



**SEPTA**

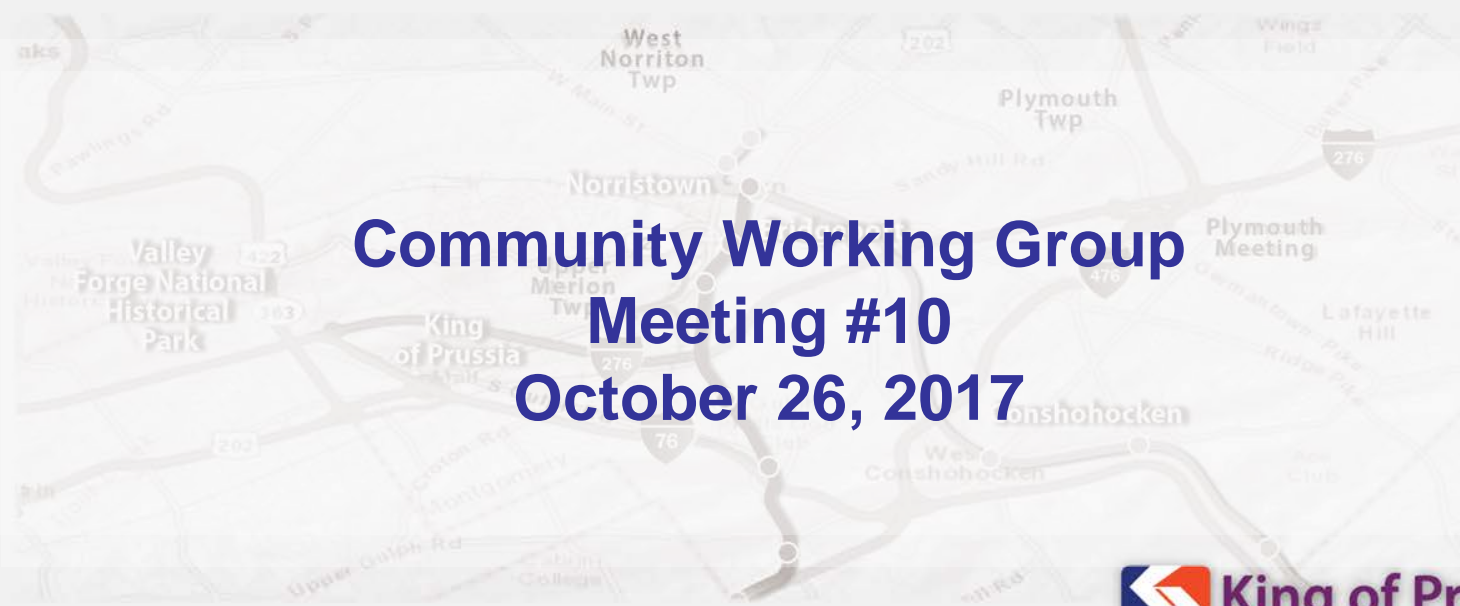
**Norristown High Speed Line Extension Draft EIS  
Community Working Group Agenda**

**Thursday, October 26, 2017 (7 p.m.)  
Upper Merion Township Building**

- I. Welcome & review of last meeting**
  - a. Meeting summary
  - b. The Draft EIS has been released
  - c. Public hearing dates
  
- II. Discussion/Presentation**
  - Draft Environmental Impact Statement (Draft EIS) release. What is in the document?
    - Presenters: Margaret Quinn and Leslie Roche, AECOM
  - Q&A
  
- III. Wrap-up**
  - What KOP Rail-related topics would you like to discuss at future meetings?
  
- IV. Next Steps/Action Items**
  - Other Comments/Questions

# King of Prussia Rail Project

An Extension of the Norristown High Speed Line



**Community Working Group  
Meeting #10  
October 26, 2017**

Norristown High Speed Line Extension Draft EIS



# CWGW Meeting #10



## Agenda

- NEPA Basics
- DEIS Findings
  - Benefits and Impacts
  - Minimization and Mitigation
- CWGW Role as Project Advances

# NEPA Basics

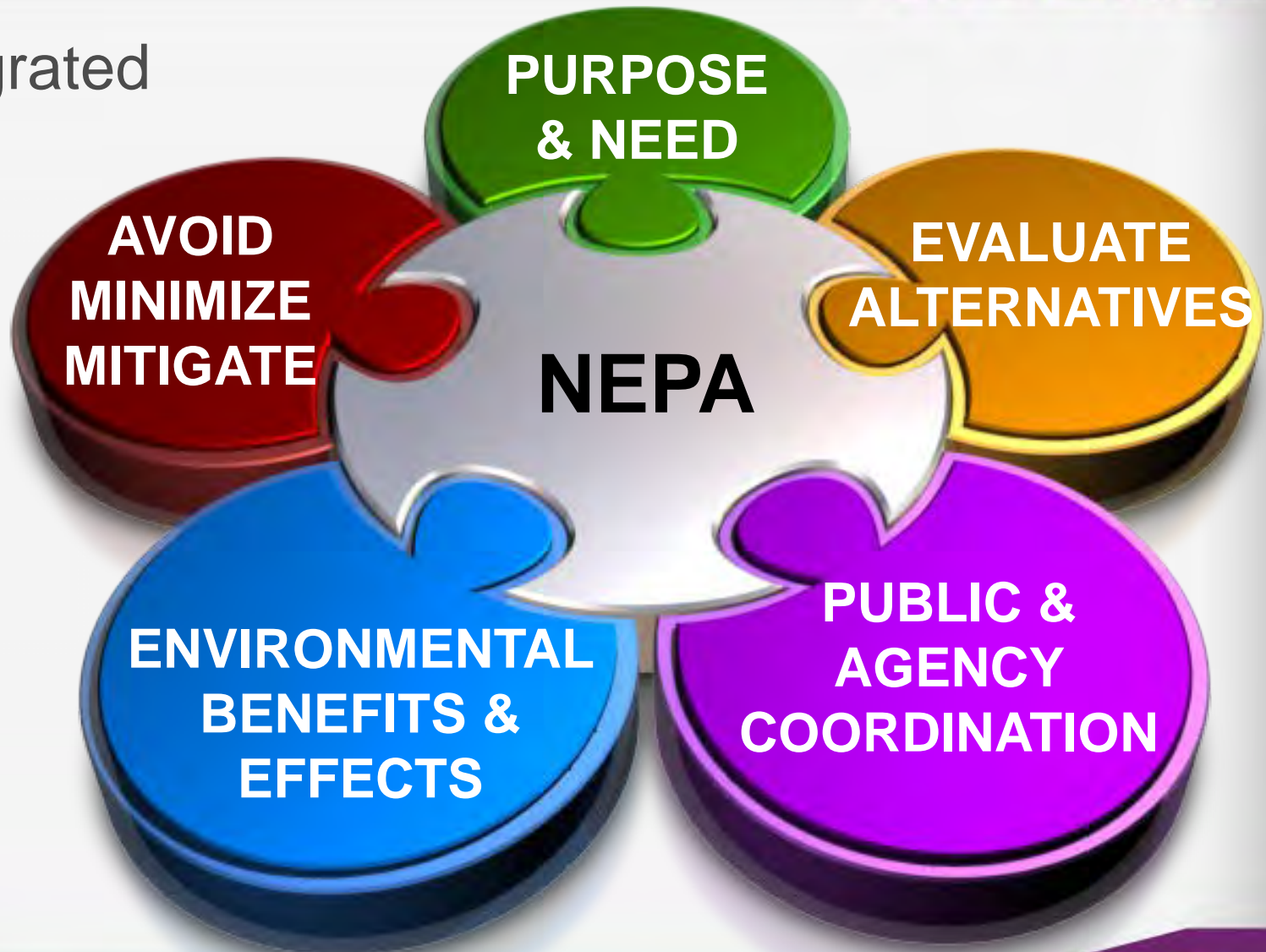
- Consider consequences of federal actions on the human and natural environment, including trade-offs
- Evaluate alternative courses of action that could achieve purpose and need
- Discuss situation with interested and affected parties
- Document decisions and outcomes



*National Environmental Policy Act*

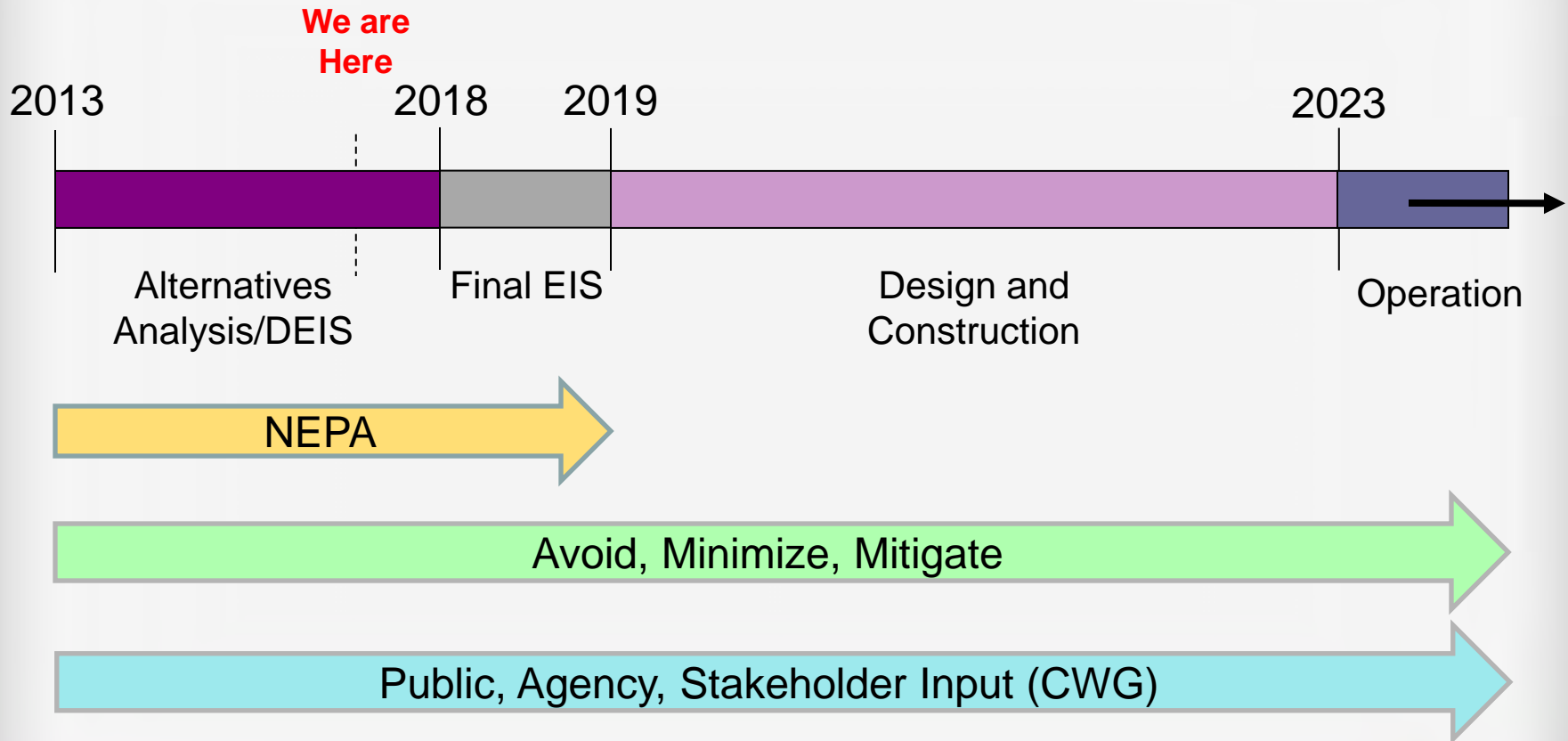
# NEPA Basics

An integrated process



# NEPA Basics

## Project Schedule



# DEIS Document

- Compares 5 Action Alternatives and a No Action Alternative
- Recommends a Locally Preferred Alternative and presents two design options
- Considers public and stakeholder input
- Analyzes and assesses benefits and effects: natural and community environment
- Identifies possible minimization and mitigation strategies

## Evaluates Benefits and Effects of the 5 Action Alternatives and 2 Design Options On:

- Transportation and Traffic
- Land Use and Economic Development
- Community Facilities
- Property Acquisitions and Displacements
- Parks, Recreational Land and Open Space
- Historical and Archaeological Resources
- Visual Effects
- Air Quality
- Noise and Vibration
- Natural Resources
- Contaminated and Hazardous Materials
- Energy Use
- Utilities Effects



# DEIS Findings – Property Acquisitions

Factor	No Action Alternative (b)	Action Alternatives (c)						
		PECO-1 <sup>st</sup> Ave.	PECO/TP-1 <sup>st</sup> Ave. and its Design Options			PECO/TP-N. Gulph	US 202-1 <sup>st</sup> Ave.	US 202-N. Gulph
			PECO/TP-1 <sup>st</sup> Ave. (recommended LPA)	Design Options Differences Compared to PECO/TP-1 <sup>st</sup> Ave.				
				PA Turnpike North/South Option	9/11 Memorial Avoidance Option			
<b>Partial Acquisitions (Number of Parcels)</b>								
Residential	un	59	24	-24	ND	24	2	2
Commercial	un	46	46	ND	+1	30	95	69
Parks	un	2	0	ND	ND	0	0	0
Other (a)	un	13	14	-1	-1	15	7	8
<b>Totals</b>	un	<b>120</b>	<b>84</b>	<b>-25</b>	<b>ND</b>	<b>69</b>	<b>104</b>	<b>79</b>
<b>Full Acquisitions (Number of Parcels)</b>								
Residential	un	4	4	-4	ND	4	19	19
Commercial	un	4	4	ND	ND	4	4	4
Parks	un	1	0	ND	ND	0	0	0
Other (a)	un	3	3	ND	+1	2	2	1
<b>Totals</b>	un	<b>12</b>	<b>11</b>	<b>-4</b>	<b>+1</b>	<b>10</b>	<b>25</b>	<b>24</b>

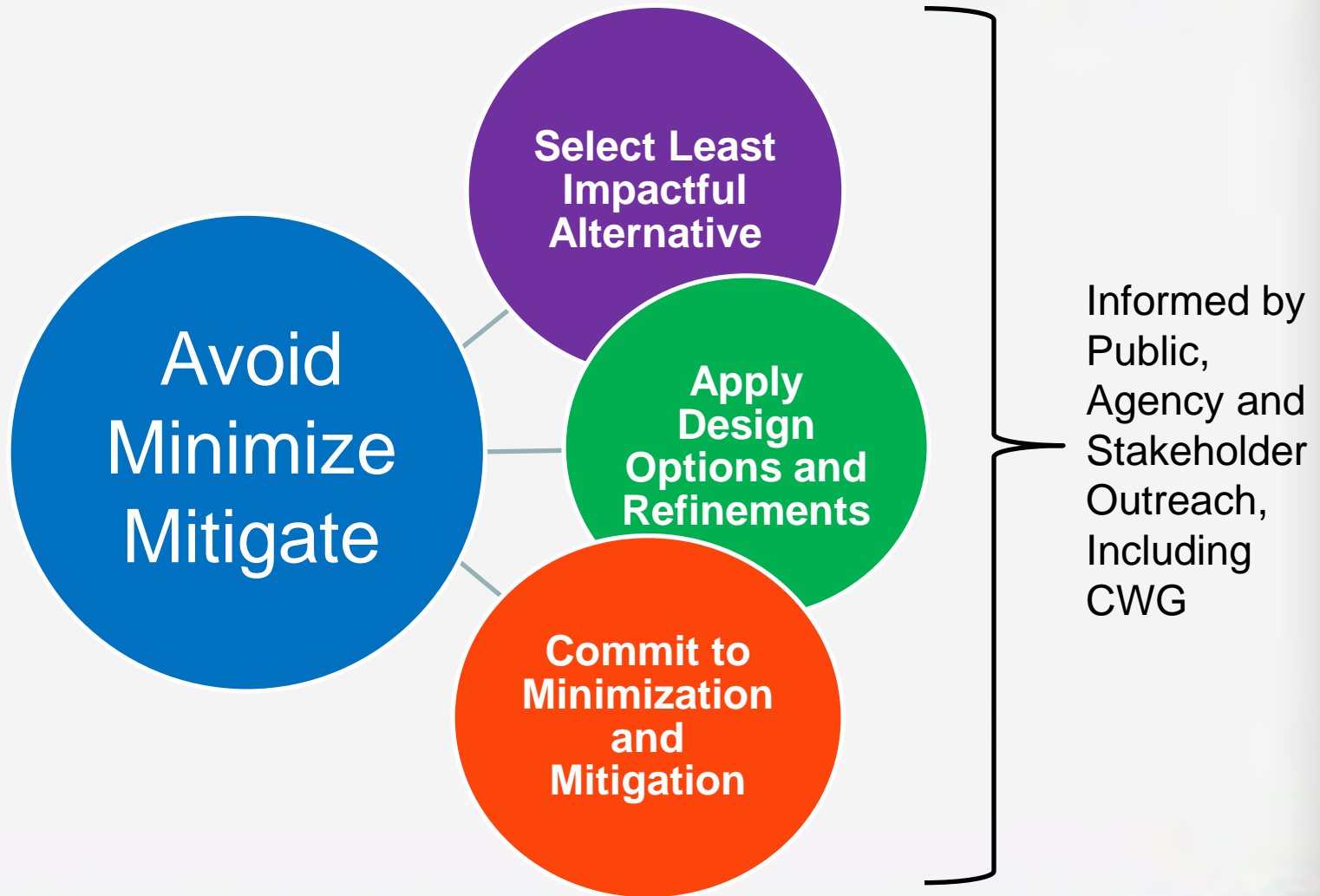
- Notes:
- ND = no difference compared to recommended LPA
  - (a) Other: transportation, utilities;
  - (b) un = unknown;
  - (c) Quantities are based on conceptual planning and engineering to date and subject to refinement as design advances

# DEIS Findings – Noise Screening

Action Alternative		Moderate <sup>1</sup>			Severe <sup>1</sup>			Totals			
		FTA Land Use Category									
		1	2	3	1	2	3	1	2	3	
Action Alternatives	PECO–1 <sup>st</sup> Ave.		0	66	3	0	0	0	0	66	3
	Design Options Compared to PECO/TP-1 <sup>st</sup> Ave.	PECO/TP-1 <sup>st</sup> Ave. (recommended LPA)	0	33	2	0	0	0	0	33	2
		PA Turnpike North/South Option	ND	-29	ND	ND	ND	ND	ND	-29	ND
		9/11 Memorial Avoidance Option	ND	ND	-1	ND	ND	ND	ND	ND	-1
	PECO/TP–N. Gulph		0	32	2	0	0	0	0	32	2
	US 202–1 <sup>st</sup> Ave.		0	29	3	0	0	0	0	29	3
	US 202–N. Gulph		0	28	3	0	0	0	0	28	3

ND = no difference compared to recommended LPA; 1 = The number of exceedances of the *moderate* and *severe* impact criteria categories are reported for each of the three FTA land use categories: Category 1 is highly sensitive receptors; Category 2 is residences; and Category 3 is institutional properties.

# Avoid, Minimize, Mitigate



## Identifies Possible Minimization and Mitigation Strategies

- Avoid
  - Select Alternative or Design Option with No Impact (An Example, recommended LPA Avoids PECO Corridor west of PA Turnpike)
- Minimize
  - Modify Alignment (An Example, PA Turnpike North/South Design Option)
  - Refine Selected Alternative as Design Advances (An Example, Reduce LOD)

## Identifies Possible Minimization and Mitigation Strategies

- Minimize (Continued)
  - Manage Impacts (An Example, Construction Management Plans that Prescribe Contractor Activities to Protect Private Property, Maintain Traffic Access and Control Noise)
- Mitigate
  - Apply Design Elements to Eliminate Impact (An Example, Privacy Screening)

## Minimization and Mitigation Example (Applies to Each Action Alternative and Design Option):

- Potential Risk Regarding Underlying Geologic Conditions
  - SEPTA will undertake detailed geotechnical studies to assess and characterize potential risks, and develop appropriate design solutions.
  - SEPTA will consult with PECO, PennDOT, the PA Turnpike Commission, Upper Merion Township and other Project study area stakeholders regarding geology conditions and appropriate design within their rights-of-way.
  - SEPTA would refine the alignment and design the structural supports in locations with suitable subsurface conditions.
  - SEPTA would build flexibility and redundancy into the design of the guideway and other structures to minimize potential subsurface problems and impacts.

# CWGW Role

- **DEIS**

- Review and Provide Comments (Now Through 12/4)

- **FEIS**

- Participate in Refining Preferred Alternative
- Participate in Identifying Minimization and Mitigation Commitments
- Review and Provide Comments on the FEIS

- **Engineering**

- Participate in Development of the Preferred Alternative Design
- Participate in Development of Construction and Operational Plans

- **Construction and Operation**

- Participate in Refining Construction and Operational Plans
- Participate in Project Outreach Activities

# DEIS Comment Period

- Start of Comment Period: October 13, 2017
- End of Comment Period: December 4, 2017
- Comments can be made by the following means:
  1. Submit comments through the Project website at [www.kingofprussiarail.com](http://www.kingofprussiarail.com)
  2. Send an email to [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)
  3. Send written comments to:

KOP Rail Project Mailbox  
c/o McCormick Taylor, Inc. ATTN: ECW  
Two Commerce Square  
2001 Market Street, 10th Floor  
Philadelphia, PA 19103
  4. Attend a public hearing and provide written or oral comments
- All comments, whether written, electronic or oral, are given equal consideration and become part of the official hearing record.



## An Extension of the Norristown High Speed Line



# Thank You!

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

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