



## Project Overview

The Southeastern Pennsylvania Transportation Authority (SEPTA) has recently initiated a study to evaluate increased transit service into the King of Prussia area. The existing Norristown High Speed Line (NHSL) currently provides service between the 69th Street Transportation Center and Norristown Transportation Center, serving the Main Line area in Delaware and Montgomery Counties, and connecting to Center City Philadelphia. While the transit system is expansive, a rail connection to the King of Prussia area is missing.

Increased transit service would serve growing travel needs in the King of Prussia area generated by existing and/or future economic development opportunities. Some of those needs can be linked to the following activities:

- 57,100 jobs in Upper Merion in 2010; 62,100 jobs in 2040.
- 12,500 jobs at the King of Prussia Mall and its vicinity, & 19,000 jobs in office parks.
- 25M visits/year to King of Prussia Mall (68,000 people/day).
- 1.5M visits/year to Valley Forge National Historical Park.
- 4,000 (and growing) average weekday ridership using bus service to/from the King of Prussia Mall.

As identified in the regional land use and transportation plan, *Connection 2035*, the King of Prussia Rail Project is planned to coordinate economic development opportunities and major transportation projects. This project efficiently guides investment and growth in an existing center which will strengthen the Philadelphia region's economy.

## Get Involved

We need your input! Public views, attitudes, and opinions are essential to the project development process, and we are interested in incorporating your experiences and perspectives into the development of alternatives. You are encouraged to participate in the development and refinement of alternatives by reviewing the latest news and information, attending periodic meetings and providing thoughts and opinions on comment forms and through the project website.

### Website

Find upcoming meeting dates and locations, and access the latest project documents and maps on the project website: [www.kingofprussiarail.com](http://www.kingofprussiarail.com)

### Twitter

Join the conversation on Twitter: [www.twitter.com/KOPRail](https://www.twitter.com/KOPRail)

### Email

If you need more information, have questions or want to give your comments directly, please email us: [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)

# King of Prussia Rail Project

An Extension of the Norristown High Speed Line



## Funding Partners



January 2014 | fact sheet



## Project Purpose and Need

The purpose of the proposed project is to provide increased transit service from established communities along the existing Norristown High Speed Line to King of Prussia and Valley Forge area activity centers. This increase in transit service is intended to better serve existing rail and bus transit riders, attract new transit patrons, and provide connections to and from Philadelphia and Norristown.

## Project Process

Before the King of Prussia Rail Project can be constructed, it will need to satisfy three major phases of alternatives development and environmental screening – 1) Draft Environmental Impact Statement (DEIS), 2) Final EIS and 3) Engineering Design & Program Management.

SEPTA began the DEIS phase in Fall 2012, which is the first step in the Federal Transit Administration (FTA) process to secure federal funding for construction of the project. During this phase, many environmental and engineering studies will be performed, and public outreach opportunities will be available.

The resulting data and public input will help SEPTA to ultimately identify a Locally Preferred Alternative (LPA) that minimizes potential impacts and provides maximum user benefits. It will also identify a financing plan that establishes how to pay for the project.

### Draft Environmental Impact Statement (2 years)

- Selection of Locally Preferred Alternative (LPA)
- Adopt LPA into regional long range plan

### Final EIS (1 year)

- Record of Decision
- Refinement of Financial Plan
- Engineering Application to FTA

### Engineering, Design & Program Management (3 years)

- Commitment of Non-Federal Funding
- Preliminary and Final Engineering and Design
- Full Funding Agreement FTA Evaluation
- Project & Program Management for Design

### Construction (3-4 years)

## Project Area Map

- Proposed Expansion of Transit Services
- Project Area
- Existing NHSL
- Manayunk/Norristown Line
- Paoli/Thorndale Line



## Outreach & Coordination

SEPTA has established a collaborative public outreach and community coordination program to engage citizens and stakeholders in the development of the project's purpose and need, alternatives development, and future design activities.

All project news and information are available online at [www.kingofprussiarail.com](http://www.kingofprussiarail.com). The website also let's you download the project's Fact Sheet, sign-up for newsletters, and submit comments and questions to SEPTA. You may also follow us on Twitter at [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail).

SEPTA has also organized four individual committees that play an important role in the project:

- The Steering Committee, comprised of state, county and local governmental staff, provides overall direction and guidance on the project's management and administration activities.
- The Stakeholder Advisory Committee, which includes a sampling of various community leaders, business owners and other stakeholders, provides SEPTA comments and input on key project deliverables.
- The Technical Advisory Committee is comprised of engineers, planners and other subject matter experts who review technical analyses and help foster inter-agency coordination activities.
- The Agency Coordination Committee includes participation from federal and state regulatory agencies that review EIS findings, alternatives and the Locally Preferred Alternative.

Finally, several Public Meetings and a formal Public Hearing will occur at key milestones of the project. Information about the timing and location of these meetings will be made available on the project website, in newsletters and meeting announcements, and through press releases and newspaper advertisements.

## Draft Environmental Impact Statement Tasks

The King of Prussia Rail project is complex, will require the development and review of multiple project alternatives before a Locally Preferred Alternative (LPA) can be selected. Ideally, the LPA will need to strike the right balance -- it will satisfy the needs of the project while also minimizing or mitigating potential impacts. Throughout this process, citizens and stakeholders are encouraged to provide comments and input to SEPTA to ensure the LPA reflects the needs and desires of the community.

### Study Initiation:

- Analyze Existing Conditions
- Begin Travel Demand Modeling
- Draft Project Purpose & Need
- Identify Alternatives

### Development and Refinement of Alternatives:

- Project Scoping/Environmental Studies
- Identification of At-Grade Alternatives
- Analysis of Alternative Alignments
- Conceptual Engineering

### Analysis, Evaluation and Final Refinement of Alternatives, Memorandums and DEIS:

- Traffic, Parking and Transportation Analysis
- Land Use and Economic Development Opportunities
- Capital and Operations and Maintenance
- Ridership and Revenue Projections
- Cost Effectiveness Evaluation
- Environmental Impacts

### Selection of Locally Preferred Alternative:

- Selection of the Draft Locally Preferred Alternative (DLPA)
- Financing Plan for the LPA
- Presentation of LPA to DVRPC and the SEPTA Board
- Request to FTA to enter engineering



## Existing and Future Travel Conditions

Travel from Center City to King of Prussia currently occurs by automobile, bus, or a combination of high-speed rail with bus connections. Automobile and bus trip times often depend upon travel conditions along I-76 and I-476, both of which experience high congestion during peak travel times.

## Project Benefits

- Provide travelers with a new transit service alternative to congested roadway travel by auto or bus.
- Attract new transit riders such as shoppers, residents, tourists and commuters.
- Support economic development opportunities that meet regional sustainability and livability goals.