

Appendix CC

Transportation Effects of the Preferred Alternative

1. Memorandum: Preferred Alternative Representative Stations and Stations-Pairs

See Volume 1, Appendix BB – Technical Analysis on the Preferred Alternative, and Volume 2, Appendix C – Transportation, for additional transportation appendices.

Memorandum: Preferred Alternative Representative Stations and Station-Pairs



MEMORANDUM

TO: File

FROM: Ruby Siegel

RE: Preferred Alternative Representative Stations and Station-Pairs

DATE: April 10, 2016

The Federal Railroad Administration (FRA) selected a subset of potential Intercity stations described as part of NEC FUTURE to focus the analysis of potential impacts of the No Action and Action Alternatives in the Tier 1 Draft EIS. This level of analysis provides a clearer understand as to how the No Action and Action Alternatives would affect travel, economic factors, and the environment in selected markets and market-pairs in the Affected Environment.

The FRA identified 25 representative stations to highlight the type and magnitude of benefits and effects on travel in each of the Action Alternatives, when compared to the No Action Alternative in the Tier 1 Draft EIS. (See Volume 2, Appendix C, Targeted Stations Analysis.) These 25 rail stations were highlighted to demonstrate the types of impacts that station would experience as part of the No Action and Action Alternatives. In addition, the FRA selected 17 station-pairs assembled from the 25 representative stations, to highlight how the No Action and Action Alternatives provide new Intercity travel linkages between markets or offer improved Intercity connections between existing markets.

For this Tier 1 Final EIS, the FRA reexamined the representative stations to:

- Remove stations that were served by one of the Action Alternatives, but are not served by the Preferred Alternative.
- Add stations that highlight the markets served by the Preferred Alternative.

Similarly, the FRA revised the representative station-pairs to include stations-pairs that highlight improved market connections that would result from the Preferred Alternative. This reexamination resulted in a total of 21 representative stations and 15 representative station-pairs, as presented in Table 1 and Table 2.

Table 1: Representative Stations and Existing Station Type

Station	Existing Station Type	Station	Existing Station Type
Washington Union Station	Major Hub	New Rochelle	Hub
Odenton	Local	Cross Westchester	—
Baltimore Penn Station	Hub	Stamford	Major Hub
Newark, DE	Hub	New Haven	Major Hub
Wilmington	Major Hub	New London	Hub
Philadelphia 30th Street	Major Hub	Hartford	Hub
Trenton	Hub	Providence	Hub
Newark Liberty	Hub	T.F. Green	Local
Newark Penn Station	Major Hub	Route 128	Local
Secaucus	Local	Boston South Station	Major Hub
Penn Station New York	Major Hub		

Source: NEC FUTURE team, 2015

Table 2: Representative Station-Pairs

Station 1	Station 2
Washington Union Station	Newark, DE
Washington Union Station	Philadelphia 30 th Street Station
Washington Union Station	Penn Station New York
Washington Union Station	Secaucus
Washington Union Station	Boston*
Baltimore Penn Station	New Haven
Philadelphia 30 th Street Station	Odenton
Penn Station New York	Baltimore Penn Station
Penn Station New York	Wilmington
Penn Station New York	Philadelphia 30 th Street Station
Penn Station New York	Boston
Stamford	Providence
New London	Penn Station New York
Hartford	Newark Penn Station
Boston*	Philadelphia 30 th Street Station

Source: NEC FUTURE team, 2016

* Ridership estimation for Intercity passenger rail service to and from Boston include both Boston South Station and Boston Back Bay Station