

These frequently asked questions (FAQ) have been developed to help residents, businesses and area stakeholders develop a better understanding of the proposed King of Prussia Rail Project, the project development process, proposed build alternatives, and next steps. Additional questions and answers will be added to this list as project activities progress.

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## **Project Overview / Purpose & Need**

### **1. What is the proposed King of Prussia Rail Project?**

The King of Prussia Rail Project proposes to extend the existing Norristown High Speed Line into King of Prussia, providing a “one-seat” ride to King of Prussia from either the 69<sup>th</sup> Street Transportation Center in Upper Darby, or the Norristown Transportation Center in Norristown. The extension is expected to provide better transit service to the King of Prussia Mall and adjacent employment centers. Improved transit service should increase regional mobility, provide an alternative to auto travel in the area that may help reduce congestion, and support development of multimodal transportation options for residents, commuters, shoppers, students and visitors.

### **2. What is the genesis of the KOP Rail project? How long has this been studied?**

The King of Prussia Rail project and its predecessor projects have been an integral part of the region’s Long Range Transportation Plan (LRTP) for several decades. This regional transportation plan is required by USDOT regulations, and is developed and managed by the Delaware Valley Regional Planning Commission (DVRPC) along with its planning partners, including PennDOT, county governments, transit agencies and others. The Long-Range Transportation Plan is updated every five years, and includes a capital spending plan for all federally funded transportation investments in the nine-county Philadelphia region. Many state and local government officials, diverse stakeholders, and the public provide input into this planning process. Transportation needs recognized for the project include addressing the growing traffic congestion along the I-76 and U.S. 202 corridors, better managing the rapid growth of KOP as a center for employment and shopping, and providing increased mobility options.

Several decades ago, a major rail project called the Schuylkill Valley Metro was studied to connect communities along the Schuylkill River valley to Center City Philadelphia. The Schuylkill Valley Metro project included rail service to King of Prussia due to its role as an expanding employment center, and, in turn, the high ridership potential projected for the area. Federal earmark funds were approved by Congress, and a Draft EIS was prepared for the project. However, high projected construction costs, operational issues and other problems rendered the project, as conceived, to be impractical. Subsequently, several studies were conducted to reduce potential project impacts and costs while refocusing on the greatest mobility needs in the region. As a result, the KOP Rail project was advanced as an extension of the Norristown High Speed Line with service to both Norristown and 69th Street transportation centers. This new, reduced-rail concept was then placed on the DVRPC regional Long-Range Transportation Plan and Montgomery County's Montco 2040 county comprehensive plan. The Draft EIS now being developed is the result of this planning effort.

Other plans in the region have recognized the need and value for this rail extension, including the Montgomery County Comprehensive Plan and the Upper Merion Township Comprehensive Plan.

**3. Is the purpose of this rail extension to get people from Philadelphia to King of Prussia, or to get commuters from the suburbs into the city?**

The proposed King of Prussia Rail is intended to improve mobility and accessibility for all travelers throughout the region by increasing transit options. SEPTA anticipates the project will serve the needs of traditional commuters, reverse commuters and others traveling for shopping, entertainment and other activities.

**4. If the Purpose and Need is to connect King of Prussia and Philadelphia, why are you not just extending the Regional Rail Line from Norristown to make it a one-seat ride from King of Prussia to Center City Philadelphia?**

Extensions of SEPTA's Regional Rail service – including the Cross-County Metro – have been studied at the Draft EIS level in the past. However, these earlier studies have failed to meet the latest federal New Starts evaluation criteria.

Additionally, the purpose of this project is to better serve activity centers in the King of Prussia/Valley Forge area, including the King of Prussia Mall. Therefore, an extension of any rail infrastructure to the area will require a service to run frequently and operate over the course of an entire day. This longer duration of operations and increased frequency of service will provide the necessary balance of mobility options while offering nearly equivalent service for both inbound travel (toward Philadelphia), and outbound travel (toward Norristown) to connect both markets. The current headways of 10 to 12 minutes on the NHSL cannot be replicated with SEPTA's Regional Rail line due to its operating characteristics, fleet parameters and train volume constraints of the SEPTA network north of Temple University. Although the NHSL offers a frequency of service for both inbound and outbound passengers, Regional Rail service does not, as it is primarily oriented to provide service from outlying areas into Center City Philadelphia in the morning and from Center City Philadelphia to outlying areas, in the afternoons and evenings. Regional rail also needs a wider area and more space to run the rail, which would increase the amount of required land. It would be

more difficult to run the line through an already well developed area and also increase the cost of construction.

**5. Has SEPTA already decided whether or not it will build this project?**

No. SEPTA is currently in the environmental phase of the study, and all alternatives being presented are considered to be “proposed.” In order to build this project, SEPTA will need to first consider and screen all of the rail extension alternatives. As part of the environmental process, a recommended Locally Preferred Alternative (recommended LPA) has been identified. The recommended LPA will be included in the Draft EIS and submitted to the Federal Transit Administration, which will issue a Record of Decision.

**Environmental Overview & Potential Impacts**

**6. What is the purpose of the Draft Environmental Impact Statement (Draft EIS)?**

The purpose of the Draft EIS is to identify alternatives and analyze the effects the proposed project would have on the natural, cultural and socioeconomic environments. This is a federal- process which requires that SEPTA evaluates a range of options or alternatives that would address the project needs (or goals), and determining which, if any, of the preliminary alternatives best balances potential impacts on the area environment and community with its anticipated benefits. During the Draft EIS phase, there will be many opportunities for the public to learn about the project and provide input.

Ultimately, the Draft EIS is a tool that presents the findings of the analysis to the public and stakeholders for their review, and there will be many opportunities to provide input before a decision is made.

**7. This project has been presented as running trains late into the night. How late would the service run and how would it be managed to limit noise disturbance in residential areas?**

Two major advantages of extending the Norristown High Speed Line instead of Regional Rail into King of Prussia are both the frequency of service and the potential to provide service after peak periods, including some late/night time service. While many retail businesses are not open after 10 p.m., some employees and residents still need to travel to and from King of Prussia after retail hours. It is also anticipated that late-night service will meet travel needs for late-night dining, entertainment, and cultural events, and for area residents to get to the Casino and other venues in King of Prussia, particularly on weekends. However, any service that runs after 10 p.m. will ultimately depend on ridership demands. Noise limitations and mitigation measures related to train operations will be considered for all alternatives.

**8. How noisy is the rail? What is SEPTA doing to minimize the noise impacts to residents along the alignment?**

Modern rail technology is far less noisy in operation, when compared to rail transit operations in the past. A noise assessment is being prepared for the KOP Rail Draft EIS using the guidelines set forth

by the Federal Transit Administration (FTA). This assessment will identify where noise effects are likely to occur in order to compare the five Build Alternatives. Based on this assessment, a range of possible minimization and mitigation strategies will be identified, such as noise walls. As the Final EIS and engineering design progresses, further noise studies will determine the specific mitigation methods needed.

**9. Will there be a significant increase in crime and litter as a result of the extension?**

SEPTA considers safety its top priority. In order to ensure the safety of our customers, all SEPTA stations and Norristown High Speed Line vehicles are equipped with numerous cameras, which are a proven deterrent to crimes committed onboard the vehicle. In addition, these cameras also work as a deterrent to use of SEPTA's systems as a means of travel before or after committing a crime. New stations built for the King of Prussia Rail Project will incorporate safety into their designs, including multiple cameras, better lighting, and ensuring good sight lines throughout the station area. In addition, SEPTA Transit Police will periodically patrol stations and actively coordinate with local law enforcement personnel to ensure station areas are safe.

In addition, national research has shown that crime rates in and around transit stations are closely correlated to the existing crime rates in the adjacent community – not the presence of a transit station itself or its passengers. An analysis of 2015 crime data was conducted for five Norristown High Speed Line stations. This analysis examined both SEPTA as well as Upper Merion crime reports. The analysis revealed that a total of 12 incidents occurred at three of the five stations (Gulph Mills, Matsonford and Dekalb Street). The incidents that occurred were minor and non-violent. Example incidents included trespassing on SEPTA right-of-way, auto/pedestrian accidents, passenger assistance and requests for information. One of the 12 incidents involved theft from a vehicle, while another incident involved a domestic dispute relating to nearby housing.

**10. How will SEPTA Transit Police and Upper Merion Township Police work together to respond to emergency situations?**

When a 911 call is placed, it will be picked up by Montgomery County's dispatch, which notifies the local authorities. Upper Merion Township will usually respond first to any 911 calls in the Township. If the call is related to SEPTA services or one of its facilities, the County will notify SEPTA and a report will be recorded for each incident that occurs on SEPTA property (i.e. transit cars, station areas and parking lots). Upper Merion Township and SEPTA have a strong working relationship and will continue to coordinate regarding local safety issues and concerns for existing service and once KOP Rail opens.

**11. Will the project bring more traffic causing increased congestion on area roadways?**

Traffic patterns in the area are likely to change after the project is built. New rail service will provide more travel choices allowing existing drivers in the area to use other modes. Regionally, the DVRPC travel demand model forecasts a 14.6 to 18.4 million fewer vehicle miles will be traveled in the region resulting from greater transit ridership. In addition, land use changes will also result in new traffic patterns emerging over the long-term. SEPTA will conduct a transportation modeling analysis for the project in order to identify potential changes to traffic volumes and patterns, and will

present the result of this analysis in the Draft EIS.

## **Project Alternatives**

### **12. Does SEPTA know which alternative will be constructed?**

SEPTA has identified a recommended LPA that is included in the Draft EIS. The analysis of alternatives involves examining a wide range of issues, including how the alternatives are able to achieve the project purpose and need while minimizing impacts to the environment and the community. Although there is no mathematical formula to assign what is considered more important or less important, the process requires the identification of the best overall alternative, and strives to balance the benefits and impacts as much as possible. SEPTA is continuing to examine design characteristics for the recommended LPA based on public comments.

### **13. What factors will be included in the evaluation of alternatives?**

For the King of Prussia Rail Project, the analysis of alternatives is divided into three (3) different stages, or “Tiers.” The third and final tier of the alternatives screening and analysis, Tier 3, carries the best alternatives from Tier 2 into a process that includes more detailed design, analysis of impacts, potential mitigation opportunities, and coordination with the public and stakeholders. Tier 3 further refines the alternatives to identify the one alternative that best balances local impacts while also achieving a high level of overall benefit to the community. The PECO/Turnpike – 1<sup>st</sup> Ave alternative has been identified the recommended Locally Preferred Alternative (recommended LPA), and is included in the Draft EIS.

### **14. Why can't KOP Rail use the freight tracks that run along the river through Abrams Yard?**

SEPTA would encounter a number of major problems with an alignment that would utilize the freight corridor along the river. NHSL rail cars cannot run on the same tracks as freight rail cars, so new and fully grade-separated infrastructure would need to be constructed within that corridor. The extension would be at minimum 1.5 miles longer than the five Build Alternatives, and this extra length would dramatically increase travel times, construction costs, and operations and maintenance costs. The Abrams Yard corridor also allows for fewer stations stops to serve local or regional riders. The alignment would have increased environmental impacts going through an existing Superfund site or in the floodplain along the river depending on the precise alignment. Additionally, an extension from Norristown would require a new bridge across the Schuylkill River adding hundreds of millions of dollars to the project's overall construction cost and because of elevation differences the project would require an additional transfer. Extending the NHSL from Bridgeport would require a highly impactful elevated wye built in Bridgeport which would negatively impact area properties and also be prohibitively expensive. Finally, beyond the aforementioned issues, this fully elevated structure would still result in visual impacts to residential areas near the freight tracks.

### **15. Will the alternatives of the proposed rail extension benefit residents as well as businesses?**

The KOP Rail extension will offer a variety of benefits to residents, visitors and businesses in the King

of Prussia area. These includes: increased development and redevelopment of office, residential and retail space, further reinforcing the municipality's competitive economy; increased access and mobility options for residents including additional parking at proposed stations; more reliable transit service that will not be hindered by local traffic congestion; environmental benefits due to non-motorized travel options between destinations; increased walkability through the inclusion of pedestrian and bicycling enhancements within and surrounding station sites; and a reduction in future traffic congestion and overall travel times.

### **Project Engineering, Design & Construction Considerations**

#### **16. How will parking be accommodated at the stations? Is there potential for designated parking at more than the two stations shown with potential park-and-rides on the alternative maps?**

Because of space constraints, as well as the local land use, zoning and urban design goals of King of Prussia, extensive parking is not planned at every station. The KOP Rail project is currently proposing two park-and-rides along the extension. One would be at Henderson Road (the Henderson Road Station) near the intersection of Henderson Road and Saulin Boulevard. The other would be in the business park near the rail extension's terminus (the 1st and Moore Station), near the intersection of 1st Avenue and Moore Road. These park-and-rides are deliberately located at each end of the new extension to capture motorists traveling from U.S. 422 or U.S. 202 before they would need to drive through the congested arterials of Upper Merion Township.

The number of spaces will be based on demand, available land, cost, and potential impacts. Provisions for handicapped access, "kiss and ride," emergency access, and bus or shuttle interface will be considered at all stations.

As part of the King of Prussia Rail project, there are currently no plans to modify parking lots along the existing NHSL.

#### **17. Will the construction of the rail line cause traffic delays and other impacts?**

There will be impacts associated with construction of any of the alternatives, including temporary traffic delays, access changes, detours, dust and noise. The effects of these construction activities will depend on how equipment and materials are delivered to the project. Prior to construction, detailed plans will be developed to reduce traffic impacts and minimize access disruptions, especially during peak travel periods.

### **Mobility & Access**

#### **18. With the proposed extension to King of Prussia, ridership is projected to increase along the existing Norristown High Speed Line. In the existing service, there is an operational constraint between Bryn Mawr and Upper Darby where only two tracks are available. With the extension and future ridership in place, will this location continue to be a point of operational constraint, requiring a third track south of Bryn Mawr?**

Simulation analysis completed to date shows that there is no need for an additional track on the existing line, even with the increased ridership.

**19. Will a passenger need to travel all the way to Norristown or 69<sup>th</sup> Street in order to get a train that will run to King of Prussia? What about having the train ride in a loop?**

The King of Prussia Rail project is not proposing a loop for service. Passengers boarding the NHSL at either 69th Street or Norristown transportation centers will be able to access trains traveling directly to King of Prussia. Similarly, passengers in King of Prussia will be able to board trains traveling directly to Norristown or 69th Street transportation centers. In all scenarios, there will be more options for SEPTA passengers utilizing the NHSL and the final destination of the train will be clearly marked on the train car’s display.

Trains From	Trains To
69th Street Transportation Center	Norristown Transportation Center King of Prussia
Norristown Transportation Center	69th Street Transportation Center King of Prussia
King of Prussia	69th Street Transportation Center Norristown Transportation Center

**Property Impacts**

**20. Will SEPTA need additional right-of-way for this project? Will my property be affected?**

While public land is available for a large portion of the King of Prussia Rail Project, it is expected that additional real property (right-of-way) also will be needed for construction and eventual operation. The number of preliminary property impacts is identified in the Draft EIS.

All property acquisition steps will follow state and federal laws. These procedures are defined in the Uniform Relocation Assistance Act, which prescribes market rate compensation to property owners and reimbursement for other expenses associated with the acquisition, including relocation costs. Specific properties will be identified during the engineering phase of this project, which will begin one to two years from now.

**21. Will the value of my property decline because of KOP Rail?**

The study “The Impacts of SEPTA Regional Rail Service on Suburban House Prices,” completed by Econsult Solutions in October 2013, discussed the impacts SEPTA’s rail lines have on local property values. Although the study only considered Regional Rail service, the report determined that the average property premium resulting from Regional Rail service in the four counties outside of Philadelphia was \$7,900 per house. In general, it is anticipated the improved access and mobility resulting from the proposed rail extension would benefit residential properties in the King of Prussia area.

**22. Why does the proposed KOP Rail extension have to run along the Pennsylvania Turnpike right-of-way adjacent to the backyards of residents living in the Valley Forge Homes community?**

The proposed alignment of the recommended LPA currently traverses along the south side of the Pennsylvania Turnpike right-of-way between PECO's right-of-way near Kingwood Road and Allendale Road. At the March 2016 public meetings, residents of the Valley Forge Homes community in Upper Merion Township voiced concerns regarding the possible impacts to private property. In response, SEPTA is exploring the feasibility of altering the alignment along the Pennsylvania Turnpike right-of-way to reduce impacts to these properties. Various options will be examined as part of this process.

**23. The King of Prussia area is prone to sinkholes. How will SEPTA manage sinkholes during construction and once the new rail line is up and running?**

As engineering plans for the KOP Rail project progress, a geotechnical report will be prepared to determine the type and depth of the foundations needed for the columns supporting the elevated guideway and stations, based on the karst topography in the King of Prussia area.

If the sinkhole was found to be caused by the KOP Rail project – either during its construction or its operation – SEPTA would be responsible for making the necessary repairs.

**24. How high will the train run? I'm concerned with visual impacts to the community.**

Visual impacts are assessed and reported in the Draft EIS, along with strategies identified to reduce and mitigate impacts. Similarly, the Draft EIS will include an assessment of noise prepared using the guidelines set forth by the Federal Transit Administration (FTA).

In terms of height, the bottom of the guideway structure must be at least 17 feet above roadways. There will be places where the guideway structure height will be higher than that, due to the generally hilly nature of the King of Prussia area and, for example, where the rail guideway crosses U.S. Route 202 over the Pennsylvania Turnpike. In terms of width, the minimum guideway width will be 34 feet, to accommodate two tracks. The structure will be wider in station areas to accommodate platforms and other related amenities. Visual impacts are assessed and reported in the Draft EIS, along with possible strategies identified to reduce and mitigate impacts.

**Existing & Proposed Service**

**25. How many riders are expected?**

Ridership modeling performed by the Delaware Valley Regional Planning Commission (DVRPC) has forecasted an additional 7,500 to 9,500 annual riders, depending on the Build Alternative. The recommended (recommended LPA) is forecast to have 9,500 additional riders. This figure is calculated by comparing the expected ridership in the year 2040 if no changes are made to the Norristown High Speed Line (NHSL), versus the expected ridership on the line if the extension is built. Ridership modeling for transportation projects is forecast for both the year a project is initiated and the project's horizon year. For the KOP Rail project, those years are 2013 and 2040.



We are currently in the process of working with DVRPC to break down where trips on the extension are coming from based upon their travel demand model outputs, and expect to release that data in the summer/fall of 2016 on the project website.

Build Alternative	Ridership Increase (current year)	Ridership Increase (2040)
PECO/TP—1st Ave	8,500	9,500
PECO/TP—N. Gulph	8,000	9,500
PECO—1st Ave	8,000	8,500
202—1st Ave	7,000	7,500
202—N. Gulph	7,000	7,500

**26. How will the service on the existing NHSL change if you build the extension?**

While these details have not yet been finalized, the planned extension will increase service along the existing line. There may be more trains running on the system as a result of the extension, and some existing bus routes may be adjusted to reduce redundancy of service as well as connect with new stations along the extension.

**27. Will the King of Prussia Rail extension increase the number of the trains leaving from 69th Street Transportation Center? Would it likely result in an increase in weekend service?**

It is likely that the additional service to King of Prussia will result in more trains leaving the 69th Street Transportation Center, especially during peak periods. The specific numbers are still being developed along with ridership projections and details of operations. Because the extension will serve a large retail center, weekend service is also expected to increase.

**28. What are you going to do with the bus service that currently operates in the area?**

The project includes a bus plan that shows how bus service could be changed to accommodate and connect with the King of Prussia Rail Project. While changes to bus service will likely occur as a result of the King of Prussia Rail Project, the goal of the project is to improve mobility for all transit riders. Changes to existing bus routes will be finalized later in the process and with public comment.

**29. Could additional bus service to King of Prussia solve the need for KOP Rail?**

No. Buses that currently serve King of Prussia and surrounding area have a lower than average on-time performance rate. Currently, bus on-time performance is affected by frequent congestion along I-76/Schuylkill Expressway and U.S. Route 202. With the continued growth happening in King of Prussia, it is anticipated congestion along these corridors will continue to increase.

Additionally, riders using the buses that serve King of Prussia typically require multiple transfers, which can deter transit users from using this service. Although buses have a greater flexibility on where they can run, KOP Rail would offer greater capacity and reliability than buses could provide.

**Proposed Station Locations & Parking**

**30. How many stations are planned, and where will the stations be located along the recommended LPA?**

Five (5) stations are proposed along the recommended LPA: one station/park-and-ride at Henderson Road; two stations on the back side of the Mall; and two stations in the Business Park (including a park-and-ride at the terminal station).

**31. How will the stations be designed and operated to accommodate handicapped/disabled passengers?**

Several factors go into the siting and design of potential stations, such as the availability of land to construct the station, proximity of the station to local destinations, access between the station and existing (or future) transportation connections and services, and potential ridership numbers resulting from the construction of the station at that location. For the King of Prussia Rail project, all stations would be elevated, and designed to meet the provisions for Americans with Disabilities Act (ADA)-compliant access. This may include an elevator as well as staircases that access sidewalks on either side of the station.

**Project Funding**

**How much will this project cost to build, and how is this project being funded?**

The current study is being funded through a federal earmark that was originally established for the Schuylkill Valley Metro project. However, additional funds will need to be identified in order to construct the 4.4 mile long rail extension project. As a result, the King of Prussia Rail project team is working with Econsult Solutions on a potential funding sources report. The report will lay out possible sources of funding, projected annual revenue and how much sources could yield for the construction of the KOP Rail project. They will not recommend how the project should be funded, but instead outline a variety of options to be considered by project decision makers and regional leaders as the project continues to progress.

Capital costs and Operating and Maintenance (O&M) costs have been calculated for each build alternative. The capital costs range from \$1.0-1.2 billion. O&M costs range from \$4.9-5.2 million per year. Typically, the construction of rail projects – like the KOP Rail Project – is funded through a combination of federal, state and other government jurisdictions.

SEPTA anticipates seeking approximately 50 percent of the project's construction funding from the Federal Transit Administration's New Starts Program which can fund extensions to fixed guideway systems such as the Norristown High Speed Line.

The FTA evaluates and prioritizes the projects that it will fund. The current federal transportation legislation, known as MAP-21, directs the federal evaluation process for funding. Although it is a very competitive process, it is anticipated this project will receive a favorable rating. It should be noted that most rail lines in the U.S. – and all of SEPTA's rail lines – can't be operationally funded solely with fare revenue, and thus require some amount of subsidy.

**32. How will this project affect Upper Merion Township taxes?**

The new rail service will support new commercial development and redevelopment, increasing the commercial tax base. The project will not be seeking funding at the Township level.

**33. Will this project incorporate opportunities for private investment or private development?**

At the present time, there are no specific plans or proposals for private investment in the extension project. There may be potential opportunities for private investment through the FTA Joint Development Program. Joint development allows for a cooperative partnership to be formed between the transit agency and private parties, like a developer. Under this arrangement, a transit facility such as a rail station could include adjacent/connected commercial development. Examples could include connected retail facilities, office space or a parking garage.

Another possibility for private investment would include a public-private partnership, or "P3." This innovative type of legal/financial tool is increasingly used to incentivize private investment and financing in order to leverage public infrastructure investments. These P3 types of projects have recently been authorized by the Pennsylvania Legislature, and the new state program will open the door for P3 opportunities.

Another type of transit-related, private development that has potential in the King of Prussia area is transit-oriented development (TOD). TOD is being used around the U.S. to encourage mixed-use development or redevelopment within and around transit station sites. TOD strives to create transit-friendly, walkable communities by providing a mixing of land uses in close proximity to multimodal transportation connections.

**34. What will the fare structure be like? How much will it cost to ride the rail out to King of Prussia?**

The King of Prussia Rail project is in the planning phase and no official fare policy has been set. Currently, the bus service that travels from Center City or the 69th Street Transportation Center to King of Prussia has a cash fare of \$2.50, or requires a TrailPass 1. The existing Norristown High Speed Line has a cash fare of \$2.50 or requires a TrailPass 1. For more information, please see SEPTA's Fare Brochure which can be found at [www.septa.org](http://www.septa.org).

**35. What is a design option within the recommended LPA?**

SEPTA is exploring two design options within the recommended Locally Preferred Alternative (recommended LPA). Through a series of community meetings and backyard visits, SEPTA met with local residents to provide project information and better understand community concerns. As a result, additional design options are considered in the Draft EIS, including a PA Turnpike North/Southside Option crossing over U.S. 202. This design option provides separation between KOP Rail structures and neighborhoods to the north and south. Additionally, there is a 9/11 memorial avoidance option which shifts the alignment to the south of the memorial.

SEPTA has invested significant time working with the community to identify these design options to minimize local impacts. Following the public hearing and comment period, a decision will be made to adopt the locally preferred alternative and design options partly based on what is heard during the Draft EIS comment period.

### **Schedule / Milestones**

#### **36. Who will make the decisions on the recommended Locally Preferred Alternative (recommended LPA), station locations and other important aspects of the project?**

Following the release of the Draft Environmental Impact Statement (Draft EIS) and close of the comment period, SEPTA will review and consider all public comments in consultation with local and State officials, the SEPTA Board and DVRPC Board to determine which alternative will be recommended to FTA as the Selected Alternative. The FTA has the legal responsibility for the selection decision, as they are the "Lead Federal Agency." Throughout the FEIS process, FTA and SEPTA together will consult with a wide range of state and federal agencies as well as stakeholders and the general public. The selected LPA will be identified in the FEIS.

#### **37. What is the estimated project schedule from this point forward?**

Draft EIS ( <i>We are here.</i> )	4 years – Released Fall 2017
FEIS	1 to 2 years – Will begin early 2018
Engineering Design and Construction	3 to 4 years
Operation	Estimated 2023

There are many steps and factors that will influence the process, and eventual design and construction of the project will be subject to funding availability.

### **Getting / Staying Involved**

#### **38. How do I provide comments or ask questions during the public hearing comment period?**

Comments on the Draft EIS will be received until December 4, 2017.

- Letters addressed to:  
Ms. Liz Smith, SEPTA Project Manager  
c/o McCormick Taylor Inc. (ATTN: ECW)  
2001 Market Street, 10th Floor  
Philadelphia, PA 19103
- Comment cards received at the public hearing or mailed to the address printed on the comment card
- Emails received at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)
- Through the comment form available on the project website - <http://www.kingofprussiarail.com/comment.html>

#### **39. How can members of the general public get more involved in this project?**

As the project activities progress, SEPTA will provide regular updates to the public.

E-mail: [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)

Twitter: [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail)

Facebook: [www.facebook.com/KOPRail](http://www.facebook.com/KOPRail)

and website ([www.kingofprussiarail.com](http://www.kingofprussiarail.com)).

The public is encouraged to monitor these updates and provide input at any time. In addition, as the project reaches certain milestones and technical stages of completion, SEPTA will provide more formal opportunities for the public to participate in the review of project information and submit comments. These opportunities will occur at public meetings as well as through specific website updates and online comment forms.

SEPTA will publicize public meeting dates and times through the project's regular communications channels, newspaper block ads, and press releases. Interested persons can use the project website [www.kingofprussiarail.com/contact.html](http://www.kingofprussiarail.com/contact.html) to sign-up to receive project newsletters and announcements via e-mail.