Multi-state effort initiated by the FRA in 2012

Long-term vision, incremental implementation

Tier 1 Environmental Impact Statement (EIS) and Service Development Plan (SDP)

Extensive stakeholder, agency, and public involvement
NEC: Critical Transportation Asset

- 8 commuter railroads, Amtrak, 4 freight railroads
- Over 2,200 daily trains
- Connects 4 of the 10 largest metropolitan areas in the U.S.
- Vital to the economy of the Northeast Region
Purpose and Need

Purpose: upgrade aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail service on the NEC for both intercity and regional trips, while promoting environmental sustainability and economic growth.

Key Needs:

- Aging Infrastructure
- Performance
- Sustainability
- Capacity
- Connectivity
- Resiliency
- Economic Growth
Schedule

Initiation and Scoping

Alternatives Development

Tier 1 Draft EIS

95-day comment period

Tier 1 Final EIS

30-day waiting period

Record of decision

Service Development Plan
Tier 1 EIS Level of Environmental Review

- Focuses on defining the capacity needed to meet future demand
- Helps determine the future role of rail in the Northeast
- Representative route and service assumptions for corridor-wide evaluation of alternatives
- Future Tier 2 process required to develop and evaluate project-level details
Approach For Identifying the Preferred Alternative

- Tier 1 Draft EIS Evaluation
- Preferred Alternative
- Stakeholder and Public Comments
- FRA Policy Objectives
What we learned

› No Action is not an option
› Fix the existing NEC first
› Strong demand for rail service
  – 35% northeast intercity travel growth by 2040 from increased population and employment
› Travelers seek convenience
  – Desire for reliable, frequent customer-focused product with coordinated schedules, and common ticketing, and easier transfers

Grow Vision
Preferred Alternative: Grows the NEC to Meet Future Demand

Focuses on the existing NEC as an integrated network of Intercity and Regional rail trains

Achieves state of good repair

Eliminates chokepoints and adds capacity to accommodate growth and improve reliability

Expands the reach of the NEC to new markets and connecting corridors
* The location shown for new segments is illustrative and represents the information used to analyze effects of the new segment as part of the Tier 1 EIS process; the location of new segments will be determined in Tier 2 project studies.

** Not all shown
Preferred Alternative

NY Metro Area Improvements

› Adds needed track capacity into Penn Station New York under the Hudson and East rivers

› Grows Intercity and Regional service to meet 2040 demand into/through NYC
  – Up to 52 peak hour/peak direction trains between NJ and PSNY
  – Up to 60 peak hour/peak direction trains between PSNY and points east/north

› Improves travel time between NYC and New Haven to approximately 1 hour

› Improves connectivity to/from intermediate stations
  – e.g., Stamford, CT to Trenton, NJ
Preferred Alternative

Coordination with Ongoing NY Metro Projects

› Includes ongoing No Action Alternative projects
  – Penn Station Access
  – Moynihan Station Improvements
  – NHL Improvements

› Encompasses ongoing critical need and state of good repair projects

› Incorporates individual projects identified in the Gateway Program
  – Hudson Tunnel
  – Portal Bridge
  – Bergen Loops
  – Penn Station Expansion
Feedback on Tier 1 Final EIS

Preferred Alternative

› Prioritize investments to modernize the NEC to a state of good repair

› Support for the Grow Vision service levels and enhanced service concepts

› Local concerns with infrastructure, particularly with new segments off-corridor

› Flexibility for states and railroads to incrementally implement
Benefits of the Grow Vision

Better Service for Passengers

- **More Trains**
  - Supports double the number of Regional rail trains during peak hours in major metropolitan areas
  - Up to 5 times the number of Intercity trains
  - More reliable service

- **Faster Trips**
  - Washington, D.C. to New York City in as little as 2 hours 10 minutes
  - New York City to Boston in as little as 2 hours 45 minutes

- **More Service Options**
  - New, affordable Metropolitan service that links local and metropolitan markets
  - Easier transfers, with coordinated arrivals at Hub stations
  - Seamless, unified schedule and ticketing throughout the NEC
Benefits of the Grow Vision
Better Service for Passengers

Better Connections

• Additional one-seat rides between cities on the NEC, and to and from connecting corridors
• Frequent, direct service to Hartford, CT, and Springfield, MA and points in between
• Improved airport access
• 22 new stations with Intercity or Regional rail service
• Five station upgrades to Hubs, with Regional rail and new Metropolitan service that fills gaps in connectivity
Benefits of the Grow Vision

Benefits for Cities and Communities

**Stronger Economy**
- Expanded access to jobs and skilled workers
- Enhanced economic linkages among Northeast cities
- Urban development opportunities
- Tourism benefits

**Increased Sustainability**
- Lower greenhouse gas emissions
- Air quality benefits
- Reduced energy use
- Resiliency to flooding and extreme weather events
Key Resource Area Effects

Effects identified during Tier 1 will inform alignment options during Tier 2

Land Cover
Parks
Hydrologic Resources
Cultural Resources
Climate Change/Resiliency
Ecological Resources
Environmental Justice

Details at [www.necfuture.com](http://www.necfuture.com), Tier 1 Final EIS, Chapter 7
Programmatic Approach

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

We are here
Next Steps

Record of Decision
- Completes Tier 1 NEPA process
- Documents the formal selection of an investment program (Selected Alternative)

Service Development Plan
- Describes process for implementing the Selected Alternative
- Focus on immediate priorities

Tier 2 project studies
- Individual project sponsors, such as states and railroads, can move forward with specific projects
- Each project will require more review and environmental study
- Significant funding required
www.necfuture.com

Questions?