency, Travel Time and Design speeds

## Expand Capacity



- Add new infrastructure elements

## Modernize Infrastructure



- State of Good Repair

## Planning Study



- Study New Haven to Providence Capacity

# Selected Alternative

## RELATED PROJECTS:

### New York - Boston

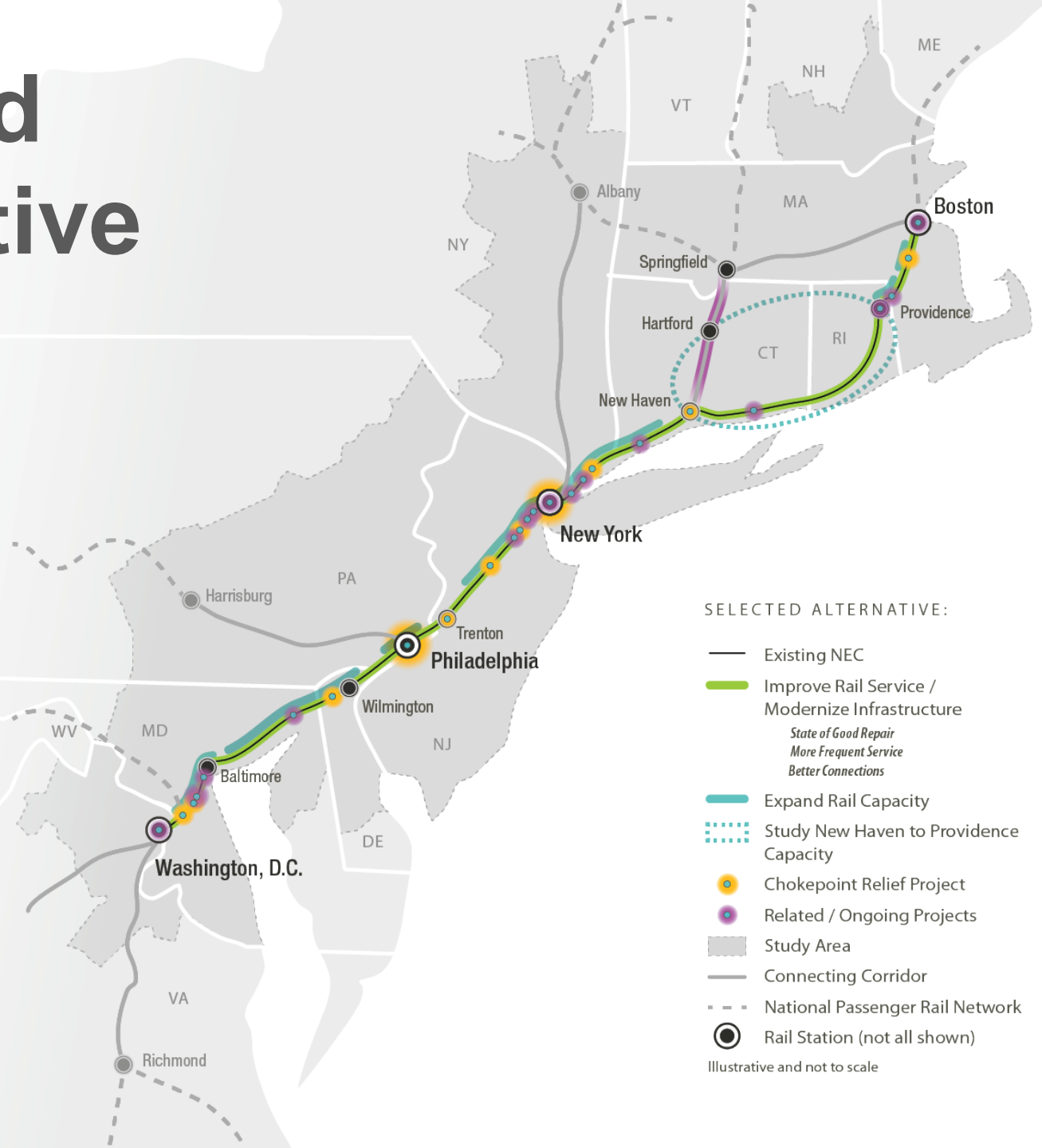
- Boston South Station Expansion
- Providence and Pawtucket Station Improvements
- Connecticut River Bridge
- New Haven Line Bridges
- New Haven-Hartford-Springfield Rail Program

### 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

- ▶ Up to five times more Intercity service
- ▶ Doubling of commuter/regional service in the New York metro area
- ▶ Representative travel time targets (H:MM)
  - ▶ Washington, D.C. to New York City = 2:10
  - ▶ New York City to Boston, MA = 2:45
  - ▶ New Haven to New York City = 1:05
  - ▶ Stamford to New York City = 0:35
- ▶ Opportunities to integrate services and efficiently use existing and planned infrastructure



# Modernize NEC Infrastructure

- ▶ 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

- ▶ Supports service improvement objectives that can be achieved with specific infrastructure improvements
  - ▶ Location and type of infrastructure improvement would be determined at project level in coordination with state and local stakeholders
- ▶ 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
- ▶ Led by the states of Connecticut and Rhode Island, coordinated with FRA, the state of Massachusetts, and other stakeholders as appropriate
- ▶ To be followed by Tier 2 project planning efforts

# Benefits of a Shared Vision

- ▶ 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) – ROD does not commit funding*

# Benefits of a Shared Vision

- ▶ Will help the project-specific planning processes by:
  - ▶ Incorporating by reference decisions and analysis completed
  - ▶ Providing a 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
- ▶ ROD does not “clear” or obtain permits to allow construction to begin
  - ▶ During the project planning process, environmental and other impacts and avoidance/mitigation measures will be identified



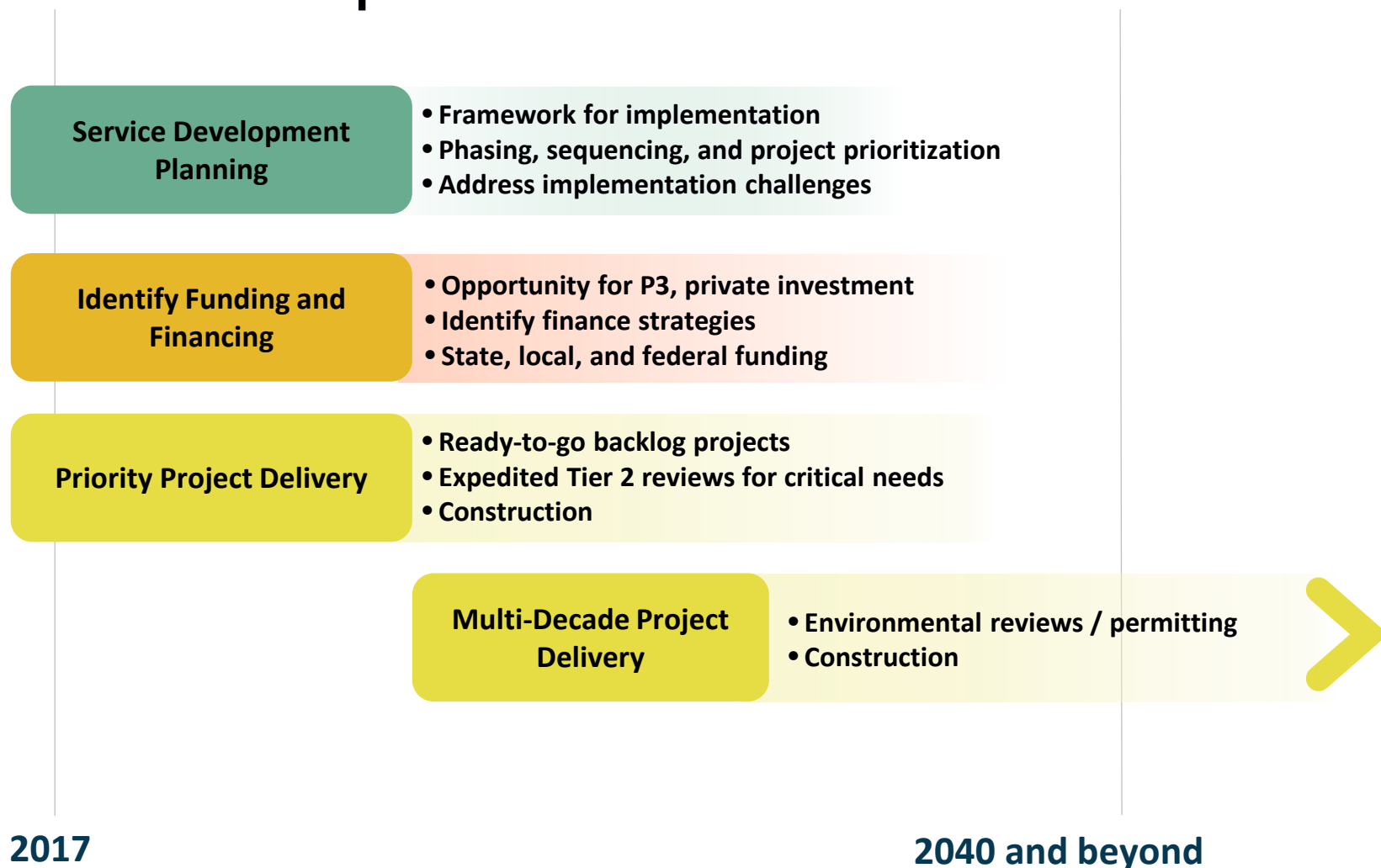
# Implementation Challenges

- ▶ Funding and financing will require a range of public and private resources
- ▶ Pace for implementation set by NEC stakeholders
  - ▶ Regional and local interests will drive packaging and definition of individual projects
- ▶ Transitioning leadership beyond the ROD

# Implementation Challenges

- ▶ Corridor-wide service and performance objectives require buy-in and full participation of NEC stakeholders
  - ▶ NEC Commission role in planning process
- ▶ Phased implementation requires balancing individual stakeholder priorities within the context of a corridor-wide vision
- ▶ Trade-offs inherent with limited financial and workforce capacity

# Next Steps



# 2017

# FRA Rail Program Delivery

## Meeting

# Thank you!

[www.necfuture.com](http://www.necfuture.com)

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