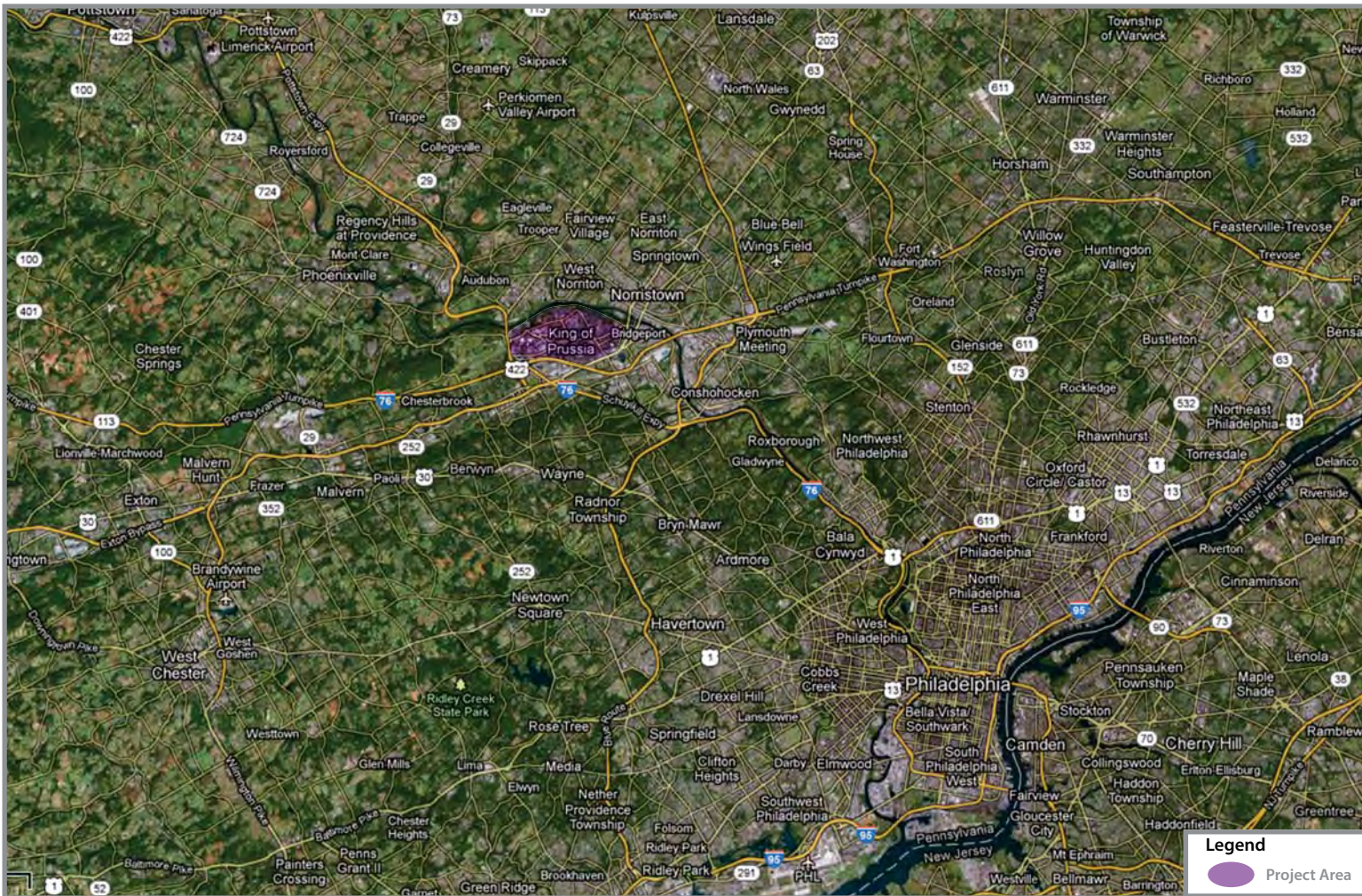




*WELCOME*

---

*King of Prussia Rail Project*  
An Extension of the Norristown High Speed Line



*King of Prussia Rail Project*  
An Extension of the Norristown High Speed Line

STATION 1

*Where Do You Live?*

*Where Do You Work?*

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





## King of Prussia Rail Project

An Extension of the Norristown High Speed Line

STATION 2

### Norristown High Speed Line and Study Area Fast Facts

#### Growing Travel Needs:

- 28,000 residents in Upper Merion Township in 2009; 31,000 residents projected in 2035.
- 59,100 jobs in Upper Merion in 2013; 62,100 jobs projected 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).
- 1.7M visits/year to Valley Forge National Historical Park.
- 5,600 average weekday passenger bus trips to and from the King of Prussia area.

#### NHSL Fast Facts

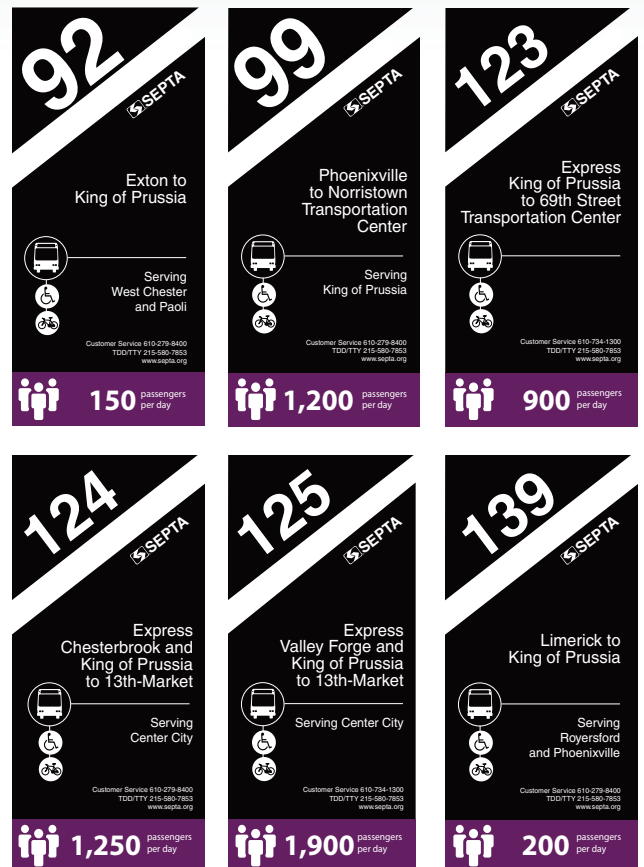
- Interurban rail line from Norristown Transportation Center to 69th Street Transportation Center
- Total travel time from Norristown Transportation Center to 69th Street Transportation Center ranges from 22 minutes to 35 minutes depending on express or local services, and a 15-minute ride on the Market Frankford Line to Center City
- Convenient transfer at 69th Street Transportation Center
- Runs entirely on its own grade-separated right-of-way
- Two-track system with power from a third rail
- High-level platforms
- Limited and express services, two-car operation in peak periods
- Frequent stops

### Current Bus Service to King of Prussia

#### Service Issues Exist on Routes 124 and 125

- On-time performance among the poorest in system
- Weekday trip times of up to 1 hour and 45 minutes, resulting primarily from traffic congestion on I-76
- Rail provides a more efficient and reliable ride

*The King of Prussia area is currently served by six SEPTA bus routes, with over 5,600 riders per day.*



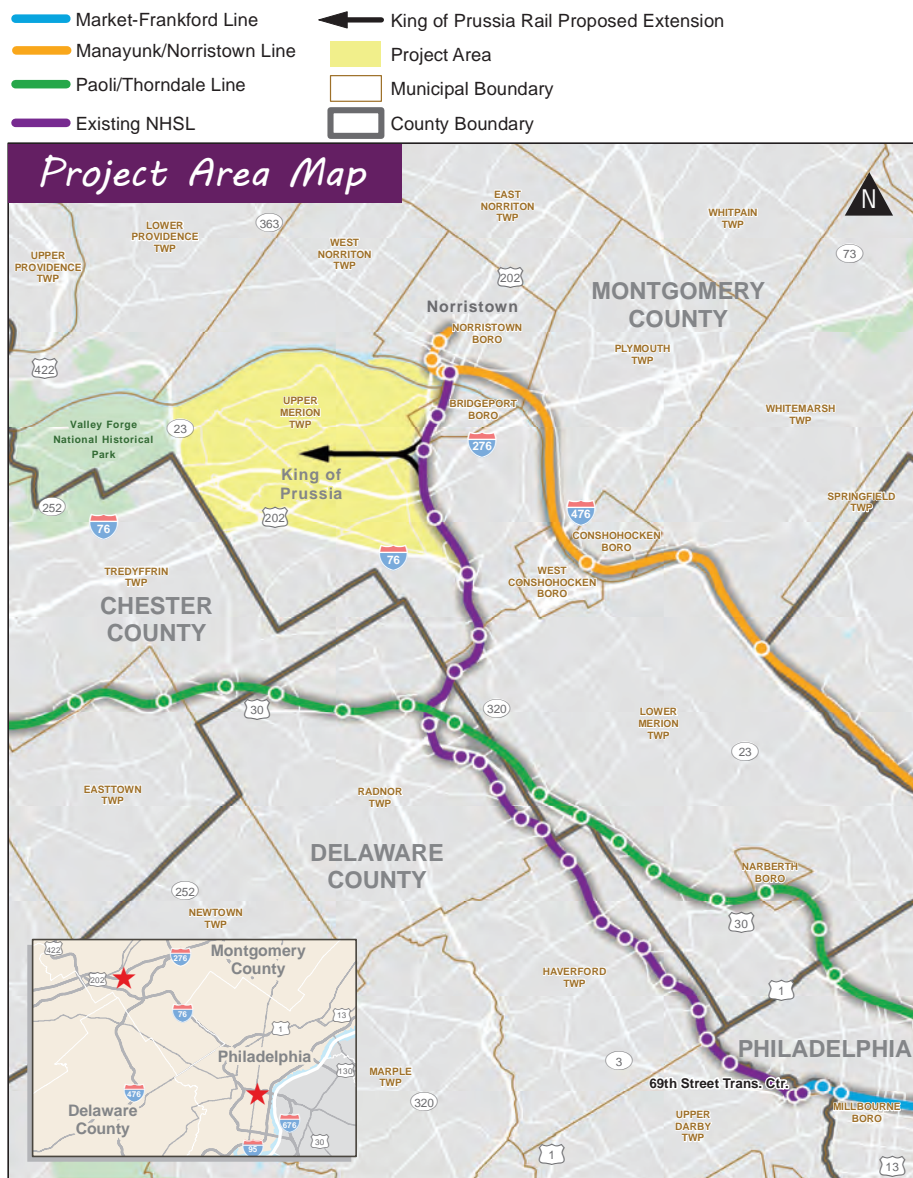
## King of Prussia Rail Project

An Extension of the Norristown High Speed Line

STATION 2

## Project Location & Purpose

The purpose of the proposed project is to provide faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia; improve connectivity between major destinations in the area; better serve existing transit riders; and accommodate new transit patrons.



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## Project Steps/Timeline

### Project Development Process



### Draft EIS Elements

#### Study Initiation:

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

#### Development and Refinement of Alternatives:

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

#### Analysis, Evaluation and Final Refinement of Alternatives, Memorandums and Draft EIS:

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

The first phase of the King of Prussia Rail project entails the preparation of a Draft Environmental Impact Statement (Draft EIS).

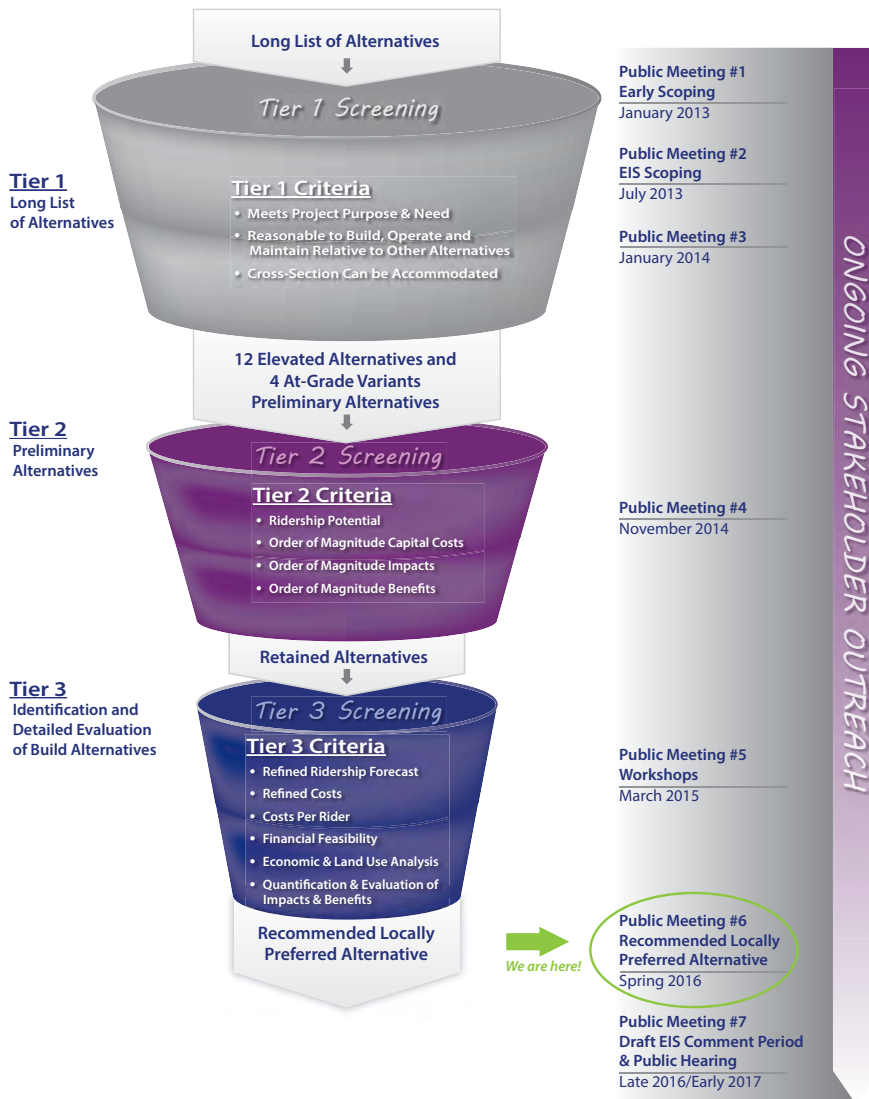
As part of the Draft EIS process, SEPTA will:

- Develop and review multiple project alternatives;
- Complete environmental and engineering studies; and
- Provide ongoing opportunities for public involvement and input.

During the Tier 3 screening process, 5 build alternatives were narrowed down to a Recommended Locally Preferred Alternative (Recommended LPA). The goal is to arrive at an alternative that strikes a balance between user benefits and any impacts to communities and the environment. The completion and circulation of the Draft EIS is scheduled for late 2016/early 2017.



## Tier 3 Screening Categories



- Air Quality and Energy
- Cost
- Hazardous Materials
- Historic and Archaeological Resources
- Land Use and Economic Development
- Natural Resources
- Neighborhoods and Community Facilities
- Noise and Vibration
- Parks, Recreational Land and Open Space
- Property Acquisitions and Displacements
- Ridership
- Utilities

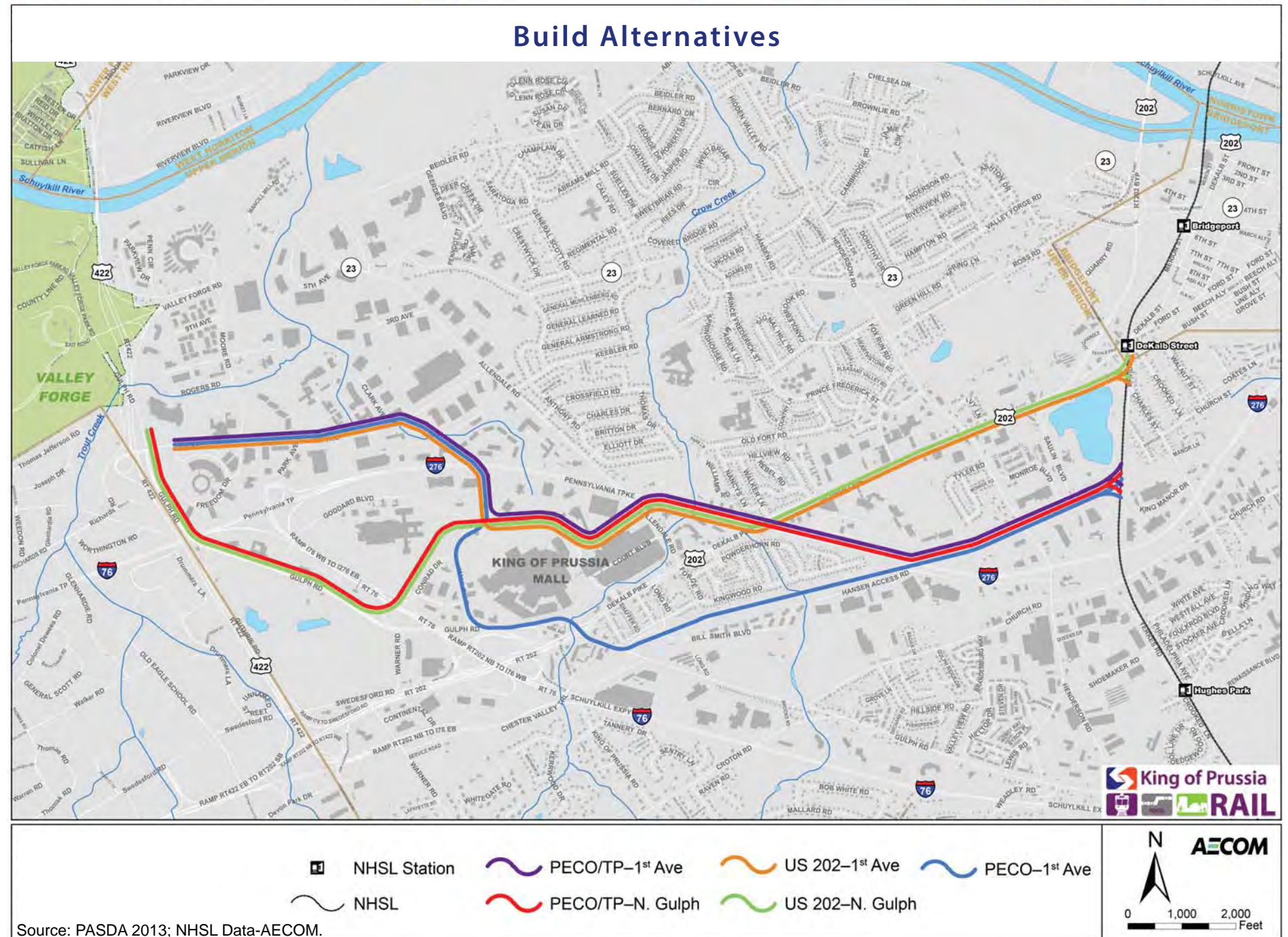
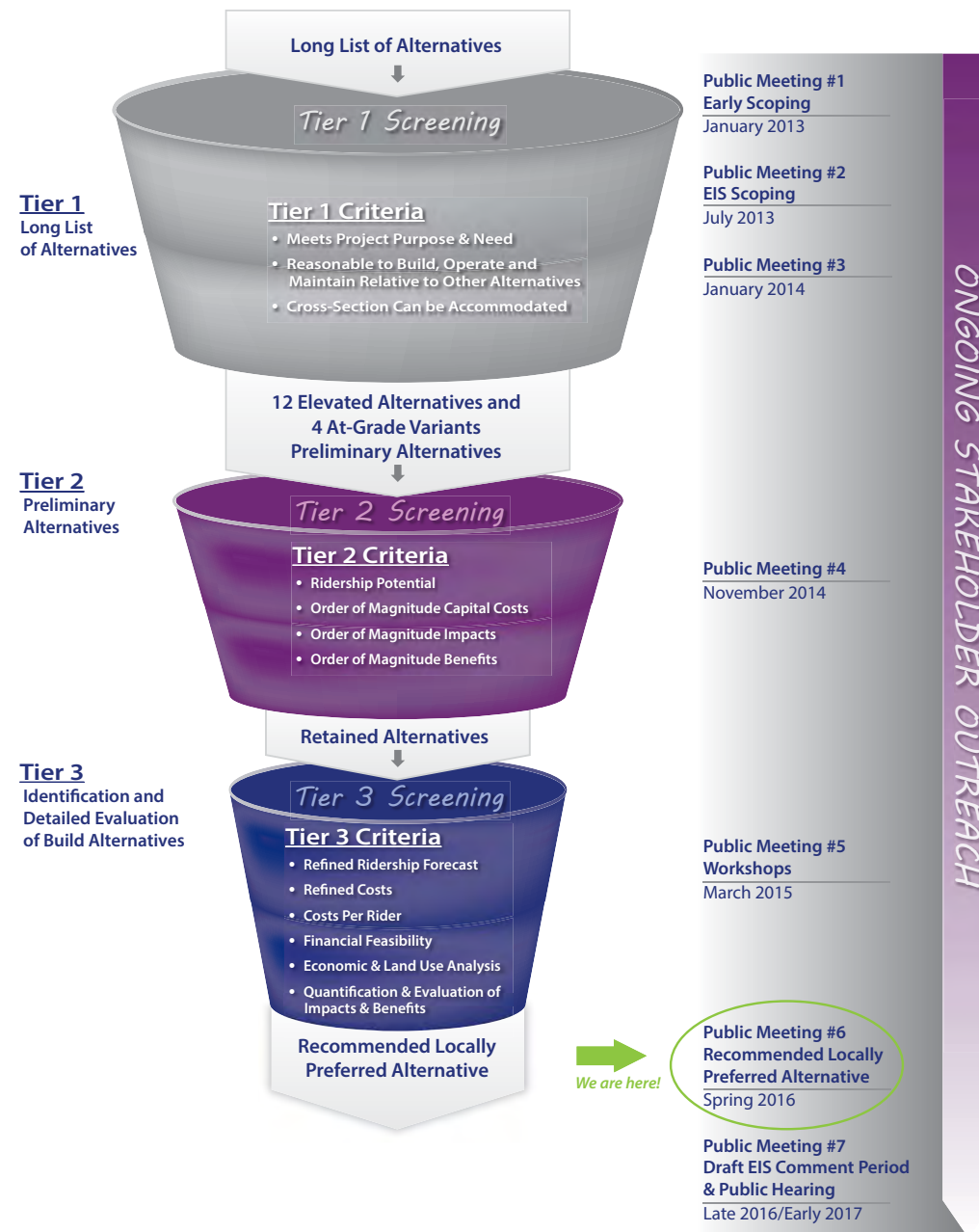




# King of Prussia Rail Project

## An Extension of the Norristown High Speed Line

STATION 3



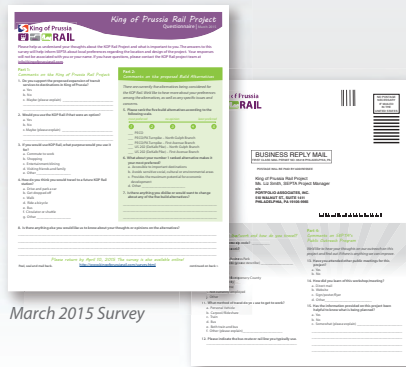
[www.kingofprussiarail.com](http://www.kingofprussiarail.com) | [www.twitter.com/KOPRail](https://www.twitter.com/KOPRail)



## March 2015 Public Workshops

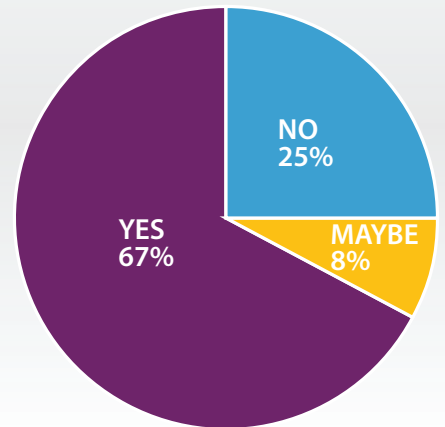
### What We Heard...

- ✓ Survey was mailed to **28,000** addresses as meeting notices for the Workshops
- ✓ **987** surveys were completed (405 online / 582 by mail)
- ✓ Of those responses, **385** were residents



March 2015 Survey

### Support the Extension



### Most commonly mentioned benefits:

- Support existing and future development
- Alternative to transportation for commuting residents
- "Senior friendly" and accessible transportation
- Congestion reduction
- Access for workers to KOP
- Potential for property value increases

### Frequent Concerns:

- Noise
- Parking (at stations and suggested park-and-rides)
- Safety
- Residential impacts and property values

### Other Notable Comments :

- Traffic during construction concerns
- Concerns about the appearance of the rail line
- Questions of where funding would come from as well as cost of each alternative
- Changes in existing bus routes





## Priority Decision Making Factors

### Determined Using



*Public Comments*



*Stakeholder Input*



*Technical Data*

### Residential Factors

- Reduce number of full residential acquisitions
- Fewer potential visual impacts
- Minimize capital and operations and maintenance (O&M) costs
- Higher ridership
- Broad acceptance by Key Stakeholders/Political Leaders

### Business Area Factors

- More stations within rezoned mixed use area
- Redevelopment potential
- Ease of new zoning
- Increased access to jobs
- Higher ridership
- Minimize capital and operations and maintenance (O&M) costs
- Broad acceptance by Key Stakeholders/Political Leaders



## Alternative Performance

### How each alternative performed on the priority decision factors

#### US 202 1st Ave

- Highest number of potential residential acquisitions
- Relatively lower ridership
- Lacked acceptance from township and businesses
- Higher redevelopment and rezoning potential
- Access to existing and future jobs

#### US 202 N. Gulph Road

- Highest number of potential residential acquisitions
- Relatively lower ridership
- Lacked acceptance from township and businesses
- Lower redevelopment potential

#### PECO 1st Ave

- Highest visual impacts
- Not highly-rated for most criteria
- Higher redevelopment and rezoning potential
- Access to existing and future jobs

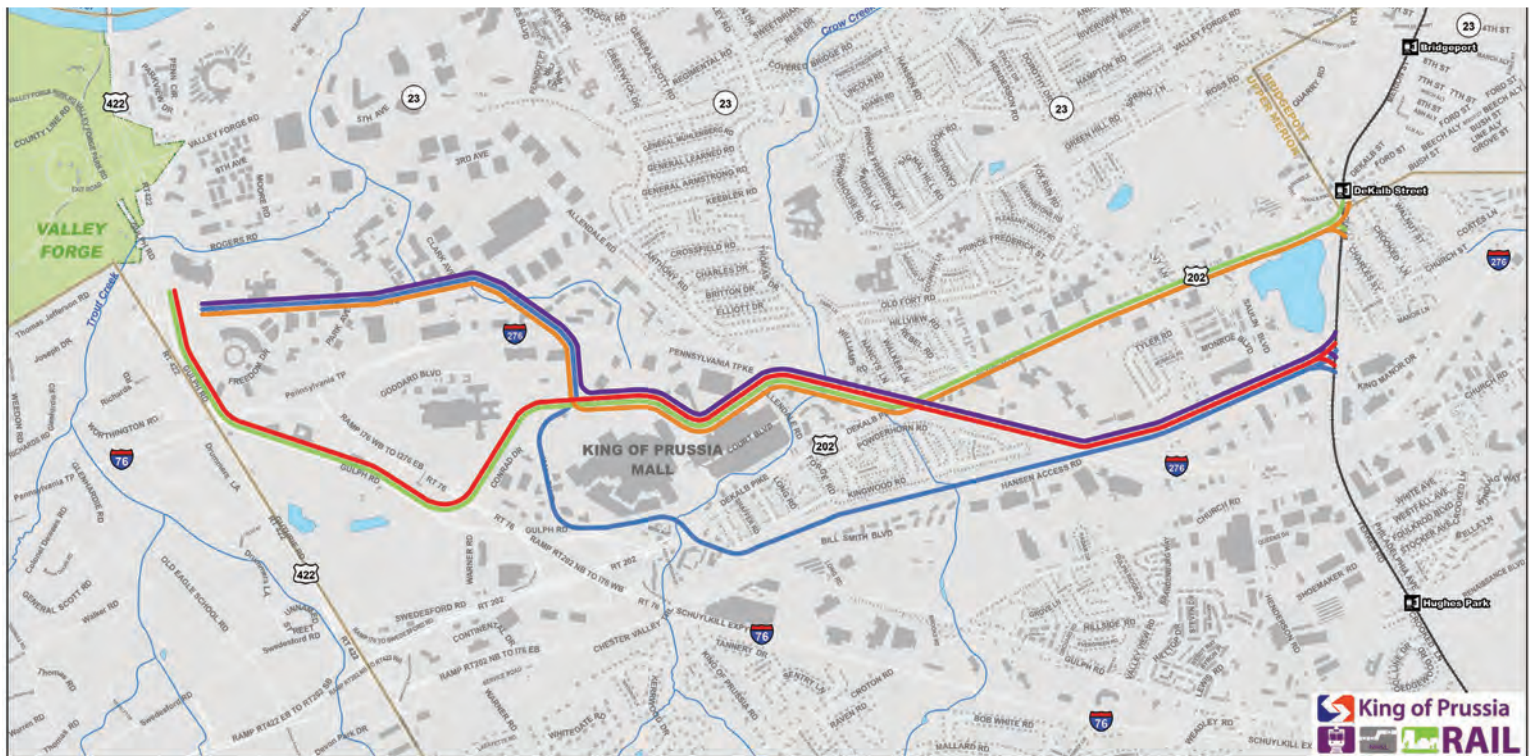
#### PECO/TP 1st Ave








- Highest ridership
- Fewest residential impacts
- Fewer visual impacts
- Higher redevelopment and rezoning potential
- Access to existing and future jobs

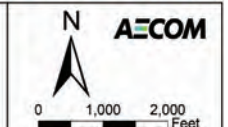
#### PECO/TP N. Gulph

- Highest ridership
- Fewest residential impacts
- Fewer visual impacts
- Lower redevelopment potential

### Build Alternatives



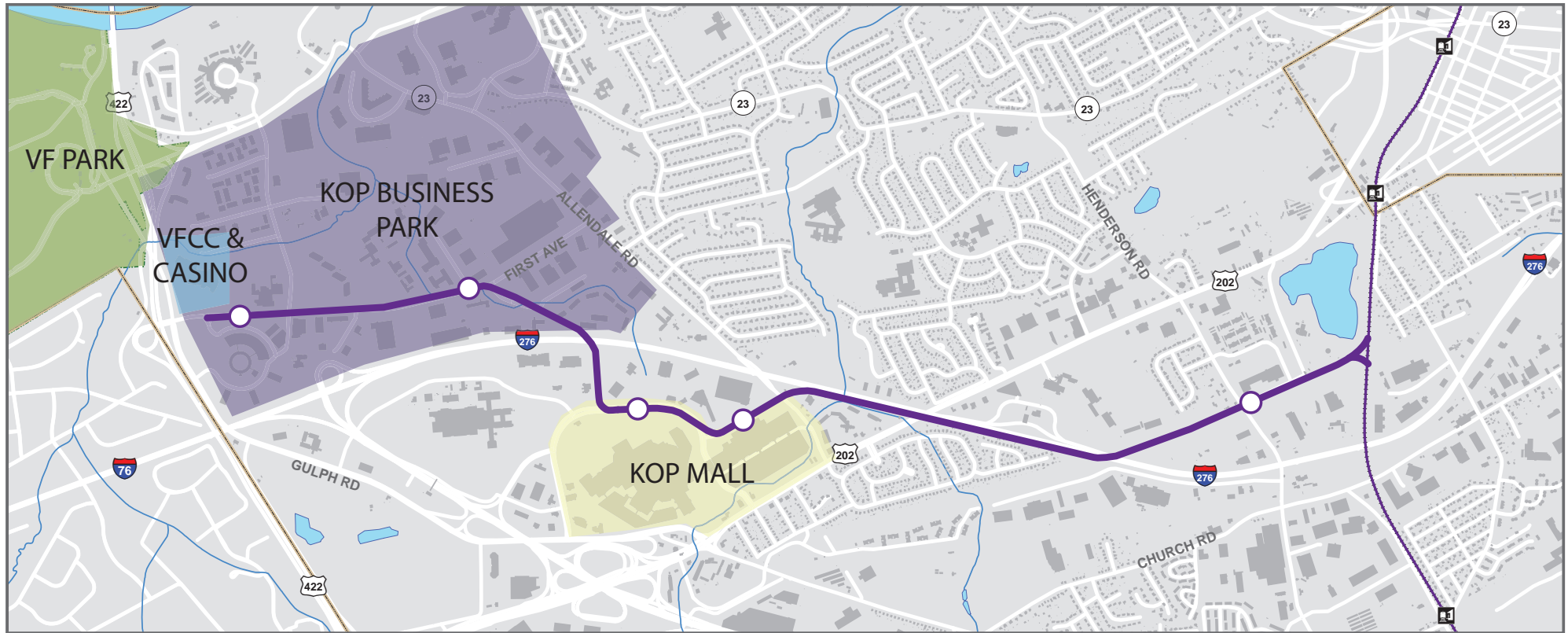
 NHSL Station    
  PECO/TP-1st Ave    
  US 202-1st Ave    
  PECO-1st Ave  
 NHSL    
  PECO/TP-N. Gulph    
  US 202-N. Gulph



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*Recommended Locally Preferred Alternative*  
PECO/Turnpike - 1st Avenue Alternative



# *Draft Environmental Impact Statement (Draft EIS)*

- Examine 5 Build Alternatives (Action Alternatives) and a No Action Alternative
- Consider Public and Stakeholder Input
- Assess Natural and Built Environment Effects
- Analyze Transportation Effects
- Identify Minimization and Mitigation Strategies
- Scheduled release: December 2016

## Analyses in Draft EIS

- |   |   |  |
|---|---|--|
| <ul style="list-style-type: none"><li>• Transportation Systems and Facilities</li><li>• Land Use and Socioeconomics</li><li>• Neighborhoods and Community Facilities</li><li>• Property Acquisition and Displacements</li><li>• Economic Effects</li><li>• Environmental Justice</li><li>• Parks, Recreation Land, and Open Space</li><li>• Historic Properties</li></ul> | <ul style="list-style-type: none"><li>• Archaeological Resources</li><li>• Visual and Aesthetic Resources</li><li>• Air Quality</li><li>• Noise</li><li>• Vibration</li><li>• Habitat and Wildlife</li><li>• Water Resources</li><li>• Topography, Geology, and Soils</li><li>• Hazardous Materials</li></ul> | <ul style="list-style-type: none"><li>• Utilities (including Energy)</li><li>• Safety and Security</li><li>• Construction Methods and Activities</li><li>• Section 4(f) Evaluation</li><li>• Indirect and Cumulative Effects</li><li>• Public Participation and Agency Outreach</li><li>• Evaluation of Alternatives</li></ul> |
|---|---|--|





## *King of Prussia Rail Project* An Extension of the Norristown High Speed Line

STATION 3

### *Locally Preferred Alternative Examples*



Rendering looking east as KOP Rail runs down 1st Avenue at the intersection of Moore Road, passing the King of Prussia business park.



Rendering of the KOP Rail line passing by the King of Prussia Mall on Mall Boulevard.



Rendering of the KOP Rail line running adjacent to the Pennsylvania Turnpike near the Valley Forge Homes Community.

### *Similar Project Examples*



**AirTrain New York City, NY**  
Provides service to John F. Kennedy International Airport



**Metro Transit Hennepin County, MN**  
Hiawatha Line- light rail system that extends from downtown Minneapolis to Bloomington



**Metrorail Tysons Corner, VA**  
Silver Line service to Washington, DC



## King of Prussia Rail Project

An Extension of the Norristown High Speed Line

STATION 4

## How to Stay Involved

This meeting will announce the Recommended Locally Preferred Alternative (Recommended LPA). Over the next 10-11 months, SEPTA – in concert with the Federal Transit Administration – will release the Draft Environmental Impact Statement (Draft EIS) and hold a public hearing to document public comments.

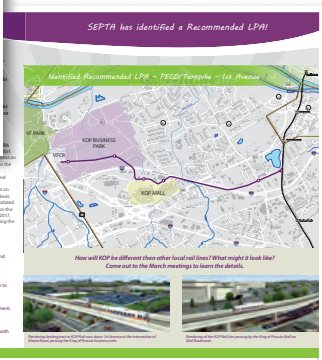
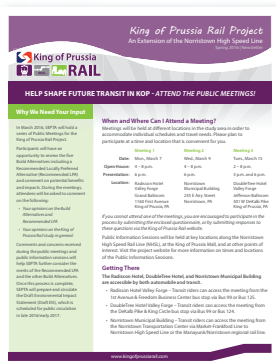
**Project Website** [www.kingofprussiarail.com](http://www.kingofprussiarail.com)

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

**E-mail** [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)  
Email us with questions or comments regarding the project.

**Mailing List** Sign-up for project mailing list through the project website.

**Public Hearing** A public hearing is anticipated to be held in late 2015/early 2016.



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



# *King of Prussia Rail Project*

An Extension of the Norristown High Speed Line



**Liz Smith, P.E., PMP**  
**Manager of Long-Range Planning**  
**Strategic Planning & Analysis**  
**SEPTA**

Norristown High Speed Line Extension Draft EIS





# Agenda

- Project Background
- March 2015 Workshops
- Modification to DEIS Approach
- Recommended Locally Preferred Alternative (LPA)
- Next Steps

# Meeting Goals

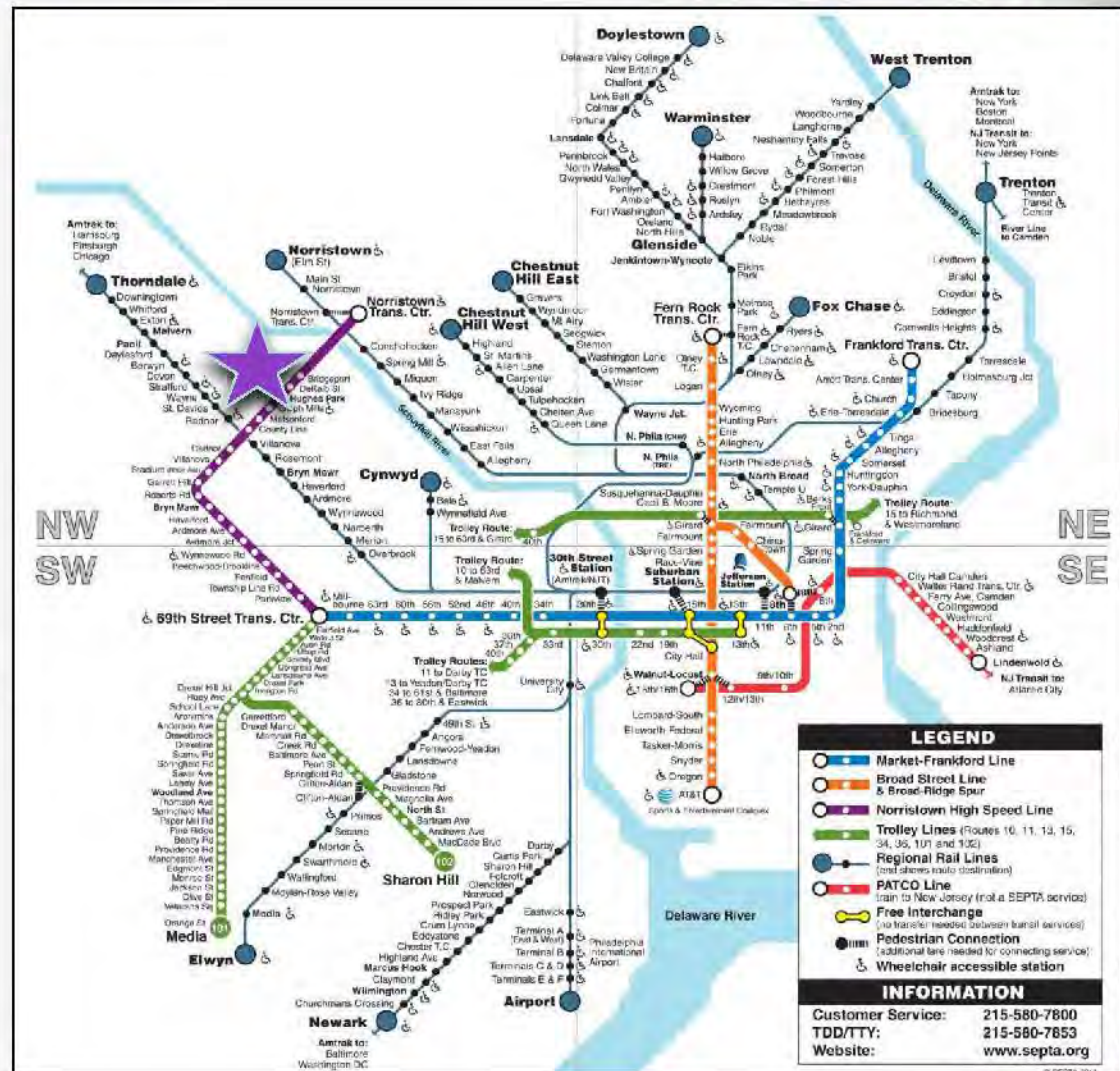
- To inform attendees about the work completed over the past year
- To gain feedback and input on the Recommended Locally Preferred Alternative
  - Was the best alternative recommended?
  - How can the design of the recommended LPA could be improved?



# Project Background

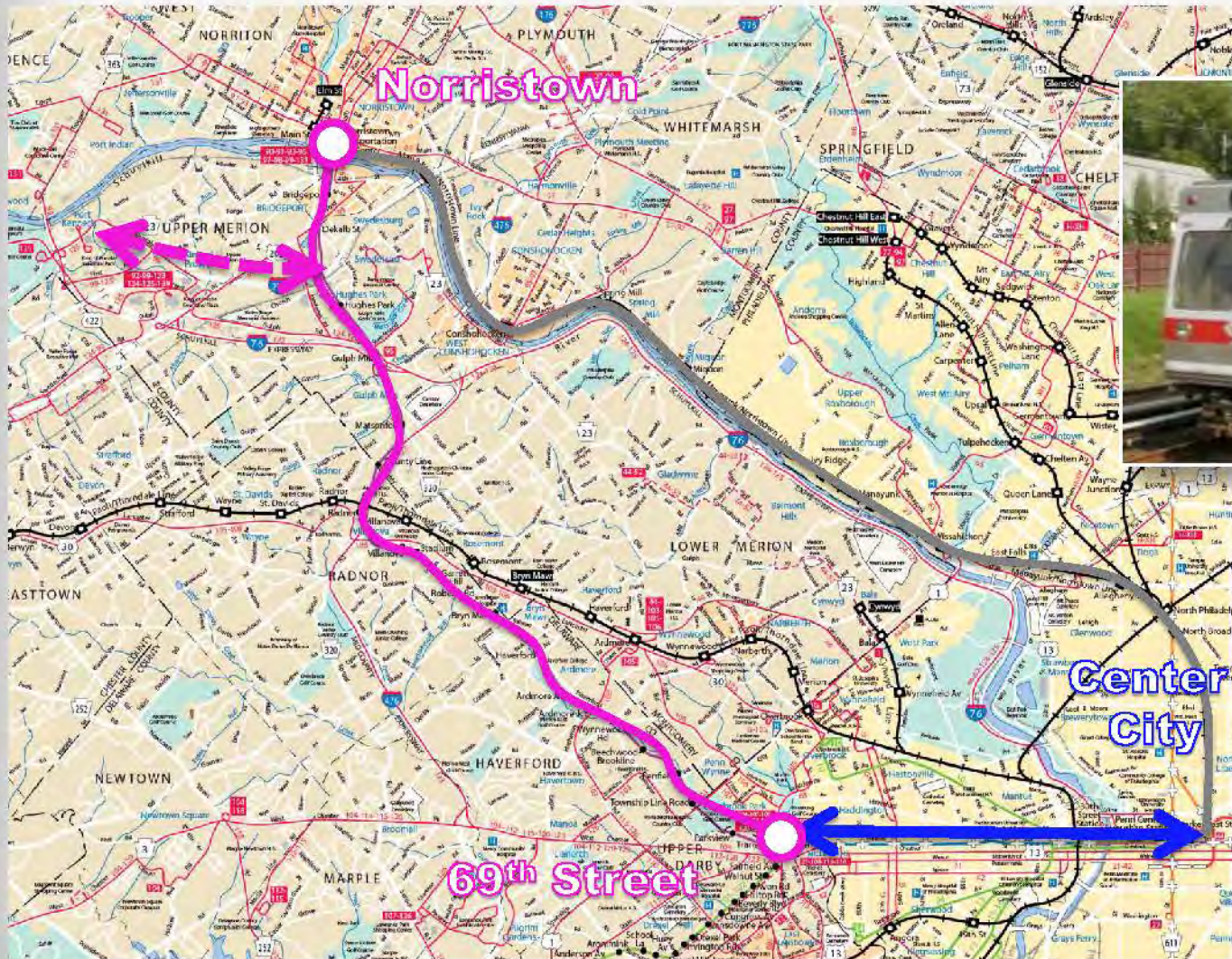
## King of Prussia not directly served by rail

- Paoli-Thorndale & Norristown Regional Rail lines, as well as Norristown High Speed Line come within 3 miles of KOP
- Served by 6 bus routes with high ridership, but low on-time performance



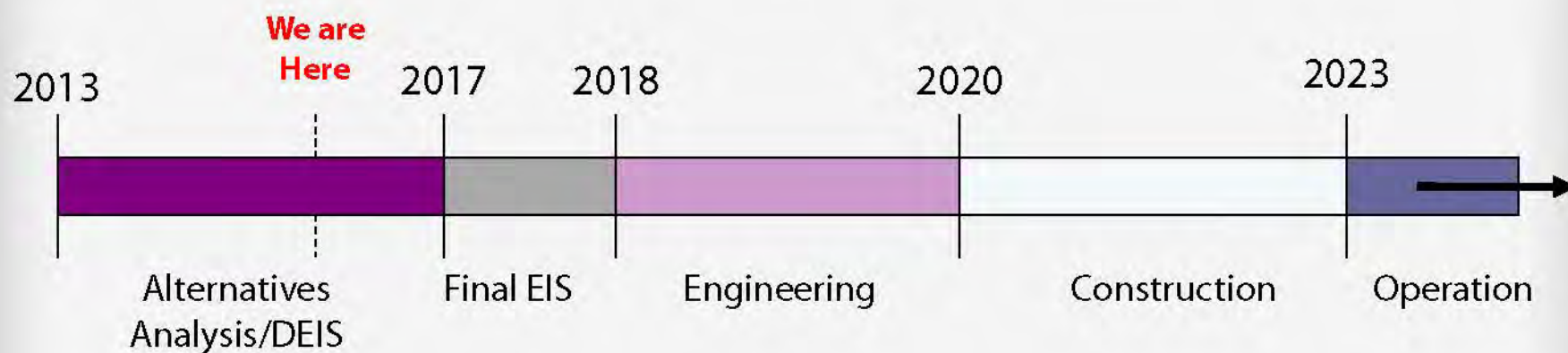


# Norristown High Speed Line





# Project Schedule



## Alternatives Analysis

A process to work with the public and project stakeholders to determine the best routing (Alternative) for the project, looking at various factors including costs, benefits, and impacts.

## Draft Environmental Impact Statement (DEIS)

The purpose of the EIS is to provide full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable ways to avoid or minimize negative impacts and enhance the quality of the environment.



- Compare 5 Build Alternatives (Action Alternatives) and a No Action Alternative
- Consider public and stakeholder input
- Assess environmental effects
- Analyze transportation effects
- Identify minimization and mitigation strategies
- Scheduled release: December 2016

# Public Involvement

## Key Part of Project

### Public Meetings

- Pre-Scoping (January 2013)
- Scoping Hearing (July 2013)
- Tier 1 Alternatives (January 2014)
- Tier 2 Alternatives (Fall 2014)
- Tier 3 Alternatives (Spring 2015)
- Preliminary Locally Preferred Alternative (Spring 2016)
- Future DEIS Public Hearing

### Stakeholder Coordination





# Public Involvement

## How do we get info out?

- Direct Mailings
  - Over 28,000 newsletters sent in February 2015 and February 2016
- Website
- Social Media
- Meeting Notices posted in Newspapers
- Township eNews

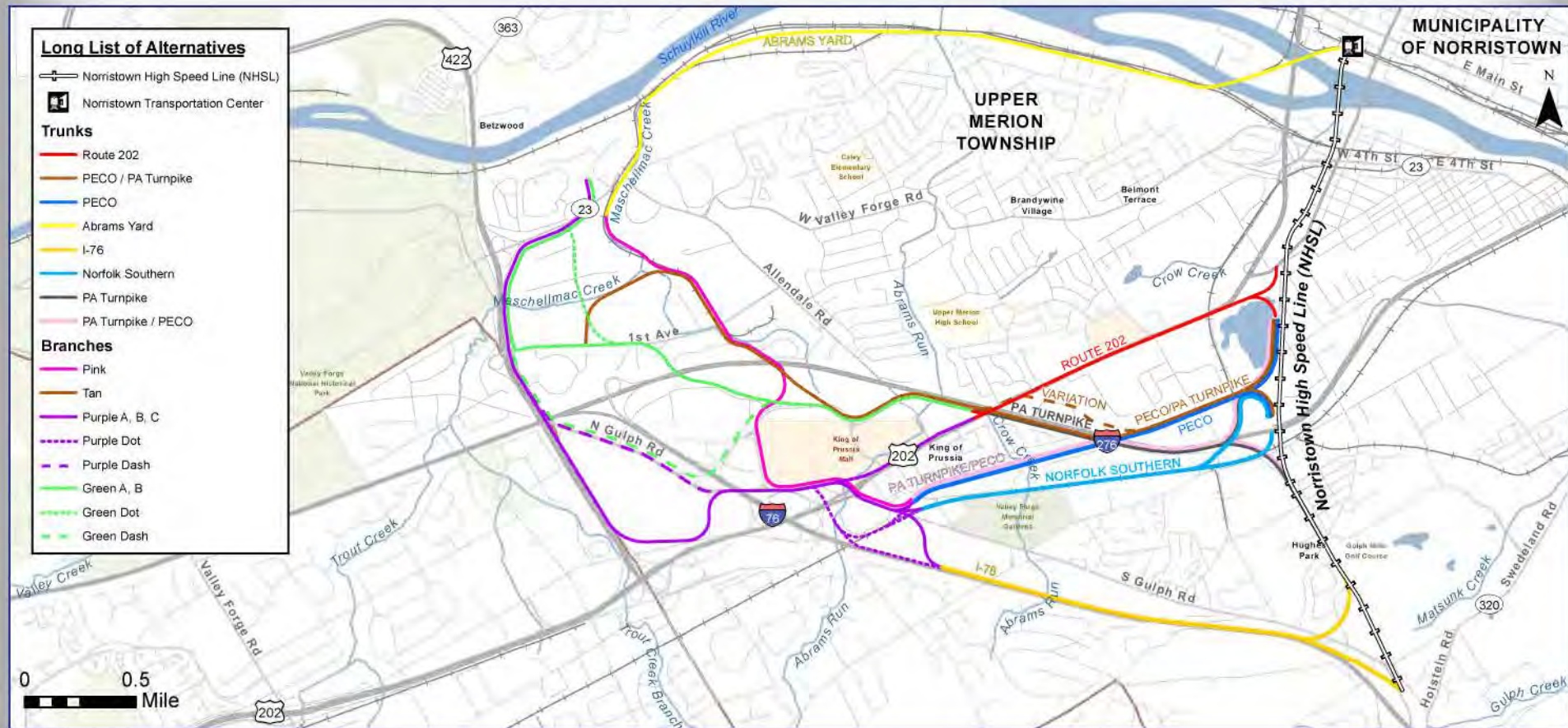


## Suggestions Welcome!



# Alternatives Development

## Long List of Alternatives

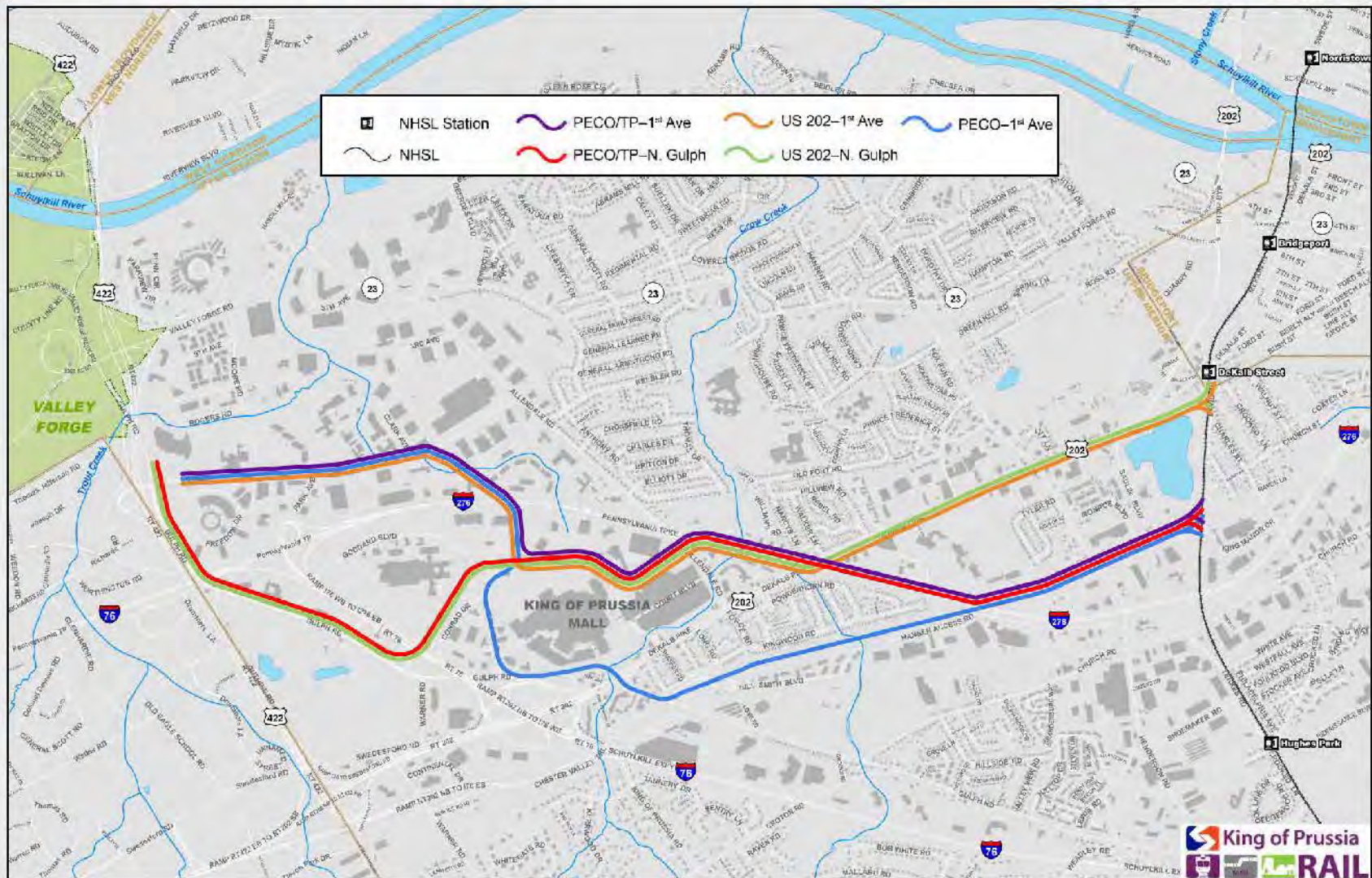


# Alternatives Screening





# Build Alternatives





# March 2015 Workshops

**3** sessions  
**225** attendees  
**53** comments  
**987** Surveys





# March 2015 Workshops

- Survey open from early March to early April
- Newsletters including survey mailed to 28,000 addresses as meeting notices for the Workshop
- Survey also offered through the project website

**987** surveys completed (405 online / 582 by mail)

**385** resident responses



**King of Prussia Rail Project**  
Questionnaire | March 2015

Please help us understand your thoughts about the KOP Rail Project and what is important to you. The answers to this survey will help inform SEPTA about local preferences regarding the location and design of the project. Your responses will not be associated with you or your name. If you have questions, please contact the KOP Rail project team at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com).

**Part 1:**  
*Comments on the King of Prussia Rail Project*

1. Do you support the proposed expansion of transit services to destinations in King of Prussia?

a. Yes

b. No

c. Maybe (please explain) \_\_\_\_\_

2. Would you use the KOP Rail if that were an option?

a. Yes

**Part 2:**  
*Comments on the proposed Build Alternatives*

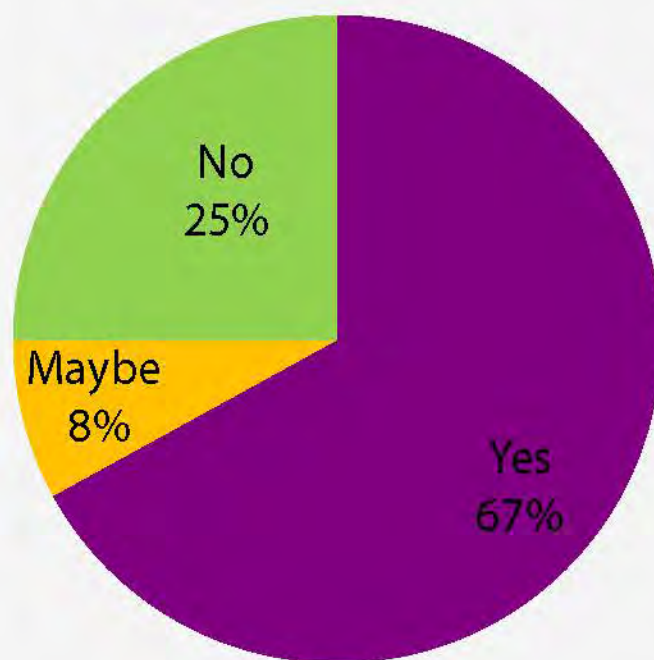
There are currently five alternatives being considered for the KOP Rail. We'd like to hear more about your preferences among the alternatives, as well as any specific issues and concerns.

5. Please rank the five build alternatives according to the following scale.

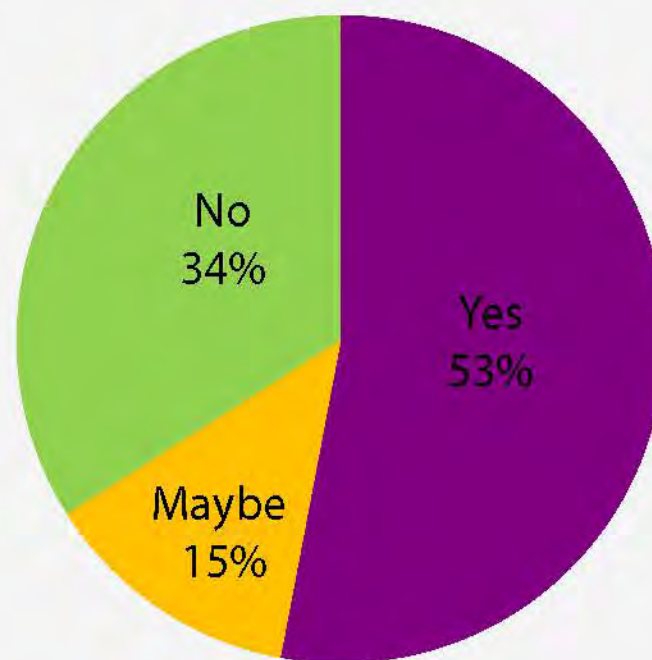
1 (most preferred)      2      3      4      5 (least preferred)

# March 2015 Workshops

## Support the Extension



## Use the Extension





## Alternative Rankings

(lower is better)

	PECO– 1 <sup>st</sup> Ave	PECO/TP– N. Gulph	PECO/TP– 1 <sup>st</sup> Ave	U.S. 202– N. Gulph	U.S. 202– 1 <sup>st</sup> Ave
All Responses	3.2	3.0	<b>2.8</b>	3.3	3.2
All Residents	3.1	3.1	<b>3.0</b>	3.8	3.7
Supporting Residents	3.2	2.8	<b>2.5</b>	3.3	3.2

# March 2015 Workshops

## Most commonly mentioned benefits

- Support existing and future development
- Alternative transportation for commuting residents
- Senior-friendly and accessible transportation
- Congestion reduction
- Access for workers to KOP
- Potential for property value increases



# March 2015 Workshops

## Most frequent comments

- Noise concerns
- Parking concerns (at stations and suggested park-and-rides)
- Safety concerns
- Residential impacts and property values

# March 2015 Workshops

## Comments that came up multiple times

- Traffic during construction concerns
- Concerns about the appearance of the rail line
- Questions of where the funding would come from as well as costs for each alternative
- Changes in existing bus routes



## How will concerns be addressed?

The DEIS document will address many concerns brought up by the public. Some of the most asked about analyses are:

- Property Acquisition and Displacements
- Economic Effects
- Parks, Recreation Land, and Open Space
- Visual and Aesthetic Resources
- Noise
- Safety and Security
- Construction Methods and Activities

# DEIS – Funding Options

- 20-year Financial Plan will not be required until start of Engineering (anticipated 2018)
- DEIS will need to define and examine potential sources of funding
  - Will detail all potential sources of funding, including their likelihood and expected yield



# Modified DEIS Approach

Why recommend Locally Preferred Alternative before release of DEIS?

- Increased public input on LPA selection
- Potential to speed up federal process

With FTA concurrence in addition to analyzing all 5 Build Alternatives, we will now recommend an LPA in DEIS document.

# Project Update

- Analyzing March 2015 Workshop Comments
- Tier 3 screening – reduced 5 Build Alternatives down to Recommended LPA
- Finalized ridership and cost estimates
- Economic Analysis completed by ELGP
- Environmental studies underway, almost complete



# Ridership

Build Alternatives	Ridership Increase (2040)
PECO/TP-1st Ave	9,500
PECO/TP-N. Gulph	9,500
PECO-1st Ave	8,500
202-N. Gulph	7,500
202-1st Ave	7,500

# Capital and O&M Costs

Build Alternatives	Capital Costs (2015 \$Billion)	Incremental O&M Costs (\$Million)
202-1st Ave	\$1.0	\$5.0
PECO/TP-1st Ave	\$1.1	\$4.9
202-N. Gulph	\$1.1	\$5.2
PECO-1st Ave	\$1.2	\$5.1
PECO/TP-N. Gulph	\$1.2	\$4.9



# Comparative Costs



## DC Metro Silver

- 11.7 miles
- \$3.14B
- Built 2009-2014
- **\$270M / mile**



## AirTrain JFK

- 8.1 miles
- \$1.9B
- Built 1998-2002
- **\$230M / mile**

- 4.4 miles
- \$1.1B
- **\$250M / mile**

# Tier 3 Screening

## *Tier 3 Screening*

### Tier 3 Criteria

- Refined Ridership Forecast
- Refined Costs
- Costs Per Rider
- Financial Feasibility
- Economic & Land Use Analysis
- Quantification & Evaluation of Impacts & Benefits

**Locally Preferred Alternative**



# Tier 3 Screening Categories

- Combination of public comments, stakeholder input and technical data
- Some factors focused primarily on residential areas, others more on business areas of the study area
  - Air Quality and Energy
  - Cost
  - Hazardous Materials
  - Historic and Archaeological Resources
  - Land Use and Economic Development
  - Natural Resources
  - Neighborhoods and Community Facilities
  - Noise and Vibration
  - Parks, Recreational Land and Open Space
  - Property Acquisitions and Displacements
  - Ridership
  - Utilities

# Recommended LPA

Workshop held with:

- Montgomery County
- Upper Merion Township
- Delaware Valley Regional Planning Commission (DVRPC)
- King of Prussia Business Improvement District
- Greater Valley Forge Transportation Management Association (GVFTMA)
- SEPTA



## Priority Factors - Impacts

- Reducing number of full residential acquisitions
- Reduce potential for visual impacts
- Minimize capital costs and operations and maintenance (O&M) costs

## Priority Factors - Benefits

- Parking capacity for residents unable to walk or bike to stations
- Higher ridership
- Broad acceptance by Key Stakeholders/Political Leaders

# Potential for Visual Effects

- Public Comment
- Stakeholders Comments

Build Alternatives	Potential for Visual Effects
PECO/TP-1st Ave	Medium / Low
PECO/TP-N. Gulph	Medium / Low
202-1st Ave	Medium / Low
202-N. Gulph	Medium / Low
PECO-1st Ave	High / Low



# Residential Benefits

- Increased access for residents
- Stable tax base for Township
- More efficient mode of travel
- Reduced regional automobile travel, congestion, and air pollution
- Increased accessibility and walkability
- Connections to trails and recreational facilities
- Parking capacity for residents unable to walk or bike to stations

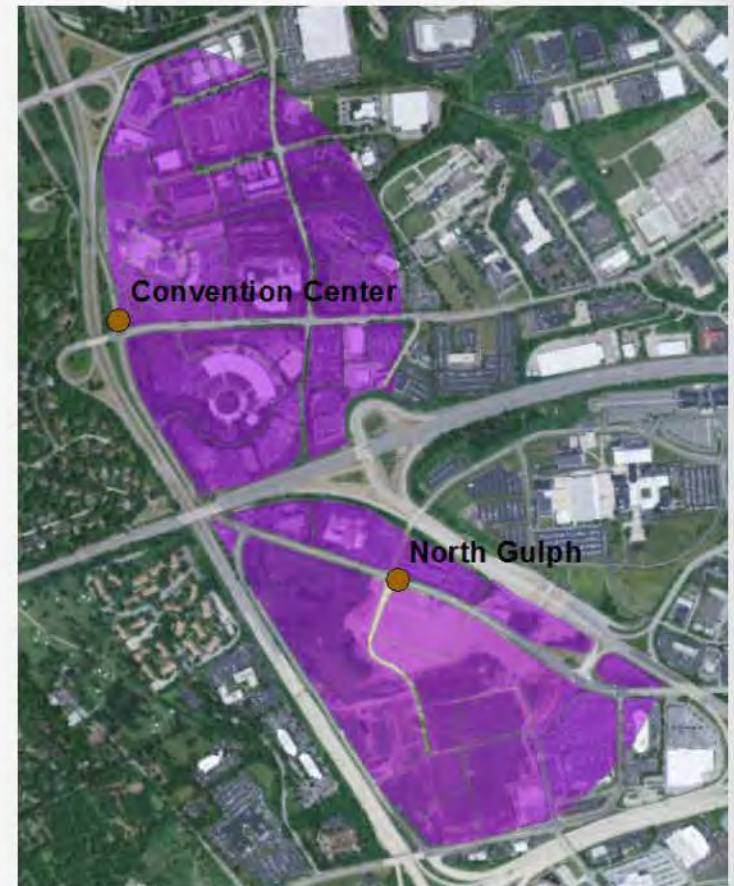
# Employment Area Factors

## Priority factors

- More stations within rezoned mixed use area
- Redevelopment potential
- Ease of new zoning
- Increased access to jobs
- Higher ridership
- Minimize capital and operations and maintenance (O&M) costs
- Broad acceptance by Key Stakeholders/Political Leaders



# Redevelopment Potential



**50% more developable land  
around 1<sup>st</sup> Ave Branch.**

**Village at VF unlikely to  
fully redevelop soon.**

# Non-Distinguishing Factors

The following factors had similar results for all alternatives

- Potential for Noise/Vibration Impacts
- ADA Accessibility / Senior-friendly
- Cost
- Community facilities impacts (0 each)
- Commercial acquisitions
- Consistency with local and regional plans and broad land use patterns
- Waterways and Floodplains Impacted



# Alternative Performance



- **Highest number of potential residential acquisitions**

- **Relatively lower ridership**

Trunk

- **Lacked acceptance from township and businesses**

- Traffic impacts during construction

- Provides access to DeKalb Pike commercial corridor

Branch

- **Higher redevelopment and rezoning potential**

- **Access to existing and future jobs**

# Alternative Performance



- **Highest number of potential residential acquisitions**

- **Relatively lower ridership**

Trunk

- **Lacked acceptance from township and businesses**

- Traffic impacts during construction

- Provides access to DeKalb Pike commercial corridor

Branch

- **Lower redevelopment potential**



# Alternative Performance



- **Highest visual impacts**

- Unable to directly serve both sides of mall

Trunk

- **Not highly-rated for most criteria**

- Parking capacity for residents unable to walk or bike to stations

Branch

- **Higher redevelopment and rezoning potential**

- **Access to existing and future jobs**

# Alternative Performance



- **Highest ridership**
- **Fewest residential impacts**
- **Fewer visual impacts**

Trunk

- Parking capacity for residents unable to walk or bike to stations

Branch

- **Higher redevelopment and rezoning potential**
- **Access to existing and future jobs**



# Alternative Performance



- Highest ridership
- Fewest residential impacts
- Fewer visual impacts

Trunk

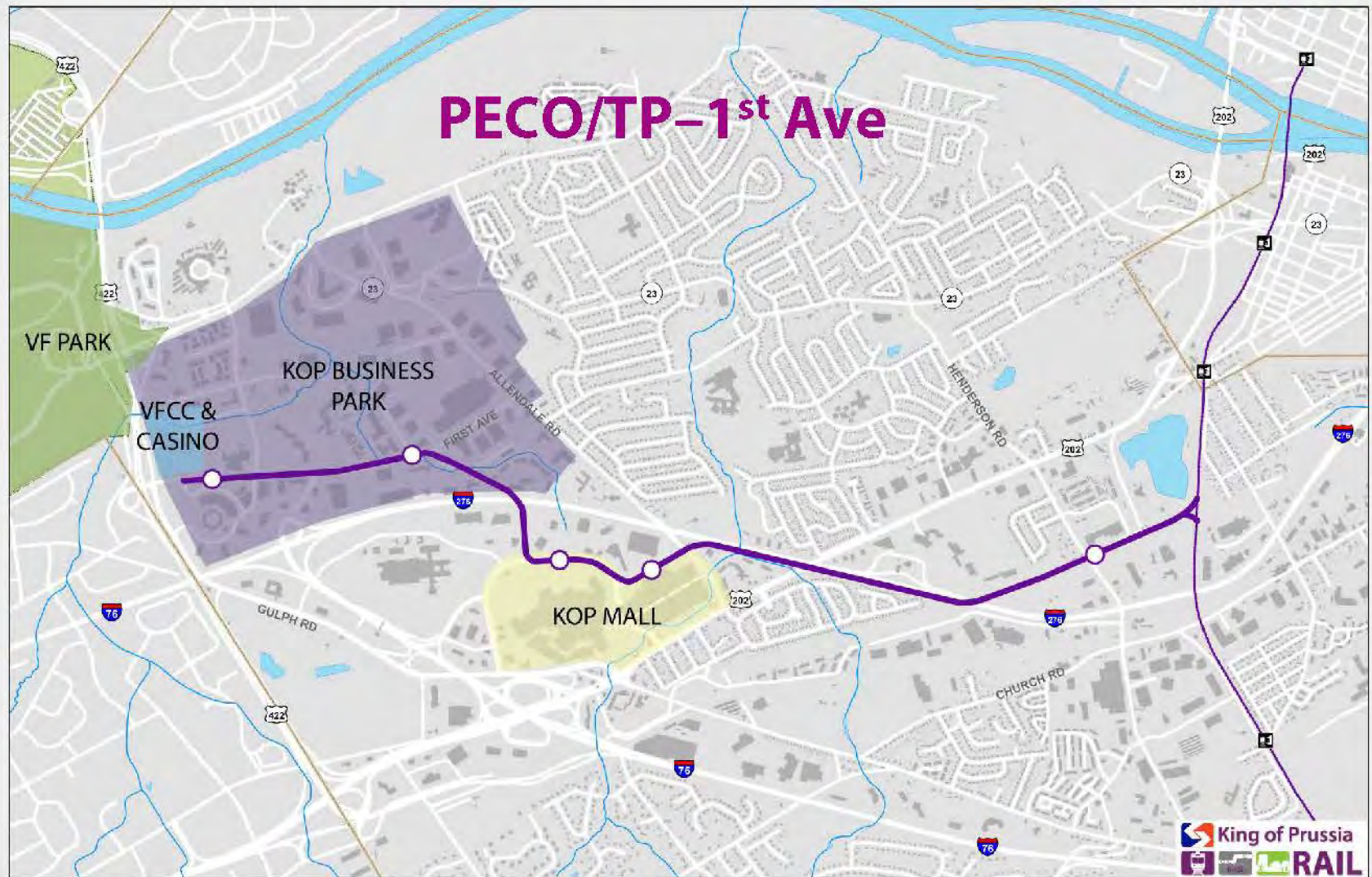
- Parking capacity for residents unable to walk or bike to stations

Branch

- Lower redevelopment potential



# Recommended LPA









# PECO/TP-1<sup>st</sup> Ave

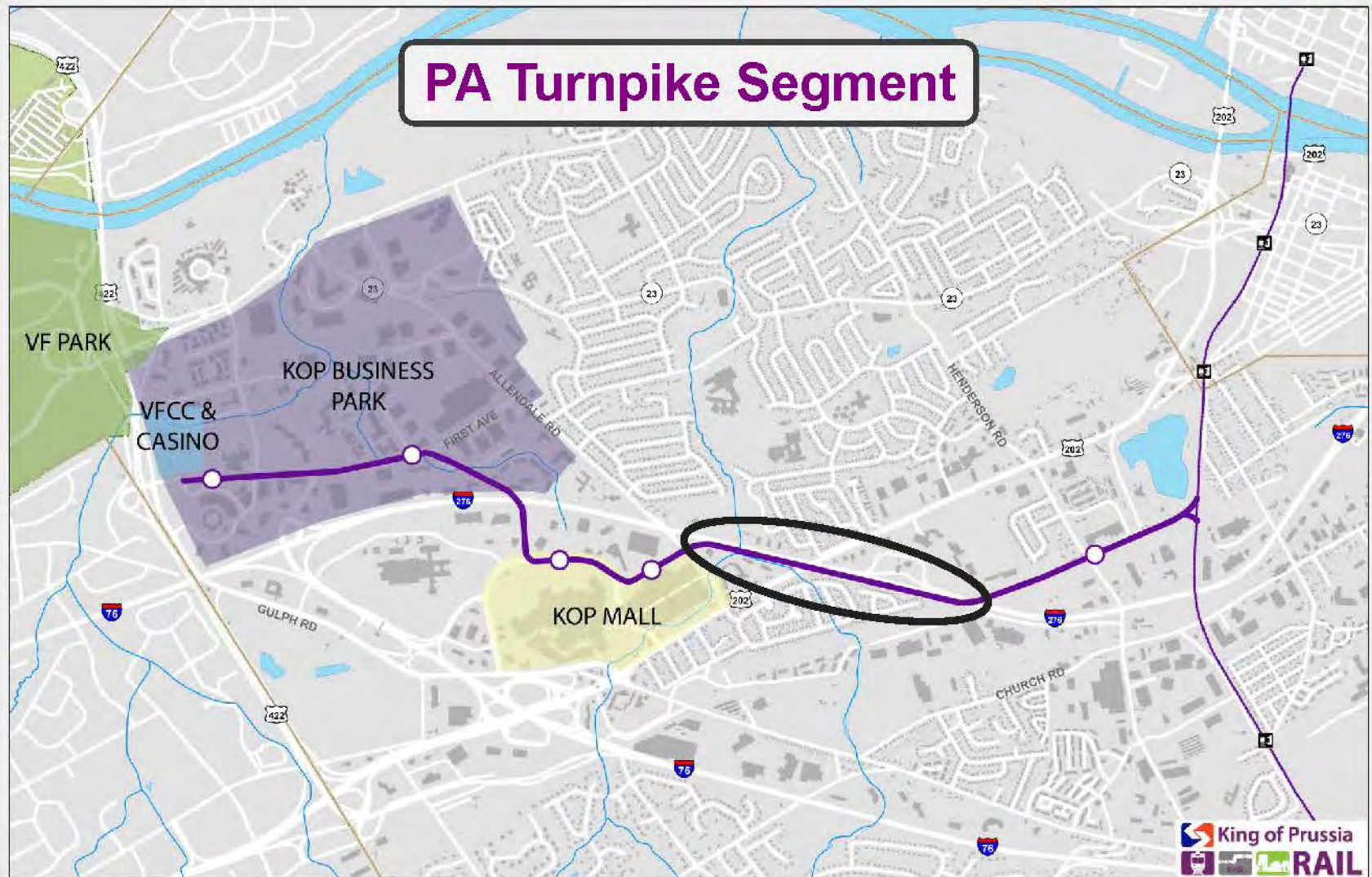
PECO Segment



Conceptual Rendering



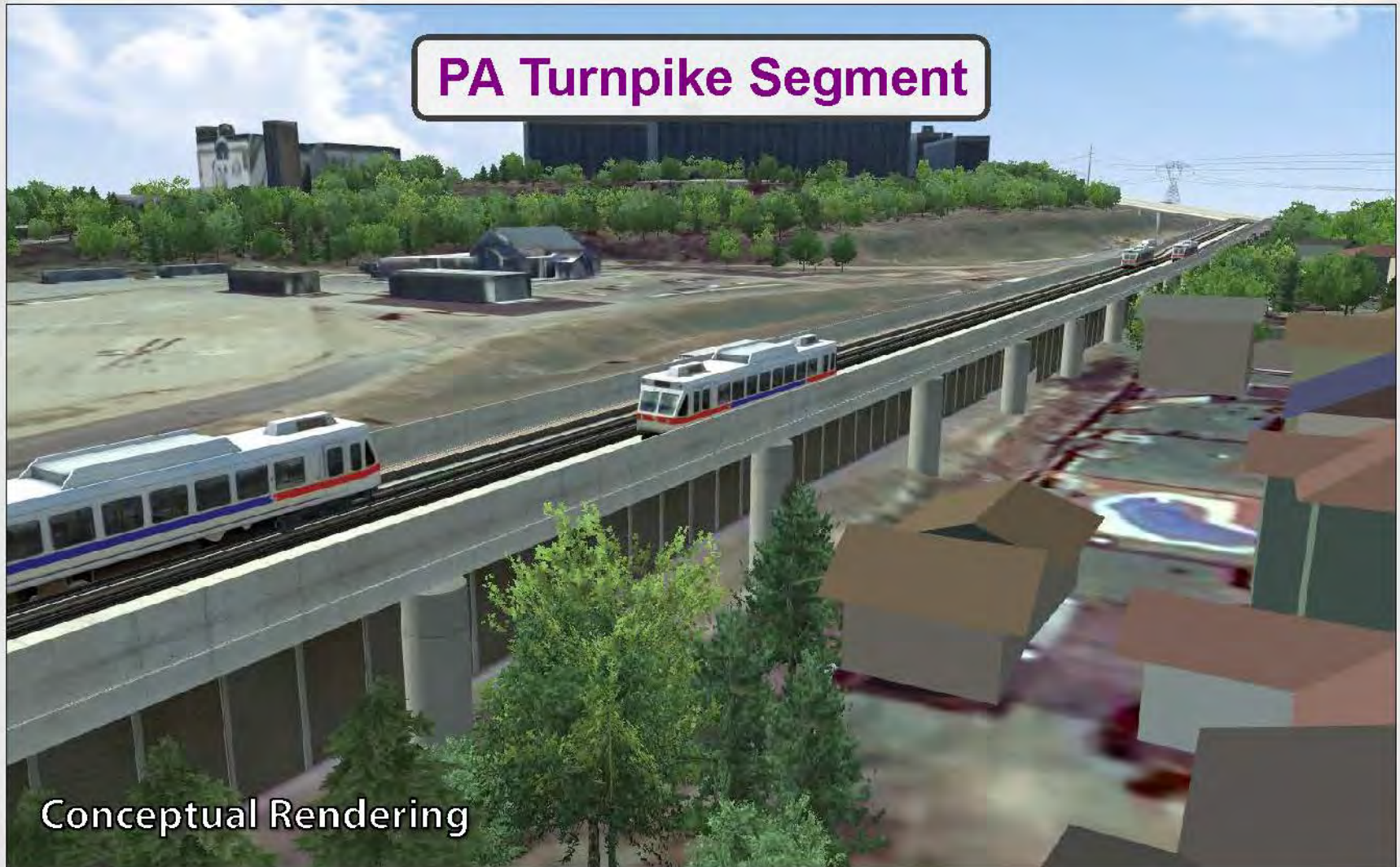
# PECO/TP-1<sup>st</sup> Ave





# PECO/TP-1<sup>st</sup> Ave

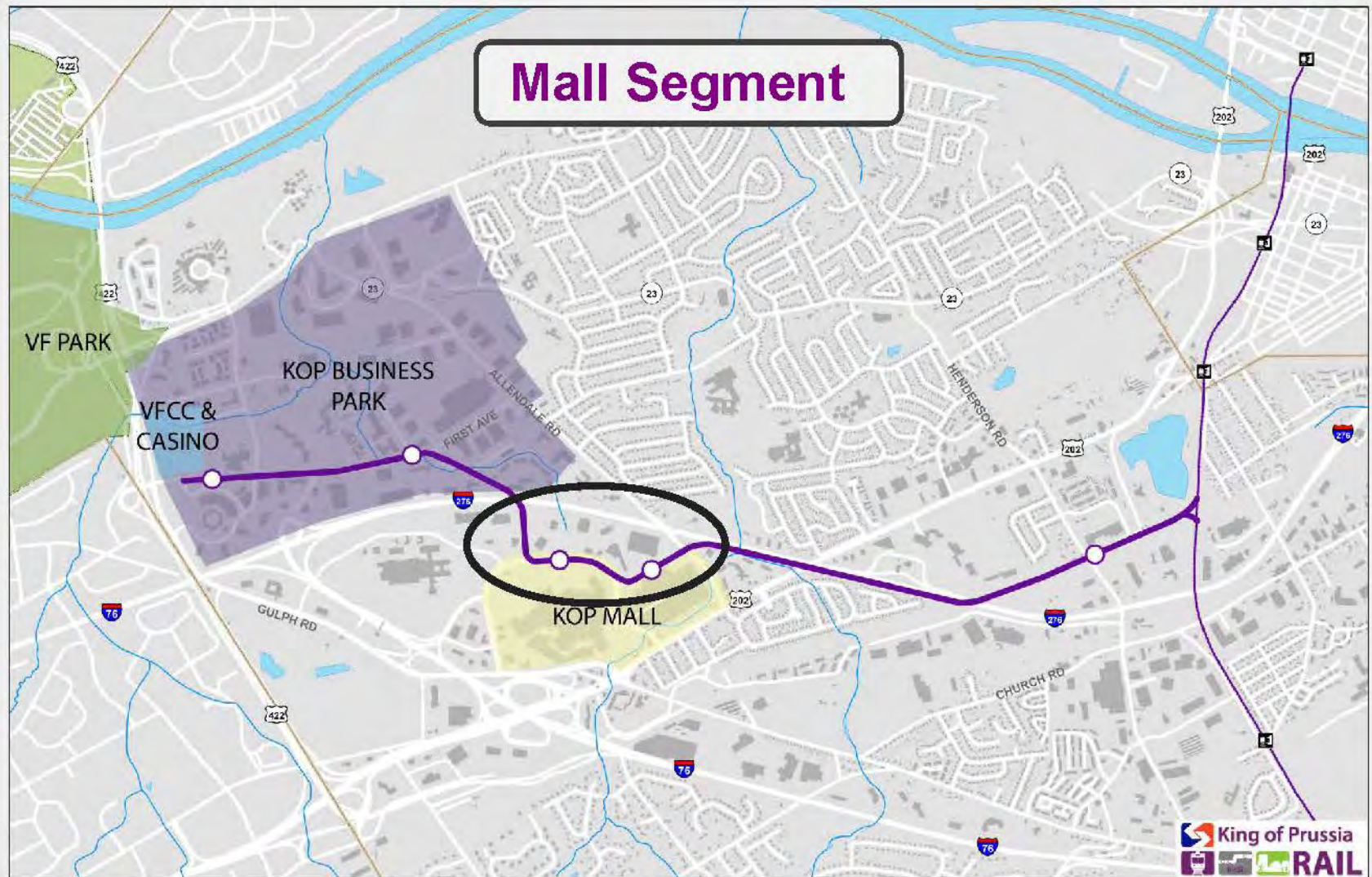
## PA Turnpike Segment



Conceptual Rendering



# PECO/TP-1<sup>st</sup> Ave



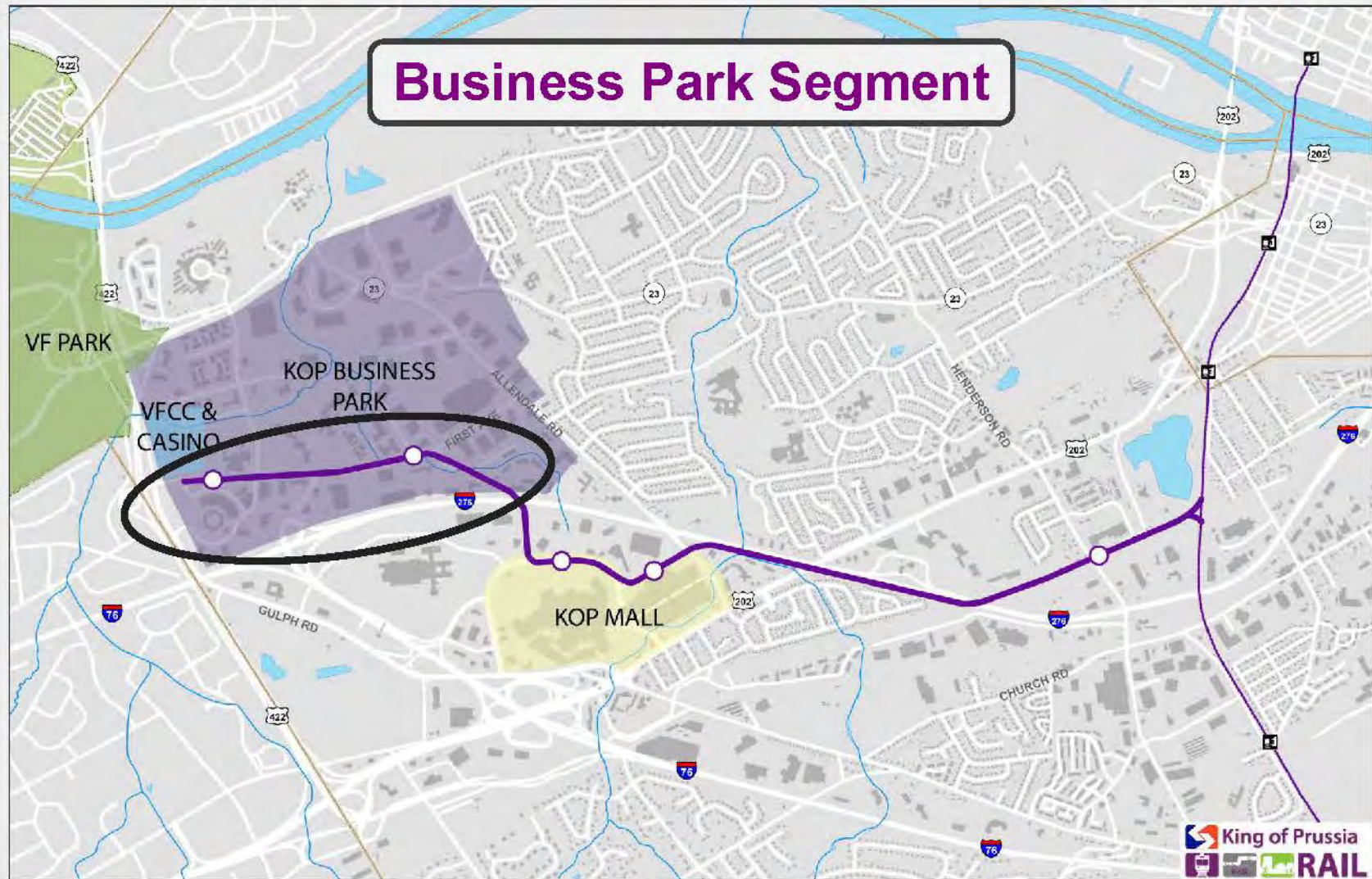


# PECO/TP-1<sup>st</sup> Ave





# PECO/TP-1<sup>st</sup> Ave





# PECO/TP-1<sup>st</sup> Ave

## Business Park Segment



Conceptual Rendering



# Travel Time

- 69<sup>th</sup> Street to Business Park:
  - 36 minutes (local)
  - 22 minutes (potential express service)
- Norristown to Business Park:
  - 16 minutes (local)

# Economic Benefits

- World Class Greater Philadelphia - Infrastructure
- Report on regional economic impacts of KOP Rail
  - Local benefits from construction spending
  - Benefits of increased transit connectivity
  - Travel time savings
  - Increased development
  - New businesses and residents



# Next Steps

- DEIS released in December 2016
- Select LPA after DEIS public comment period
- Potential for LPA adoption by SEPTA, County, Township and DVRPC in early 2017
- FEIS begins in early 2017
  - Will only consider selected LPA
  - Will commit to minimization and mitigation
- Potential New Starts application, request to enter engineering in 2018

## An Extension of the Norristown High Speed Line



# Thank You!

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

[info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)

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





# UPPER MERION TOWNSHIP

KING OF PRUSSIA • PENNSYLVANIA



**King of Prussia Rail Project**  
from [UMTownship](#)



55:41

▶  🔊 ⚙️ :: **vimeo**

A meeting held to inform the public about the proposed King of Prussia Rail project, an extension of the Norristown High Speed Line, and the locally preferred alternative this addition could take through Upper Merion Township.

Uploaded 4 years ago

# [vimeo.com/159963462](https://vimeo.com/159963462)

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## Transportation

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5 years ago

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King of Prussia Rail Project

from [UMTownship](#)

## What's Next?

Upcoming activities include:

- SEPTA is currently working on the Draft EIS which is scheduled to be released at the end of 2016. SEPTA will continue to meet and coordinate with agencies, stakeholders and the public throughout the year.
- The Draft EIS will be circulated for public review and comment later this year, with a Public Hearing to be held in early 2017.
- In 2017, SEPTA will begin development of the Final EIS.

## Stay Informed

There are many ways for the public to stay informed about the King of Prussia Rail Project.

- The project website ([www.kingofprussiarail.com](http://www.kingofprussiarail.com)) provides up-to-date news and information, and the opportunity to submit comments.
- Project documents, presentation, and display materials for all public meetings are available on the website.
- You may also sign-up for the project email list to receive information about upcoming events and project updates.

We value your opinions on how SEPTA's public outreach/public participation process can be improved. Please feel free to share your ideas with SEPTA!

*Visit the project website for the latest project news, learn more about the project development process and review the Recommended LPA.*

## Contact Us | Got a question? Need more information?

Email Us: [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com) | Visit Us: [www.kingofprussiarail.com](http://www.kingofprussiarail.com) | Follow Us: [www.twitter.com/KOPRail](https://twitter.com/KOPRail)

# King of Prussia Rail Project

An Extension of the Norristown High Speed Line

Spring 2016 | Newsletter



## HELP SHAPE FUTURE TRANSIT IN KOP - ATTEND THE PUBLIC MEETINGS!

### Why We Need Your Input

In March 2016, SEPTA will hold a series of Public Meetings for the King of Prussia Rail Project.

Participants will have an opportunity to review the five Build Alternatives including a Recommended Locally Preferred Alternative (Recommended LPA) and comment on potential benefits and impacts. During the meetings, attendees will be asked to comment on the following:

- Your opinions on the Build Alternatives and Recommended LPA
- Your opinions on the King of Prussia Rail study in general

Comments and concerns received during the public meetings and public information sessions will help SEPTA further consider the merits of the Recommended LPA and the other Build Alternatives. Once this process is complete, SEPTA will prepare and circulate the Draft Environmental Impact Statement (Draft EIS), which is scheduled for public circulation in late 2016/early 2017.

### When and Where Can I Attend a Meeting?

Meetings will be held at different locations in the study area in order to accommodate individual schedules and travel needs. Please plan to participate at a time and location that is convenient for you.

	Meeting 1	Meeting 2	Meeting 3
<b>Date:</b>	Mon., March 7	Wed., March 9	Tues., March 15
<b>Open House:</b>	4 – 8 p.m.	4 – 8 p.m.	2 – 8 p.m.
<b>Presentation:</b>	6 p.m.	6 p.m.	3 p.m. and 6 p.m.
<b>Location:</b>	Radisson Hotel Valley Forge  Grand Ballroom 1160 First Avenue King of Prussia, PA	Norristown Municipal Building  235 E Airy Street Norristown, PA	DoubleTree Hotel Valley Forge  Jefferson Ballroom 301 W DeKalb Pike King of Prussia, PA

*If you cannot attend one of the meetings, you are encouraged to participate in the process by submitting the enclosed questionnaire, or by submitting responses to these questions via the King of Prussia Rail website.*

Public Information Sessions will be held at key locations along the Norristown High Speed Rail Line (NHSL), at the King of Prussia Mall, and at other points of interest. Visit the project website for more information on times and locations of the Public Information Sessions.

### Getting There

**The Radisson Hotel, DoubleTree Hotel, and Norristown Municipal Building are accessible by both automobile and transit.**

- Radisson Hotel Valley Forge – Transit riders can access the meeting from the 1st Avenue & Freedom Business Center bus stop via Bus 99 or Bus 125.
- DoubleTree Hotel Valley Forge – Transit riders can access the meeting from the DeKalb Pike & King Circle bus stop via Bus 99 or Bus 124.
- Norristown Municipal Building – Transit riders can access the meeting from the Norristown Transportation Center via Market-Frankford Line to Norristown High Speed Line or the Manayunk/Norristown regional rail line.



## Project Update

SEPTA is evaluating a proposed extension of the Norristown High Speed Line (NHSL) to destinations in King of Prussia and Upper Merion Township. The 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 by way of the Market-Frankford line. While SEPTA's transit system is expansive, a rail connection to King of Prussia is missing.

In order to satisfy National Environmental Policy Act (NEPA) requirements, SEPTA and the Federal Transit Administration (FTA) are preparing a Draft Environmental Impact Statement (Draft EIS). The Draft EIS will examine alternative alignments, ridership, economic development, and environmental and community impacts within the study area.

## Purpose and Need

The project's Purpose and Need is an important element of the Draft EIS and plays an instrumental role in the development of alternatives, as well as the refinement and ultimate selection of the Locally Preferred Alternative (LPA).

The purpose of the proposed project is to provide a faster, more reliable public transit service that:

- Offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia;
- Improves connectivity between major destinations within the King of Prussia/Valley Forge area;
- Better serves existing transit riders; and
- Accommodates new transit patrons.

## Tier 3 Alternatives Screening & Draft EIS

Starting in early 2013, SEPTA evaluated several alternatives using a three-tiered screening process. Each tier evaluates the alternatives equally using specific criteria, such as constructability, ridership potential, and order of magnitude capital costs. Throughout the process, there were multiple opportunities for the public to review the current range of alternatives under consideration and provide feedback.

The third and final phase of tiered alternatives screening has been completed. Of the 30 "Long List" alternatives SEPTA first presented in 2013, a Recommended Locally Preferred Alternative (Recommended LPA) has been identified.

## Schedule Changes

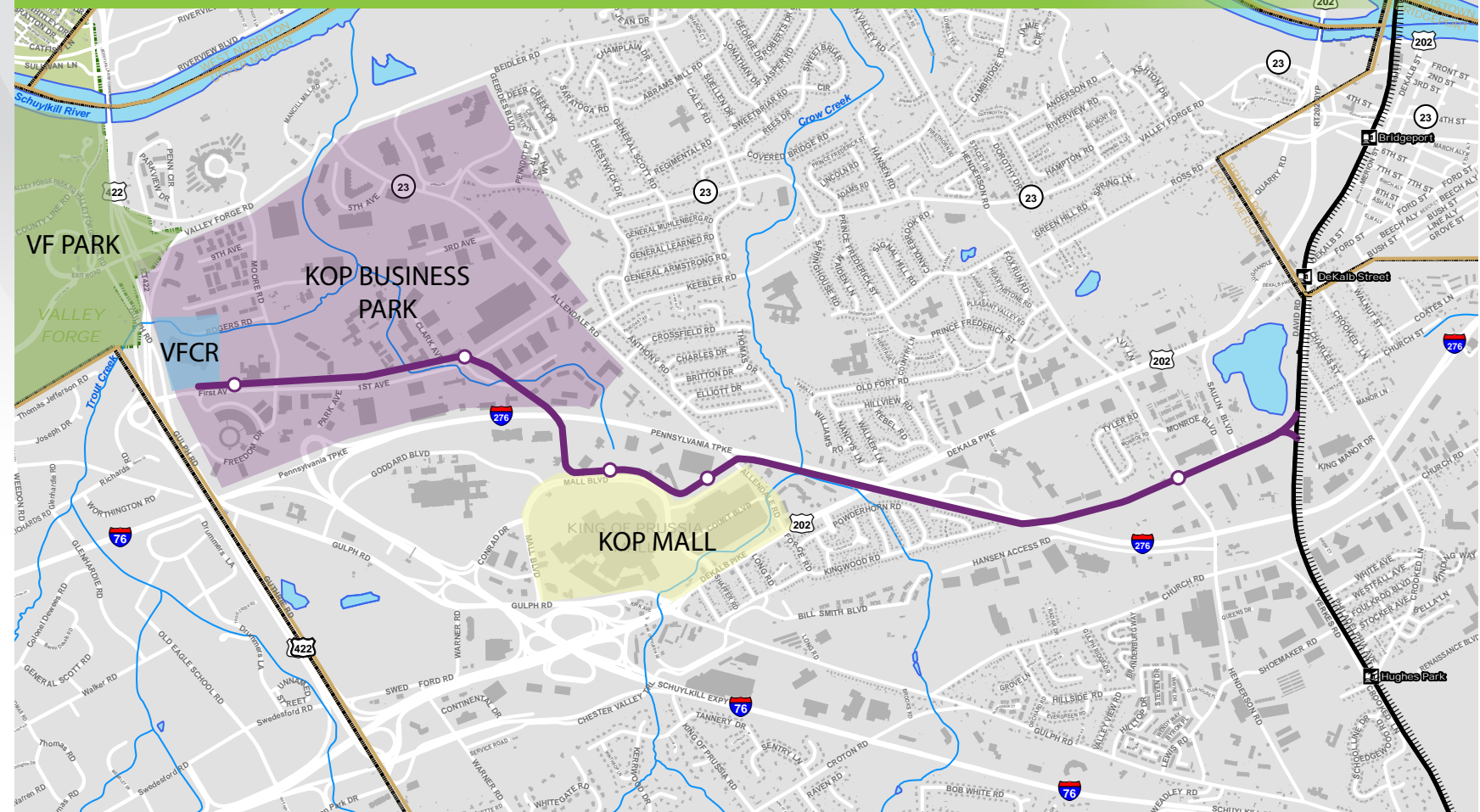
SEPTA initially considered identifying the Recommended LPA following the circulation of the Draft EIS. However, in an effort to provide the public an opportunity to review and comment on the Recommended LPA earlier in the process, the dates for the release and circulation of the Draft EIS were pushed back to late 2016/early 2017 in order to hold an additional round of Public Meetings in March 2016. This round of public meetings will provide an opportunity for public comment on the Recommended LPA as well as the other Build Alternatives prior to SEPTA completing the Draft EIS document. An updated KOP Rail Project schedule and timeline has been posted on the project website to reflect this change. In late 2016/early 2017, a public hearing and comment period will also occur during the release of the Draft EIS.

## Features List

The KOP Rail Project is expected to:

- Provide better access to King of Prussia, Norristown, and Center City Philadelphia.
- Improve connections between major destinations in King of Prussia.
- Provide a faster, more reliable public transit alternative to auto and bus.
- Reduce auto vehicle miles traveled.
- Create opportunities for development and redevelopment.
- Provide an energy-efficient, environmentally-friendly alternative to auto travel.
- Support pedestrian walkability and bicycle amenities with additional sidewalks and connections to local trails.

## Identified Recommended LPA - PECO/Turnpike - 1st Avenue



How will KOP be different than other local rail lines? What might it look like?  
Come out to the March meetings to learn the details.



Rendering looking east as KOP Rail runs down 1st Avenue at the intersection of Moore Road, passing the King of Prussia business park.



Rendering of the KOP Rail line passing by the King of Prussia Mall on Mall Boulevard.



**NORRISTOWN HIGH SPEED LINE EXTENSION STUDY  
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)**

## King of Prussia Rail Project Elected Officials Briefing and Public Meetings Summary

This report presents a summary of the King of Prussia Rail March 2016 Public Meetings and associated public outreach activities and feedback received. The tables below present the dates, times, and locations of the March 2016 public meetings and public information sessions.

	Meeting 1	Meeting 2	Meeting 3
<b>Dates:</b>	Monday, March 7, 2016	Wednesday, March 9, 2016	Tuesday, March 15, 2016
<b>Times:</b>	1 p.m. – 3 p.m. (Elected Officials Briefing)  4 p.m. – 8 p.m. (Open House)  6 p.m. (Presentation)	4 p.m. – 8 p.m. (Open House)  6 p.m. (Presentation)	2 p.m. – 8 p.m. (Open House)  3 p.m. and 6 p.m. (Presentations)
<b>Locations:</b>	Radisson Hotel – Valley Forge Grand Ballroom 1160 1 <sup>st</sup> Avenue King of Prussia, PA 19406	Norristown Municipal Building 235 E Airy Street Norristown, PA 19401	DoubleTree Hotel – King of Prussia Grand Ballroom 301 West Dekalb Pike King of Prussia, PA 19406

	Public Information Sessions 1 & 2	Public Information Sessions 3 & 4	Public Information Sessions 5 & 6
<b>Dates:</b>	Thursday, March 10, 2016	Saturday, March 12, 2016	Thursday, March 17, 2016
<b>Times:</b>	4 – 7 p.m.	1 – 4 p.m.	4 – 7 p.m.
<b>Locations:</b>	City Hall, SEPTA Concourse  King of Prussia Transit Center	King of Prussia Mall at the Court  King of Prussia Mall at the Plaza	69 <sup>th</sup> Street Transportation Center  Norristown Transportation Center



## Table of Contents

- **Public Meetings Summary**
- **Public Comments Summary**
  - *Representative comments and questions and responses*
- **Questionnaire Summary**
- **Summary of Twitter Use**
- **Appendix A: Public Meeting Attendee Lists**
- **Appendix B: Meeting Photographs**
- **Appendix C: Summary of Public Comments by Theme**
- **Appendix D: Frequently Asked Questions**

### Public Meetings Summary

Over 475 residents, stakeholders and elected officials attended public meetings for the King of Prussia Rail Project on March 7, 9 and 15, 2016. The meetings took place as an open house format with display boards and presentation followed by a question and answer session.

Additionally, Public Information Sessions occurred on March 10, 12 and 17, 2016 at key locations along the current Norristown High Speed Line (NHSL) corridor and within the project area during peak traffic times. At each Public Information Session, three project team members manned select display boards; handed out newsletters with surveys, key fact handouts, project benefits handouts, and comment cards; and answered questions from members of the public that stopped by the displays. A comment card box was available to anyone who wanted to leave a comment or survey.

Photographs and attendees lists from the public meetings and public information sessions are provided in Appendices A and B, respectively.

### Purpose of Meetings

The purpose of the meetings was to provide officials, stakeholders and the public an overview of recent activities and announce the Recommended Locally Preferred Alternative (Recommended LPA). The specific goals of the meetings were to:

- (1) **Announce and describe** the Recommended LPA
- (2) **Explain the analysis and rationale for the Recommended LPA**
- (3) **Obtain feedback** from the public on the Recommended LPA, station locations, etc.
- (4) **Identify** key Recommended LPA issues for additional design/analysis going forward

- (5) **Share** the results of the “Connecting KOP - The Benefits of SEPTA’s King of Prussia Rail Project” report prepared by the Economy League of Philadelphia/Econsult Solutions
- (6) **Explain the DEIS process and schedule** going forward

These meetings provided an opportunity to obtain feedback from the public to document their concerns and issues on the Recommended LPA and the analysis completed.

### **Stations, Handouts & Displays**

Meeting attendees were invited to visit a series of stations to learn more about the project, collect handouts, and view display boards. The stations were organized as follows.

#### **Station 1 – Sign-in**

- Sign-in sheets
- Handouts: newsletter, fact sheet, comment card, project benefits sheet
- Media kit: press release, newsletter, fact sheet announcement, comment card, project benefits sheet, SEPTA project manager business card
- Outreach innovations table
- 1. Welcome Board
- 2. Direction Signs
- 3. Where do you live? Where do you work?

#### **Station 2 – Project Background**

- 4. Project Location and Purpose
- 5. Fast Facts (Existing NHSL) and Current Bus Service
- 6. Project Steps / Timeline

#### **Station 3 – Alternatives Development**

- 7. Tier 3 Screening Categories
- 8. Build Alternatives
- 9. March 2015 Public Workshops
- 10. Priority Decision Making Factors
- 11. Alternative Performance
- 12. Recommended Locally Preferred Alternative
- 13. Draft Environmental Impact Statement (Draft EIS)
- 14. Recommended LPA Renderings and Examples

#### **Station 4 – Next Steps and Comments**

- 15. How to Stay Involved
- 16. Images of 3D Renderings



### **Station 5 – Economy League of Greater Philadelphia**

- Handouts: Understanding the Benefits of King of Prussia Rail (full report and executive summary)

### **Public Comments Summary**

Members of the public could provide comments on the King of Prussia Rail Project through a number of different mediums. Comments from the question and answer sessions, comment cards and comments received online have been organized by categories using themes (listed below) similar to those used in the scoping document. This next section of the report summarizes those mediums and the comments and responses to those comments received. A copy of the Summary of Comments by Themes document is included as Appendix C.

#### **Purpose and Need**

- Supports increased transit services to King of Prussia
- Not supportive of transit services to King of Prussia
- Other

#### **Alternatives**

- Design Considerations
- Operations and services
- Support Recommended LPA
- Not supportive of Recommended LPA
- Decision-making
- Planning and studies

#### **Affected environment**

- Environmental impacts
- Parking
- Safety and security
- Noise and visual impacts
- Economic Development
- Community
- Other impacts

#### **Study area**

- Geographical coverage

#### **Costs and funding**

- Sources of funding
- Costs concerns or questions

KOP Rail Elected Officials and Public Meetings Summary  
March 2016

**Public agency involvement**

- Public meeting content
- Public comment
- Public outreach

**Outside of scope**

- Maintenance of current SEPTA Rail Station
- Other possible projects



Purpose and Need: Public Comments and Questions		
Theme	Representative comments and questions	Response
<b>Supports increased transit services to King of Prussia</b>	You need more transit in King of Prussia in order to keep it from becoming obsolete. Eventually you will be spending more on highway improvements. This area will be becomes less and less attractive without transit in the future.	These comments support the need for transit improvements to King of Prussia/Valley Forge. The majority of these comments agreed that an extension to the NHSL to serve King of Prussia/Valley Forge is critical to sustaining the economic vitality and improving the livability of the area.
	I strongly support this project. I live in Delaware County and travel to King of Prussia frequently.	
	The 125 is standing room only.	
	In its current incarnation KOP is a nightmare to access because of congestion and an undesirable area to live, work, or play. Rail will be one way to help get employees to the mall and business parks and make the area more attractive and sustainable for future generations.	
	I support the extension of the NHSL to King of Prussia proper. I ride the NHSL every day to work, and find it one of the more reliable and easy to use portions of the septa system. I avoid the horrendous experience of tackling 76, and have the opportunity to relax and read or listen to music on my way to and from work. I work for the government and benefit from DOT funds, but even without, the cost of a pass is substantially lower than gas and parking costs would be. The lots at stations throughout the line are full to capacity every day, demonstrating the popularity and need for increased public transport options from the suburbs to the city. This would also allow for a better public transportation to King of Prussia's jewel-Valley Forge NHP, which lacks good reliable public transportation access for locals and tourists alike. Increased access to public transportation is important for income equality and development. The fears from the extension of this line are frequently little more than very thinly veiled racism. Public transportation is progressive. Public transportation is egalitarian. Public transportation is important to access and increase. I support the KOP rail project.	
<b>Not supportive of increased transit services to King of Prussia</b>	There is no benefit to KOP residents. Stop wasting tax payer money, including federal taxes!	The King of Prussia Rail project Purpose & Need statement identifies the deficiencies in the existing transportation system and the transportation needs arising from these deficiencies. Work on the project so far indicates that an extension of the Norristown High Speed Line can address these transportation system deficiencies in a cost-effective manner. The project still has a significant amount of design and engineering work to undergo before it is evaluated by the FTA to complete for national funding.
	People don’t use public transportation in KOP	
	This project is the biggest waste of money that I have ever heard proposed.	
	Just look at SEPTA’s other rail systems and what they look like: nothing but rust and graffiti and disrepair and eyesores. SEPTA is not Disney. This rail system will look like West Philadelphia in 4 years and because it is elevated it will be an eyesore for all to see. When the project stops being self-sustaining (if it ever is) other riders will be forced to pay for it with increased fees. The eventual deconstruction and removal of this boondoggle will also cost millions.	
	The amount of potential riders does not justify such a system or expense. Not even close.	
	I would like to state that I am against the construction of this extension. There are many negatives that would affect the integrity of this area for residents: Lack of parking, eminent domain, noise, loss of visual aesthetics, loss allocation of local emergency resources, possible over-population of the area, additional local congestion. Please try to reach out to the community about this issue, perhaps have news channels do a story about it to encourage local attendance at meetings.	

Other	Please explain the genesis of the project. Where did it come from, SEPTA? Or did the county specifically push for it? We want to find the ideal project that satisfies everyone but it doesn’t feel like it’s there yet. A lot of people, residents, feel that this will only help the businesses, the mall, etc. What benefit is it to residents? We already have a great tax base. I would like more information on who really wants the project. Where does the push come from?	<p>The KOP Rail project and its predecessor projects have been an integral part of the regional transportation plan for several decades. The regional transportation plan, called the Long Range Transportation Plan (LRTP) is required by USDOT regulations and is developed and managed by the Delaware Valley Regional Planning Commission (DVRPC) and its planning partners including PennDOT, county governments, transit agencies and others. The LRTP 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. Recognized needs for the project included the growing traffic congestion on I-76 and U.S. 202, rapid growth of King of Prussia as an employment and shopping center, and the need for mobility options.</p> <p>Several decades ago, a major rail project called the Schuylkill Valley METRO was studied to connect communities in the Schuylkill Valley to Philadelphia. The Schuylkill Valley METRO project included rail service to King of Prussia because of the high number of jobs and, in turn, the high ridership projected in King of Prussia. Federal “earmark” funds were approved by Congress and a Draft EIS was prepared. High construction costs, operational issues and other problems rendered the project, as conceived, to be impractical. Subsequently, several studies were conducted to reduce the project impacts and costs while refocusing on the greatest mobility needs in the region. The KOP Rail project was advanced as an extension of the Norristown High Speed Line (NHSL) with service to Norristown and 69th Street. This new, reduced rail concept was then placed on the LRTP and programmed for further evaluation and development through the formal National Environmental Policy Act (NEPA) process. The Draft EIS now being developed is the result of this planning effort.</p>
	I DO NOT SUPPORT THIS RAIL EXTENSION. I would be in favor of extending the Regional Rail Line into King of Prussia. This area needs a 1-seat ride into Center City.	<p>Extensions of regional rail service, including the Cross County Metro, have been studied at the Draft EIS level in the past and have failed to meet federal New Starts evaluation criteria.</p> <p>Additionally, serving activity centers in the King of Prussia/Valley Forge area, including the mall and other activity centers is the purpose of this project. It requires rail service that spans the course on an entire day. It is balanced and offers nearly equivalent service for inbound (towards Philadelphia) and outbound travel (towards Norristown) to serve both markets. The current headways of 10 to 12 minutes on the Norristown High Speed Line (NHSL) cannot be replicated on the Regional Rail line as due to operating characteristics, fleet parameters and train volume constraints of the SEPTA network north of Temple University. Although the NHSL offers such service, Regional Rail service does not, as it is primarily oriented in the morning to provide service from outlying areas in to Center City Philadelphia and in the afternoons and evenings from Center City Philadelphia to outlying areas.</p>
	How are you going to alleviate gridlock?	Despite major investments in highway and interchange capacity in and around King of Prussia, traffic volumes continue to grow and peak hour congestion is a common experience for commuters. In addition to TDM (travel demand management) options to reduce peak travel, the most promising solutions to provide reliable and predictable travel times will come from non-auto modes of transportation.
Alternatives: Public Comments and Questions		
Theme	Representative comments and questions	Response
Design Considerations	Run the train along the northern side of the Pennsylvania Turnpike, not right next to my house. Why is the train not running down the middle of the Turnpike?	The alignment of the Recommended Locally Preferred Alternative is proposed on the south side of the Pennsylvania Turnpike right-of-way between the PECO right-of-way and Allendale Road. At the March 2016 public meetings, residents of Upper Merion Township voiced concerns regarding the possible impacts to private property. In response, SEPTA is exploring the feasibility of altering the alignment in the Pennsylvania Turnpike right-of-way to reduce impacts to properties. Various options will be examined as part of this process. SEPTA will meet with those affected residents to update them about any potential changes and mitigations that can lessen any type of impact to their properties.
	You compared DC Metro and JFK – where do they connect? Are they busy areas? Main issue for me is the transfer at 69th.	<p>The Washington Metro Silver Line extension extends existing Metro service from East Falls Church in the Virginia suburbs of Washington, D.C. and provides service directly into Downtown D.C. for connections to other Metro services. Many areas of Downtown D.C. including Dupont Circle, Union Station, or the Zoo still require transfers.</p> <p>AirTrain JFK connects to the New York City Subway system at Howard Beach and Jamaica, both in Queens. Passenger can transfer to New York City Subway lines at either station and to the Long Island Railroad at Jamaica.</p> <p>The Market-Frankford Line and the Norristown High Speed Line are both frequent and reliable and are located very close to each other within the 69th St. Transportation Center. The transfer between them will be quick and convenient.</p>
	What is the height and width of the structure? I don’t think it will fit. Concerned with visual impacts.	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 will be assessed and reported in the Draft EIS, along with possible strategies identified to reduce and mitigate impacts.
	Please include N. Gulph Road. 1st Avenue will redevelop. N. Gulph Road will be a parking lot when developed fully. This will mitigate this growth.	The KOP Rail project aims to mitigate the growth of traffic congestion on study area roadways and improve the accessibility of transit in the study area. The 1st Avenue Branch was chosen over the N. Gulph Branch because of its higher redevelopment potential and its access to existing and future jobs. The project envisions bus and shuttle service in the area that will be able to connect areas of the township not directly served by the extension.



<b>Operations and Service</b>	From Norristown to 69th Street, cars are full. If you’re running at capacity now how can you run more trains?	<p>Operations modeling done for the KOP Rail project shows that more rail vehicles will be necessary to operate ten minute peak service from 69th Street Transportation Center and twenty minute peak service from Norristown Transportation Center. These additional vehicles have been included in SEPTA’s capital cost estimate for the project.</p> <p>The existing Norristown High Speed Line (NHSL) tracks will be able to accommodate service to and from King of Prussia. SEPTA has performed operations modeling for the proposed service to confirm that there is enough capacity on the existing line. Improvements to the signal system, or to the track itself, are expected to take place within the existing footprint and not require any new track segments.</p>
	When will we hear about changes in bus routes?	<p>SEPTA has begun the initial process of evaluating bus route changes in conjunction with the KOP Rail project. A “Bus and Shuttle Improvement Plan” was created to lay out how we expect to improve connections to an extended Norristown High Speed Line (NHSL) and as an input for ridership modeling.</p> <p>This planning effort will not lead to any service changes until the extension is open. As with all major service changes, SEPTA will announce and seek input on any proposed bus changes related to the KOP Rail project. This input will be solicited as SEPTA gets further into the design phase of the project.</p>
	How long does the NHSL run?	The KOP Rail project is only in the planning phase. No future schedule has been finalized. Currently the earliest Norristown High Speed Line (NHSL) trains leave 69th Street Transportation Center at 4:20 a.m. and leave Norristown Transportation Center at 4:55 a.m. The last train arrives at 69th Street Transportation Center at 2:34 a.m. and at Norristown Transportation Center at 2:06 a.m.
	I think it’ll be better if our transpass were to be used for this new idea. For example, we would have to use cash for the 125 bus to get to KOP Mall. Just a free ride for others that are working & etc. may not have cash on them to shop. Tranpass use only would be very useful. Also less traffic.	The project is in the planning phase and no official fare policy has been set for the line.
<b>Support Recommended LPA</b>	I am very much in favor of the project. The LPA is one of my preferred routes.	Comments agreed the Recommended LPA was the best performing of the five Build Alternatives.
<b>Not supportive of the Recommended Locally Preferred Alternative (Recommended LPA)</b>	My sister sold her house because they don’t want SEPTA in their backyard. I will fight. I don’t take public transportation.	The alignment of the Recommended Locally Preferred Alternative is proposed on the south side of the Pennsylvania Turnpike right-of-way between the PECO right-of-way and Allendale Road. At the March 2016 public meetings, residents of Upper Merion Township voiced concerns regarding the possible impacts to private property. In response, SEPTA is exploring the feasibility of altering the alignment in the Pennsylvania Turnpike right-of-way to reduce impacts to properties. Various options will be examined as part of this process. SEPTA will meet with those affected residents to update them about any potential changes and mitigations that can lessen any type of impact to their properties.
	Concern with section passing through Valley Forge Homes neighborhood. Beginning with proximity of the rail system to the houses along Bluebuff, removal of trees which help to control turnpike noise and overall closing in at the back yards. Construction concerns are noise, dust, times of day especially at night. Although appears favorable to public, homeowners in Valley Forge Homes feel the railway will take away from peace and quality of living.	
	Please find another location. This is going to destroy the value of our homes at Valley Forge home development.	
<b>Decision Making</b>	Why are these decisions being made behind closed doors? If Upper Merion Township is involved, when will they notify us? Can we vote?	No decisions are being made behind closed doors. The National Environmental Policy Act (NEPA) process requires frequent coordination and consultation with elected officials, stakeholders and the public. This open and transparent process of evaluating alternatives and identifying a Recommended LPA included six sets of public meetings along with committee and stakeholder meetings. In addition to these frequent meetings, the website provided constant updates, newsletters were published and surveys were conducted. The website was also used to receive comments and suggestions from the public throughout scoping and all three tiers of the Draft EIS process.
	Why is SEPTA not going with the alternative that doesn’t affect residents? Why not choose the alternative that doesn’t run behind homes? Putting a train near my back yard takes away my privacy, the reason I moved to my house in the first place.	The analysis of alternatives involved 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.
	What happens if the township doesn’t adopt the plan? Do they have more of a veto power than the county? In order for the project to move forward, all entities would have to adopt this plan?	SEPTA will request adoption of the Recommended Locally Preferred Alternative (Recommended LPA) by Upper Merion Township, Montgomery County, Delaware Valley Regional Planning Commission (DVRPC), and SEPTA’s board. While the adoption of the LPA is not required, township support is necessary for many land use and permitting decisions on which the project depends.
<b>Planning and Studies</b>	How long has this been in planning?	Planning for the KOP Rail project began in 2012.
	Compared to other projects, why is this project taking so long?	The KOP Rail project is a very complex project. Detailed environmental analysis is required to be documented as part of NEPA when using federal funds. The project schedule can be found on the project website.

Affected Environment: Public Comments and Questions		
Theme	Representative comments and questions	Response
Environmental Impacts	What about concern for sinkholes in this area, esp during construction, also after build? Why not just improve Gulph Mills station and add modern bus transportation to malls/business area – or perhaps trolley system?	SEPTA is aware of the karst topography in the King of Prussia area. As engineering design for the project progresses, studies will be undertaken to determine the type and depth of foundations needed, as well as construction techniques to be used to reduce risk. Rail service, unlike bus service, operates in its own exclusive right-of-way with no interference from traffic and can, therefore, achieve higher operating speeds and provide greater reliability compared to bus. Bus service uses roadways and experiences delays due to traffic congestion and, as a result, has lower operating speeds. The bus routes serving the King of Prussia area are some of the least effective in terms of on-time performance in SEPTA’s operating division.
Parking	Will the business park have parking?	Yes, a park-and-ride is proposed for the business park. The KOP Rail project is currently proposing two park-and-rides along the recommended extension. One would be at Henderson Road Station near the intersection of Henderson Road and Saulin Boulevard. The other would be in the business park at the terminal station, 1st and Moore Station, near the intersection of 1st Avenue and Moore Road along the LPA. These park-and-rides are located at each end of the extension to capture ridership coming from U.S. Route 422 or U.S. Route 202 before they need to drive through the congested arterials of Upper Merion Township.
	People will come from 23/422. How many parking spots will be at the end station stop?	SEPTA has not determined the size for the park-and-ride at Henderson Road Station. The parking lot will be sized based on ridership expected to drive to the station as determined by Delaware Valley Regional Planning Commission's (DVRPC’s) ridership modeling and the constraints of the sites available.
Safety and Security	Will there be a significant increase in crime & litter?	Most research related to crime around transit facilities show that crime rates in and around stations is closely correlated to the existing crime rates in the adjacent communities. SEPTA Transit Police are currently working on compiling crime analysis and statistics for all stations along the Norristown High Speed Line (NHSL), and expects to release that data later this summer. Additionally, all SEPTA stations and NHSL vehicles are equipped with many cameras, which have proven to be a deterrent to both crimes committed onboard the vehicle as well as using the SEPTA system as a means of travel before or after committing a crime.
	I have concerns about crime happening on the train. People will use the train to get to the mall and shoplift. Won’t the train create more crime?	
	How would you address security?	New stations built for the KOP Rail project will be designed to incorporate safety into their design, including multiple cameras, higher levels of lighting as well as ensuring good sight lines throughout the station area. In addition, SEPTA Transit Police will periodically patrol stations and will be actively involved in ensuring that our station areas are safe.
	You will increase the calls to the Fire Company, EMS, and police that could increase UMT taxes. Have you considered that?	SEPTA will respond to all incidents that occur on the extension, and will regularly patrol stations. SEPTA will coordinate all aspects of emergency response with the local jurisdiction and coordinate how SEPTA's response can be most useful to local authorities.
	How is SEPTA transit going to respond to emergencies? This will be a burden. You don’t see them. What will you do?	
Noise & Visual Impacts	I live across the street from the SEPTA Hughes Park station. The noise level is low, it’s a very quiet line. The noise defuses and goes up. I really don’t think the level of noise that the KOP rail will affect the residents. Public transportation often mitigates environmental problems.	Modern rail technology is far less noisy in operation, compared to railroad 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 and a range of possible minimization and mitigation strategies will be identified. As the Final EIS and engineering design progresses, further noise studies will determine the specific mitigation methods needed. Mitigation methods may include noise walls.
	I’m most concerned for the visual and noise impact for the residents along the turnpike section who would have this in their backyards. I think the elevation would adversely change the character of this area. I’m a realtor and lifelong resident and appreciate the forward moving growth but not sold on this.	Visual impacts will be assessed and reported in the Draft EIS, along with strategies identified to reduce and mitigate impacts. Similarly, the Draft EIS will include a noise assessment prepared using the guidelines set forth by the Federal Transit Administration (FTA). This assessment will identify where noise effects are likely to occur and a range of possible minimization and mitigation strategies will be identified. As the Final EIS and engineering design progresses, further noise studies will determine the specific mitigation methods needed.
Economic Development	Is there a distinguishing percent of property value increase for light rail?	The study completed by Econsult Solutions on SEPTA’s positive impacts on property values looked only at Regional Rail service. The report determined that the average property premium from Regional Rail service in the four counties outside of Philadelphia was \$7,900 per house. No corresponding study was done for the Norristown High Speed Line (NHSL). However, we would expect new access and mobility to increase values.
	Bring in more business. I pay less in taxes.	The stakeholders supporting the KOP Rail project are working to make sure the rail extension will have a positive economic impact on the township, county, and region.
Community/ Property Acquisition	Make clear that there are potential for housing acquisitions in future mailings.	The KOP Rail Project is at 3% design. While we have a general sense of potential property impacts, it is too early in the project to determine exact impacts or acquire properties. SEPTA will work with all affected residents to minimize impacts.
	[What happens if a property is acquired?] [Homeowners] get fair market value. Do [homeowners] get any additional monies?	Projects using federal funding like the KOP Rail project must follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act. The Act and the Federal Transit Administration’s (FTA’s) guidance on implementing the act provide for the reimbursement of relocation expenses in addition to the costs of acquiring real property. It is reimbursed based upon the actual, reasonable, and necessary costs.



<b>Other Impacts</b>	I am the assistant chief of the fire company. The KOP Rail will be built over our 911 Memorial; the Memorial contains two pieces of steel from the World Trade Center. SEPTA is taking land and income from our firehouse, which is 100% volunteer. We already have a stable tax base. The rail line will also affect our fire company’s billboard, which generates revenue.	At our current level of design, SEPTA does not believe it will need to take any property from the fire company or 9/11 memorial. SEPTA is committed to working with the Township and the Fire Company to address any impacts to their property or the 9/11 memorial.
	Would prefer to see a route that does not affect turnpike property. Turnpike is already crowded at rush hour. Putting trains there congests an already congested area.	None of the KOP Rail project alternatives that use a portion of the Pennsylvania Turnpike’s right-of-way would reduce the number of travel lanes. The Turnpike is a vital transportation corridor in the region and negatively impacting it could lead to greater congestion. The KOP Rail project is proposing an elevated structure that would only touch the ground with support columns approximately six to eight feet in diameter. This relatively small impact at the ground level could be accommodated in the Turnpike’s existing right of way with no permanent impacts to traffic.
Costs and Funding: Public Comments and Questions		
Theme	Representative comments and questions	Response
<b>Sources of Funding</b>	Where is the funding coming from if 50% comes from the New Starts program? Where is the other 50% of the funding coming from?	<p>The KOP Rail project 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 lay out a variety of options to be considered by project decision makers and regional leaders.</p> <p>The potential sources for the remaining fifty percent of funding will be laid out in the report. The funding sources will be finalized later in the project.</p>
<b>Costs Concerns or Questions</b>	One major question that needs to be addressed: How did you come to the cost estimate...?	The KOP Rail project has followed the industry best practices and the Federal Transit Administration’s (FTA’s) guidance on estimating capital costs. Capital costs are calculated using the FTA’s standard cost category template which takes inputs from the project’s conceptual design and categorizes it. Consultant and agency expertise on unit costs are applied and a contingency is added to come up with the capital cost.
Public Agency Involvement: Public Comments and Questions		
Theme	Representative comments and questions	Response
<b>Public Comment</b>	Is there another way to express opinions on the project?	Comments can be emailed to info@kingofprussiarail.com or submitted on the project website.
	How will you have the public comment on the DEIS?	The Draft EIS is planned for circulation, public review and comment late in 2016. Hard copies will be available in public offices and places throughout Upper Merion Township. In addition, the Draft EIS will be available on-line via the KOP Rail website. Comments on the Draft EIS will be accepted in written or electronic form. All comments will be compiled for team review and responses will be written and posted. The formal Public Hearing on the project will be held in the first half of 2017 and again comments may be provided as written or spoken public testimony for the record.
<b>Public Outreach</b>	Have you gone down the road or drove around the neighborhood? I had to find out about this from a neighbor. Work on getting access to the areas you haven’t yet.	Prior to the public meetings, SEPTA had toured all publicly accessible parts of the study area along the alignment with its planning and engineering team. Subsequent to the public meetings, neighbors offered access to their backyards to allow SEPTA to view the Turnpike ROW behind Valley Forge Homes.
Outside of Scope: Public Comments and Questions		
Theme	Representative comments and questions	Response
<b>Maintenance of Current SEPTA Rail Stations</b>	Your current system is crumbling.	When SEPTA was created in 1964, the first task was to take the resources of bankrupt private companies, including assets built in the nineteenth century, and shape them into a transit network to meet the travel needs of southeastern Pennsylvania. Half a century later, the system is a blend of legacy and modern stations, vehicles, and infrastructure critical to the economy of the region. Maintaining and improving the system has always been a priority and even in the face of funding challenges, the Authority has made progress renewing assets including rebuilding the Market-Frankford Line, introducing new Silverliner V rail cars, rehabilitating stations, introducing new technologies, and investing in major infrastructure and maintenance facility upgrades to preserve and enhance safety on the system. In late 2013, Harrisburg took bold action with the passage of Pennsylvania Act 89, which creates, for the first time, a long term funding solution for critical highway and transit infrastructure needs across the Commonwealth. Taking a business approach to managing its asset portfolio, SEPTA will rehabilitate or replace bridges, replace critical power systems, and design and procure new vehicles. This places SEPTA in a strong position to reinvest in and rebuild the system to provide safe, reliable service, while enhancing the travel experience for current and future customers.
<b>Other Possible Projects</b>	Are there any plans to extend out to Collegeville? Other areas?	The KOP Rail project is focused on extending the Norristown High Speed Line (NHSL) to King of Prussia. Previous planning studies have looked at further extension of transit service along the U.S. 422 corridor. The KOP Rail project seeks to not preclude any options for service towards Collegeville. Currently, the Greater Valley Forge Transit Management Association (TMA) organizes the U.S. 422 Corridor Coalition to discuss transportation options along the U.S. 422 corridor.

### Questionnaire Summary

In conjunction with these meetings, almost 28,000 questionnaires were mailed inside a newsletter to postal addresses in all of Upper Merion Township, within a mile from the existing NHSL trunk line, to multifamily housing developments, as well as to elected and local officials, key stakeholders and environmental justice (EJ) groups identified for this study. Recipients had the option of completing the paper questionnaire and mailing it in to the project team, or completing it online. This report summarizes those survey results and is based on 930 completed questionnaires submitted online by April 1, 2016 or postmarked by April 8, 2016.

#### Key Findings:

- Overall, respondents were evenly split in terms of support for the KOP Rail Project (No - 51%; Yes - 49%), opposition to the project was more prevalent in the King of Prussia zip code (19406). Only 42% of respondents from this zip code support the project, while 71% of respondents from other zip codes support it.
- Overall, responses were evenly divided on the question, “Is the Recommended LPA the best performing alternative?” (No - 51%; Yes - 49%). However, when we examine these Recommended LPA responses relative to support for the project overall, we see that a majority of those who do not support the project also do not feel the Recommended LPA is the best option. Conversely, among those who do support the project, a majority are in favor of the Recommended LPA.
- Similarly, when asked “Would you be willing to try transit?” 64% of all respondents answered “Yes” or “Maybe.” However, among those who do not support KOP Rail, 72% said they would not be willing to try transit. Of those who do support the project, almost all (97%) answered “Yes” or “Maybe” to the transit question.
- 71% of respondents had not attended other public meetings for this project. However, those who did not support KOP Rail were twice as likely (41% vs. 18%) to have attended a previous public meeting.
- The top concerns among respondents were safety/security issues and negative impacts on residential and environmental areas.

### Summary of Twitter Use

Twitter has been used as a method of communication through the KOP Rail project process. It was used to communicate with the public in the time period leading up to the public meetings, during the meetings, as well as afterward. During the time period where comments and surveys were being accepted, @KOPRail tweeted 18 times with information on the dates, times and locations of the public meetings and the online survey. The responses expressed both support and opposition to the project.



KOP Rail Elected Officials and Public Meetings Summary  
March 2016

Project partners also tweeted information about the public meetings, information sessions, and newspaper articles.

The handle @KOPRail and the hashtag #KOPRail were monitored. Below are examples of tweets received.

**Vincent Gervasi** @InternetVince Mar 1  
[@KOPRail](#) I AM SO HAPPY THIS IS REALLY HAPPENING!!

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**NoKOPRail** @NoKOPRail Mar 7  
[@KOPRail](#) [@Vernon Odom](#) [@6abc](#) Please get BOTH sides of the story! [#NoKOPRail](#)! Our supporters will be at EVERY MEETING

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**RideECO** @RideECO Mar 7  
Tonight: 1st public mtg to provide input on [@KOPRail](#) Project. <http://ow.ly/YSTJr> [@SEPTAPHILLY](#)  
[#KOPRail](#)

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**King of Prussia BID** @KOPBID Mar 8  
Next [@KOPRail](#) Public Meetings scheduled for March 9 & 15. Details >> <http://ow.ly/ZcMVm> [@SEPTA](#)  
[@GVFTMA](#) [#Rail](#) [#Transit](#)

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**Jason Laughlin** @jasmlaughlin Mar 8  
[@SicTransitPhila](#) [@KOPRail](#) response among a very small number of residents with an agenda was very negative. But that's who showed up.

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**Bri Avila** @Bri963 Mar 10  
[@jasmlaughlin](#) [@SicTransitPhila](#) [@KOPRail](#) [@NoKOPRail](#) forgot to mention about the the vibration that would affect to homes. Engineers quoted

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**NoKOPRail** @NoKOPRail Mar 10  
[@Bri963](#) [@jasmlaughlin](#) [@SicTransitPhila](#) [@KOPRail](#) I love how the argument is "They already live next to a highway" makes it ok.

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**connectKOP** @ConnectKOP Mar 16

KOP Rail Elected Officials and Public Meetings Summary  
March 2016

[@SEPTA](#) to host another Public Information Session for [@KOPRail](#) project March 17, 4-7 PM. Details >>  
<http://ow.ly/ZuERk>

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[NoKOPRail](#) @NoKOPRail Mar 18

Did you know? Less than 1% of KOP Residents Support [#KOPRail](#)! [#NoKOPRail](#)

---

[connectKOP](#) @ConnectKOP Apr 1

Do you support the [@KOPRail](#)? Endorse it formally and easily online!

<http://www.connectkop.com/endorse> [@GVFTMA](#) [#SupportKOPRail](#) [#PublicTransit](#)

## **Conclusion**

SEPTA and its project team received a wide variety of comments during the Public Meetings and Public Information Sessions, online and via mail. The project team will use the comments heard from the public and explore options to mitigate concerns expressed by the public.

*Report prepared by:*

**McCormick Taylor, Inc.**

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Emily Watts  
Communications Coordinator



## **Appendix A: Meeting Photographs**

**Meeting Photographs – March 7, Radisson Valley Forge**





**Meeting Photographs – March 9, 2016 Norristown Municipal Building**



**Meeting Photographs – March 15, 2016 DoubleTree Philadelphia-Valley Forge**





**Public Information Session Photographs – March 10, 2016 City Hall, SEPTA Concourse**



## **Appendix B: Summary of Public Comments by Theme**



Comments in black font are from the Public Meeting Question and Answer sessions.

Comments in blue font are from comment cards received.

Comments in green font are emails received at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com).

Purpose and Need: Public Comments and Questions	
Theme	Comments and questions
<b>Supports increased transit services to King of Prussia</b>	I am a user of public transportation, the noise is not bad. Riding a train is much more preferable then to having to smell the fumes from a city bus. A train is much more environmentally friendly.
	I am a frequent passenger of PATCO. Crime and graffiti did not occur. I live in an auto reliant community. Will future development be auto centric or transit centric? Older and younger people want public transit options. You need more transit in King of Prussia in order to keep it from becoming obsolete. Eventually you will be spending more on highway improvements. This area will be becomes less and less attractive without transit in the future.
	Currently our infrastructure cuts our community off from one another. We can help our community by becoming less car centric.
	I strongly support this project. I live in Delaware County and travel to King of Prussia frequently.
	I'm in support of the project. I ride the Route 100 trolley line and am very familiar with the parking congestion and the fumes from the buses.
	I agree that it's a good project that has been well researched. It's good for employees to get to and from work.
	I support the KOP Rail extension and think is will benefit a lot of people. You need to improve 69th street.
	Younger people are driving far less. My friends don't want to take the bus. It is important to remember younger people will want this. "We" are subsidizing your property. We need to keep in mind it's foolish to spend this money and not help people get there.
	No more cars on the road!
	The 125 is standing room only.
	Public transportation is not that dangerous. I urge you all to try it.
	Can't wait! Why hasn't this been built yet?
	I work at the King of Prussia mall for 20 years and it would be a joy to take the rail instead of 124/125 bus. Sitting on 76 traffic and being late to work is exhausting. Thank you for considering the project.
	Absolutely a fantastic plan. More public transportation is needed.
	In its current incarnation KOP is a nightmare to access because of congestion and an undesirable area to live, work, or play. Rail will be one way to help get employees to the mall and business parks and make the area more attractive and sustainable for future generations. - That said, if the project does not move forward, there are numerous worthy, desired and equally beneficial projects that would benefit the region: Roosevelt Blvd, BSL Extension and even regional rail restoration to West Chester. Let the naysayers stew in their own exhaust!
	This project is a big win for the region. Hopefully the small vocal minority won't kill the project that could benefit hundreds of thousands over many years. Please create more MFL A and B stops to decrease the length of the trip. A stop inside of the mall would be terrific
	That anti-rail group, NO KOP Rail, blocked me from their Facebook page. SEPTA has to be COMMENDED for bringing forth this major regional rail transit expansion. It's the first new rail line since: the Broad Street Subway to Pattison Ave in the 1970s; the Airport rail line in the 1980s.Two rail plans in the 1990s: the Schuylkill Valley Metro and Cross County Metro both failed on the drawing board. This is more realistic and workable.
	I think this is an awesome idea. NO TRAFFIC
	Great idea! When?
	This project has multiple benefits long term. Because train to the mall cannot be realized, this project is the best way to get in a lot of commuters from 69th Street to the mall. Also, people drive from Collegeville and Phoenixville to Dekalb or Gulf Mills Stations which can be avoided.
	Dear King of Prussia Rail Coalition:
	I am writing in tentative support of the King of Prussia Rail Extension project, provided that the route chosen is the best one for the people of Upper Merion Township.
	Whereas the PECO/turnpike/First Avenue route appeared to be is most, direct unobtrusive and overall advantageous proposed I have now read in a recent letter to the Philadelphia Inquirer, of an alternate, possibly superior route.
	The route would follow the R 6 Manayunk/Norristown line.

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	<p>I support the extension of the NHSL to King of Prussia proper. I ride the NHSL every day to work, and find it one of the more reliable and easy to use portions of the septa system. I avoid the horrendous experience of tackling 76, and have the opportunity to relax and read or listen to music on my way to and from work. I work for the government and benefit from DOT funds, but even without, the cost of a pass is substantially lower than gas and parking costs would be. The lots at stations throughout the line are full to capacity every day, demonstrating the popularity and need for increased public transport options from the suburbs to the city. This would also allow for a better public transportation to King of Prussia's jewel-Valley Forge NHP, which lacks good reliable public transportation access for locals and tourists alike. Increased access to public transportation is important for income equality and development. The fears from the extension of this line are frequently little more than very thinly veiled racism. Public transportation is progressive. Public transportation is egalitarian. Public transportation is important to access and increase. I support the KOP rail project.</p>
<p><i><b>Not supportive of increased transit services to King of Prussia</b></i></p>	<p>I walk and ride my bike to work. We already have a great tax base and don't need it. The residents are getting the short end of the stick.</p>
	<p>It's unfair to say that there is no rail access to KOP. 124, 125 bus lines run through KOP, we should be utilizing infrastructure we already have.</p>
	<p>You need residents to make a community, and the residents are feeling choked. Every other stakeholder's needs are being met, except for the residents. Let's make better use of the existing transportation system.</p>
	<p>We don't want this. What are the kickbacks that we are not seeing?</p>
	<p>How many times have you seen a SEPTA bus on 202 packed? Never! I do not intend to sink more money into our house.</p>
	<p>How can I stop this project from happening?</p>
	<p>Those taking the 124/125 buses from Wissahickon will not be taking the NHSL.</p>
	<p>After listening to SEPTA and residents...we still do not want the line. We don't need parking traffic on S. Henderson (already hard to traverse). The Valley Forge Village residents would have a nightmare ahead. (Would you want to live there?) Already hear turnpike traffic (all night also- sound travels) and now 21 hours per day of high speed line in addition. No more concrete! This used to be a residential community first...not concerned for workers! We live here, raise families, improve our homes, and pay the taxes. We don't force other communities to consider our needs!</p>
	<p>There is no benefit to KOP residents. Stop wasting tax payer money, including federal taxes!</p>
	<p>No way! Why? Have bus now</p>
	<p>I am against this project!</p>
	<p>We are 100% AGAINST the train. You shouldn't be impacting the families at Valley Forge Homes.</p>
	<p>It is not needed. The improvements made to local stations with bus transportation- SEPTA connect, etc. to the Mall and Casino should be enough. Workers coming in from Philadelphia need to adjust their commute as all other workers do. This township needs to WORRY ABOUT their residents and NOT Philadelphia residents. PA is an AT WILL EMPLOYMENT STATE. You don't have to work in KOP!!! NO RAIL LINE!!!</p>
	<p>I am going to be 70 years old and I do NOT want this project for Valley Forge Residents. Please! This is very unfair and you must choose another route that does not affect homeowners. You must listen to wise counsel and close the door to this project. Thank you.</p>
	<p>No KOP Rail- no benefits to the residents of Upper Merion township residents. This project will only benefit SEPTA. YOU'RE TAKING OUR HOMES! Benefits to SEPTA: More efficient ridership time from Phila to KoP- this is not the residents' problem that it takes too much time from the Philadelphia residents to commute to KOP.</p>
	<p>I prefer no train!</p>
	<p>You seem to care very much more about money and the people outside of Upper Merion. Very few people in Upper Merion will benefit from this, but we are the ones that have to live with it every day of our lives. You do not have to live with it. You really do not seem to care about us at all, and we should be the ones you care about the most because we have to live with this monstrosity every day.</p>
	<p>Generated by GREED AND "THE MALL". We do NOT NEED a rail in King of Prussia. Am a resident of Upper Merion, Noise, URBAN SPRAWL, Eyesore, Need peace and quiet where I live</p>
	<p>KOP already has service- residents don't need more. Project costs too much- taxpayer money can be used for better projects. Benefits are based on flawed assumptions. Prove they aren't!</p>
	<p>This has 0 benefit to residents!</p>
	<p>Auntie Rail Nimby says: NO nice things , K.O.P Rail</p>
	<p>Nobody that lives in KoP wants this train. It only benefits you, the casino, and the mall. It's obvious that you do not care about the residents here.</p>
	<p>Considering costs of construction and the many millions of dollars maintenance costs per mile, why is it necessary for the rail line to extend to the Valley Forge Casino/Resort? Their parking lot is never full, per my observations so it would seem not enough people care to go to VFCR- no real need for the extra rail line and attendant costs.</p>
	<p>No to Rail Project. No benefit to residents in U.M.</p>
	<p>No KOP Rail</p>
	<p>NO!!</p>
	<p>I don't go to KOP</p>



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Comments in blue font are from comment cards received.

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	People don’t use public transportation in KOP
	This is of no value to residents. Nobody is trying to get from King of Prussia to 69th Street and if they want to go to Center City, they take the rail from Radnor or Wayne. This is an EL-NOT a regional rail. It is an elevated subway. This will only benefit the casino-NOT the township. We don’t need it. Not economically feasible.
	This project is the biggest waste of money that I have ever heard proposed.
	Just look at SEPTA’s other rail systems and what they look like: nothing but rust and graffiti and disrepair and eyesores. SEPTA is not Disney. This rail system will look like West Philadelphia in 4 years and because it is elevated it will be an eyesore for all to see. When the project stops being self-sustaining (if it ever is) other riders will be forced to pay for it with increased fees. The eventual deconstruction and removal of this boondoggle will also cost millions.
	The amount of potential riders does not justify such a system or expense. Not even close.
	Pollution-free (propane) short buses could do the same as this rail system, cost millions less, have zero environmental impact and have no neighborhood displacements and be much more flexible as needs and routs change, which of course they will.
	I would like to state that I am against the construction of this extension. There are many negatives that would affect the integrity of this area for residents: Lack of parking, eminent domain, noise, loss of visual aesthetics, loss allocation of local emergency resources, possible over-population of the area, additional local congestion. Please try to reach out to the community about this issue, perhaps have news channels do a story about it to encourage local attendance at meetings.
	To the Septa Rail Project: We, the residents and taxpayers of Valley Forge Homes and Upper Merion, are 100% against SEPTA’s aggressive plan to extend the Norristown High Speed Line through King of Prussia BUT especially so in bringing this rail line right through our neighborhood.
	SEPTA’s “locally preferred alternative” LPA plans to run this rail in behind many houses on Powderhorn Road and Blue Bluff is far from being an acceptable and good idea. With this LPA, 29 homes will be affected and it involves several houses located in two cul-de-sacs (Blue Buff and Kingwood). The other alternative using the PECO right-of-way field behind the houses on Kingwood Road is not acceptable either because with this recommendation 55 homes would be affected as well if this route is selected. We, the Valley Forge Homes residents, are strongly NOT in favor of either of these recommended routes because they only invade and take over our neighborhood!
	SEPTA officials also have to understand that many residents of Upper Merion were completely unaware of this rail project for the first two years. We were only given a “whisper” of this proposed extension of the Norristown High Speed Line WHICH does NOT benefit the citizens of Upper Merion. Also, this extension plan does NOT address any safety concerns that residents have about train tracks being within 20-60 feet of their backdoors and what about the safety of the children who live in Valley Forge Homes? Is SEPTA going to erect a giant-size fence making our neighborhood look like Stalag 13 in order to keep teenagers and children away from the tracks? In addition, this rail project will drive away any remaining wildlife in the area. King of Prussia will become the Capitol of concrete, asphalt and metal; and trees, birds, rabbits, etc. will also lose their natural homes and disappear from our environment. Also noise and vibration will affect the ability for us to live in our homes peacefully.
	We also understand that this plan is only “conceptual” right now and we want it to stay as only a concept and NOT become a “reality!” We will try our best to ensure that SEPTA’s LPA is NOT adopted in 2017 and may the Smart Funds from the Federal Government not be available in 2018.
	Apparently, “business” is more important than the “residents/homeowners” of Upper Merion. It is our opinion that it’s all about MONEY and SEPTA is not considering the welfare and well-being of the Valley Forge Homes residents/homeowners.
	Right now, there are so many various issues connected to this rail project that SEPTA hasn’t scratched the surface in coming up with practical solutions.
	However, the VFH residents’ BIGGEST FEAR is that the value of our homes will plummet tremendously and will not be worth a dime. None of us can allow this to happen, because all of us have worked very hard to own our homes and to keep them attractive and pleasing to the eye.
	If the residents of Valley Forge Homes don’t stand a chance of being against this rail line may the sinkholes of King of Prussia win on our behalf! VFH residents would also like to know who came up with the idea to run this train 21 hour a day. This idea too is utterly ridiculous and not acceptable.
	Valley Forge Home residents vow to fight SEPTA’s proposed extension of the Norristown High Speed Line and NOT let SEPTA take our homes away from us and make our homes worthless!

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Other	I was at the meeting on Monday, please explain the genesis of the project. Where did it come from, SEPTA? Or did the county specifically push for it? We want to find the ideal project that satisfies everyone but it doesn't feel like it's there yet. A lot of people, residents, feel that this will only help the businesses, the mall, etc. What benefit is it to residents? We already have a great tax base. I would like more information on who really wants the project. Where does the push come from? Is there any other option other than up 202 that doesn't impact any residents? If you could look at the north side of the Turnpike that may be a possibility. Can you just buy the ballpark and relocate it?
	How will this project help residents? Montgomery County has the lowest tax base.
	52% like the idea of rail (per last year's survey results); less than 1000 filled out the survey.
	Communication and input from residents is subpar. This project is not the project of KOP.
	NIMBY rail opponents: Astroturfed by Fossil Fuel interests.
	Get a head count from a temporary bus route from SEPTA to High Speed Line on King of Prussia Road, to KoP Mall, Count, Allendale Road to First Ave to Convention Center before starting construction.
	How many riders are expected?
	I DO NOT SUPPORT THIS RAIL EXTENSION. I would be in favor of extending the Regional Rail Line into King of Prussia. This area needs a 1-seat ride into Center City.
Alternatives: Public Comments and Questions	
Theme	Comments and questions
Design Considerations	Where will the train enter the park? Is it going to stop at the casino or go up to 422 and 202 south? 422 is underserved.
	Why didn't you extend the Norristown High Speed Line to stations in Fort (Port) Kennedy?
	Run the train along the northern side of the Pennsylvania Turnpike, not right next to my house. Why is the train not running down the middle of the Turnpike?
	Why not consider extending the 202 route? If those people want the rail line, it should impact their community. You rather impact residents rather than impact the business. What about utilizing Gulph Road which is straight through?
	I do believe that the rail line should be moved to the other side of the turnpike, away from the homes.
	No matter where it is, it will affect the local people. If we put a station at DeKalb Pike where the alternative crosses at 202 on the north side, then it would actually allow the residents to actually use the train.
	How will the route fit along Wills Boulevard running by Costco?
	Why don't you extend the rail from Norristown?
	Will there be more tracks?
	The bike trails are on the opposite side of the busy road. Who will make the connections?
	How does this loop work? Will someone have to get off if they get on the wrong train direction?
	You compared DC Metro and JFK – where do they connect? Are they busy areas? Main issue for me is the transfer at 69th.
	When it goes from the turnpike what happens at 202? Will it run over or under?
	What is the height and width of the structure? I don't think it will fit. Concerned with visual impacts.
	Is there a national recommendation on how dense the area should be in terms of walkability and ridership?
	How do we make the rail line a desirable place to be and live?
	Consider station at PATPK 202 so people can walk to station. It will require acquiring hotel property. That should be a good price to pay. Consider only one station in mall. People go there and park at one place and walk to entire mall anyhow and having one station will be the same situation. If mall wants extra mobility within the property they can shuttle as they do during holidays. Provide a connection to 1st Ave Station. Direct parking from turnpike to serve commuters coming from Montgomery area. Show sidewalk connection as part of this project as a complete package for acceptance by the residents better.
	Construction Vehicle Access. South side of north side of the "wall". Will the "wall" be raised in height. Will the wall be moved – north or south. Will there be two walls same level of train
	I will appreciate your considering the "at grade" extension from Henderson Road to a little beyond Rt. 202, to go around the King of Prussia service center. (You can save money by not having to elevate the tracks for the area).
	Can the train go around the turnpike plaza and down 202 to the turnpike route?
	Recommendations: 139 be re-routed to pass by KoP mall stop. Free transfer for those traveling on 99 going to/from Phoenixville-currently is direct route to NTC to Route 100/NHSL. Free/reduced fare for shuttles for businesses on First Ave NOT near NHSL stops. Extend current stop at KoP mall. Question: Will this also be 2 zones fare?



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	Please include N. Gulph Road. 1st Avenue will redevelop. N. Gulph Road will be a parking lot when developed fully. This will mitigate this growth.
	No station planned between Henderson Road and the Court. Considers shifting parallel PA TPKE segment to NORTH of the turnpike with a stop at K of P service plaza. This would prevent up to 29 homes taking removal and 29 homeowners claiming to take displacement. (Not my idea but from a fellow in the neighborhood on the south side of the turnpike who’s one of those homeowners.)
	As a supporter of this project, I would like to make sure at the Valley Forge end that the infrastructure allows for future extension to Port Kennedy for connections to a future commuter rail service to Pottstown, Reading, and beyond. I do have ridership concerns of the Norristown to KOP portion due to the Route 99 bus. I strongly support the KOP HSL project. I do however have a concern about the Turnpike alignment. Instead of building the line on the south side of the turnpike, move it to the north side where it will not be in neighbors back yards. The North alignment will put it through the turnpike rest area which can be trained through creative engineering. As a support project to the KOPHSL I strongly urge that an expanded Radnor Station be built similar to Bryn Mawr Station to support three tracks and Radnor short trips so King of Prussia and Norristown limited stop cars can operate from Villanova Station and 69th Street Terminal.
	It should run through the developments near urban benefit and run back along the present tracks by the river- no visual impact now. If you’re going to spend a billion then don’t bother.
	Nobody that lives in KoP wants this train. It only benefits you, the casino, and the mall. It’s obvious that you do not care about the residents here
	Why extend the high speed line and not the Norristown rail. People in center city will have to travel to 69th street. Seems connecting CC to KOP directly would be more convenient.
<b>Operations and Service</b>	What rate of increase will the train run after the train is built?
	From Norristown to 69th Street, cars are full. If you’re running at capacity now how can you run more trains?
	When will we hear about changes in bus routes?
	How accurate is DVRPC’s ridership prediction? What is your track record?
	76/422 are very congested. How do you get them off the road? It would be so much more convenient without having to transfer.
	Are you going to increase the number of cars or frequency?
	NHSL currently has buttons to stop now, how will that work on the new route?
	What will people do if they drink too much and miss the train?
	Are you committing to 4:30 a.m. to 2 a.m. run times?
	How long does the NHSL run?
	Will other train lines’ service decrease, such as the existing Norristown line?
	Improve inbound/outbound connections at 69th. Currently NHSL trains get bogged down and delayed near depots/employee boarding area. Connection must be smooth for people to do a 2-seat trip between KoP and Center City. Keep the stops close to the mall
	A connection should be made between 251 Dekalb, the apartment complex, and the future Chester Valley Trail. That way residents can use the future trail to connect with the Henderson Station. The Route 124 and 125 if truncated to Wissahickon, should be adjusted to make a stop in Conshohocken before proceeding to KOP and Chesterbrook. Currently access between Conshy and KOP is over an hour by SEPTA or 15 minutes by car.
	I think it’ll be better if our transpass were to be used for this new idea. For example, we would have to use cash for the 125 bus to get to KOP Mall. Just a free ride for others that are working & etc. may not have cash on them to shop. Tranpass use only would be very useful. Also less traffic.

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<b>Support Recommended LPA</b>	I've been a transit user all my life. This is the most cost effective project for this area.
	I am very much in favor of the project. The LPA is one of my preferred routes. Did you ever consider a single-line loop from the mall via N. Gulf and VF towers to provide greater coverage of the business park?
	I am in full support of this project. I believe it will greatly benefit the township economically, keep my taxes low, and add value to my property. Public transit is the way of the future and I appreciate the ability to give my input. I have lived in two areas within 1.5 miles of NJ transit train stations, and the convenience was fantastic. I look forward to using this rail line to get into Philadelphia very frequently.
<b>Not supportive of the Recommended Locally Preferred Alternative (Recommended LPA)</b>	The train will be 52 feet from my home. The train will produce 80-90 decibels of noise, which is too much noise. Construction will rock the foundation of my home. The train will be visible above the noise wall. I have not received a mailing to my home. Why did my township not contact me? If businesses want this, run the train down 202. My home has sink holes and culverts, how will this affect my house? SEPTA needs to see it from the home owner's perspective. My property value will go down. I went around passing out flyers to the homes directly impacted and they had no idea about the project. If the business district wants the rail line, put it down 202 so that these homes aren't the only ones affected.
	I have concerns about SEPTA's presentation, there is dishonesty woven into the presentation. There are no businesses along the LPA. The mall is being treated like a cathedral. 202 is one big long business. Everything is an impact to traffic. Fewer people will be impacted on 202.
	I do not feel compassion from Byron for the neighbors, not getting the whole truth. She feels a lot worse than when she came in.
	You wonder why this country is in trillions of dollars in debt. Go protest. The supervisors work for us!
	My sister sold her house because they don't want SEPTA in their backyard. I will fight. I don't take public transportation.
	I oppose this project! The visual blight and vulnerabilities this proposal brings to my home and children far outweighs the increase in ridership that your company will benefit from. In addition, your presentation was filled with contradictions with regards to the DEIS, impacts, findings, etc.
	Concern with section passing through Valley Forge Homes neighborhood. Beginning with proximity of the rail system to the houses along Bluebuff, removal of trees which help to control turnpike noise and overall closing in at the back yards. Construction concerns are noise, dust, times of day especially at night. Although appears favorable to public, homeowners in Valley Forge Homes feel the railway will take away from peace and quality of living.
	I am a home owner for the tentative route. I am against this route this train will be 52 feet from my back door – use 202 or other side of turnpike.
	I am against this train- Don't go forward with this project.
	A rail system that needs to acquire resident property is unacceptable. The residents do not need nor want the project if it destroys property values.
	This train is a joke- what benefit does it have for anyone who lives in the township
	Please find another location. This is going to destroy the value of our homes at Valley Forge home development.
	Put it in your own BACKYARD! Not within 40' of my pool!
	There is nothing about this project that I am in favor of. Nothing will change my mind.
	Not in favor- my home is in the impact area- I love this community, invested of \$100,000 in my home for it to be my forever home. Rethinking my commitment to that.
	10 yrs ago I moved to VFHs to enjoy suburban living again after having lived in Phila. for 26 years. NEVER in my "wildest" dreams did I imagine SEPTA would be putting a rail through so very close to my house at 512 Powderhorn Rd. While this train won't be in my backyard I'm not at all happy with this "selected LPA!" I have invested BIG bucks into my "HOME" i.e. \$21,000 in ALL NEW windows, new furnace & central air, \$7,000 NEW roof (1 yr ago). I'm a widow for 20 years and now preparing to retire in May after 36 years of service. I IMPLORE SEPTA to go back to the drawing board to resurrect the other earlier 30 alternatives to rethink this factor. I'll be present for the upcoming walk-through. Thank you.
	Hello Ms. Smith, I wanted to first thank you for your time last night at the Valley Forge Radisson. Your presentation was very detailed and helpful to understand as to what may be happening to the King of Prussia area. You also handled yourself very well considering some of the concerns and frustrations of the some 29 families that may be affected by this expansion. Kudos to you! Regarding the 29 families/houses along the turnpike section that may have a high speed rail line in their backyard is my concern. I've lived in Norristown most of my life and I've been working in Kop for 20 years. Before I attended the meeting, I was 100% on board with this project because of the impact it could do for Norristown financially. Possibly create growth/jobs and also increase property values. Now I'm about 50% on board because I have sympathy for the 29 Kop families that may be affected. After listening to your presentation and the concerns from the residents, I don't feel that the rail system is necessary for growth in Upper Merion. The township has grown substantially over the years without the rail. Upper Merion doesn't seem to be a struggling township that needs commercial and smokeless industrial growth. However, a rail system would help commuters from outside areas getting to and from work in Kop. I'm still 50% on board with this project, but I feel zero houses/families should be affected if Septa wants to sell the idea of the Kop rail. I don't think the Kop rail would add any value to the current Kop residents (especially from the responses I heard last night). If there is one house in jeopardy, the rail or route should be squashed. Last thing, a vote from the residents wouldn't be a bad idea. For the record, I live at 600 Noble Street, Norristown, 19401. Thank you for your time.



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<b>Decision Making</b>	Was the township manager involved in the LPA decision? Why are these decisions being made behind closed doors? If Upper Merion Township is involved, when will they notify us? Can we vote?
	Is there potential that this project won't happen?
	Why is SEPTA not going with the alternative that doesn't affect residents? Why not choose the alternative that doesn't run behind homes? Putting a train near my back yard takes away my privacy, the reason I moved to my house in the first place.
	What happens if the township doesn't adopt the plan? Do they have more of a veto power than the county? In order for the project to move forward, all entities would have to adopt this plan?
	No action feasibility study – when is that coming out?
	What happens if you find out this is not feasible? So you're saying the no action vs RLPA is the same?
	If there is not impact to traffic will you continue?
	What's the probability of the project happening?
	Do our supervisors have to vote on this?
	Does the project move forward if the supervisors vote it down?
	Is there a no choice option if it is not supported?
	When is the drop dead date of whether or not this project is moving forward? At what point?
	When was the decision to pursue this project made and by who? Was it voted on by a board at SEPTA?
	Take the number of properties needing to be acquired, and double it, because in acquiring and leveling homes in the right of way, their neighbors across the street suddenly have a high speed behemoth in their front yard. Who are the stakeholders, exactly, by now you have all of our names, addresses, phone numbers, email addresses, tax parcel id, etc. How much \$ are these stakeholders getting for this? Let's have their names and their payoffs listed in the papers.
	Put on a voting ballot to see if Upper Merion wants a rail system through our city townships.
	Please publish the results of surveys! I am a resident and do not see a representative identified as a stakeholder. Who told you this is our LPA? Don't you have a more cost effective project?
<b>Planning and Studies</b>	How long has this been in planning?
	Compared to other projects, why is this project taking so long?
	The KOP industrial park has 3 proposed developments- all mixed use- residential and retail/ 1st Ave. is being reduced. If Industrial Parks are eliminating business, where do your "numbers" come from?
<b>Environmental Impacts</b>	How are you going to anchor the train when the sink holes have no bottom? Will you anchor in bedrock?
	What happens if the analysis comes back fine then I find a sinkhole in my backyard?
	What about concern for sinkholes in this area, esp during construction, also after build? Why not just improve Gulph Mills station and add modern bus transportation to malls/business area – or perhaps trolley system?
<b>Parking</b>	Will the business park have parking?
	Will there be more parking at Norristown Station?
	How big will the parking lot be at Henderson Road?
	Will mall management be OK with cars parking in their parking lots to take the extension?
	Currently parking lots are full along the NHSL. How will you plan for additional parking?
	People will come from 23/422. How many parking spots will be at the end station stop?
	How will the parking garage at the end of the line near the casino work?
	Parking lots are way undersized. You don't have enough now. What are you going to do about it? It needs to be more comprehensive.

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<b>Safety and Security</b>	Will there be a significant increase in crime & litter?
	There is no info on crime and graffiti in the presentation.
	We are going to see people coming from the city, but not the reverse. The train will run through some seedy areas.
	I am a women and I would never take the rail to 69th Street at night.
	I have concerns about crime happening on the train. People will use the train to get to the mall and shoplift. Won't the train create more crime?
	Shifting the train to the north side could relieve issues but if we have to stick to the LPA, could we put up a wall around the train to preserve people's privacy?
	I have never seen criminals or homeless people in the King of Prussia Mall. If there are shoplifters they will not be waiting for a train or a bus to get away.
	How would you address security?
	In the rendering of the turnpike, could you shift the wall? Could vehicles hit the pillars?
	You will increase the calls to the Fire Company, EMS, and police that could increase UMT taxes. Have you considered that?
	Does SEPTA police patrol these stations? What about the parking lots?
	I live near rail; I assure you there is more crime.
	Is KOP Mall going to become the Gallery?
	Students congregate at the Gallery (Student TransPass works from 6 a.m. – 7 p.m.)
	If I'm not carrying my gun I'm not going to 69th Street.
	Concerns with trash and graffiti.
	What will SEPTA do about safety and crime?
	(Resident that lives along S. Gulph) Two people almost broke into his house. They took bikes and patio furniture. What is SEPTA going to do?
	There has been an uptick in crime in the mall along DC Metro.
	How is SEPTA transit going to respond to emergencies? This will be a burden. You don't see them. What will you do?
<b>Noise &amp; Visual Impacts</b>	I live in the first house across the street from the SEPTA Hughes Park station. The noise level is low, it's a very quiet line. The noise defuses and goes up. I really don't think the level of noise that the KOP rail will affect the residents. Public transportation often mitigates environmental problems.
	Can a sound barrier wall be suspended from a rail line to minimize visual and noise impacts?
	How many cars will run into the city and out of the city per day? I currently live along the line and it has become very noisy since the improvements were made.
	I'm most concerned for the visual and noise impact for the residents along the turnpike section who would have this in their backyards. I think the elevation would adversely change the character of this area. I'm a realtor and lifelong resident and appreciate the forward moving growth but not sold on this.
	How noisy is the current Norristown HSL? How noisy are similar elevated metrosystems?
<b>Economic Development</b>	What is the economic impact of not doing anything at all?
	In 2040, 62,000 jobs expected. How many employees will come from Philly, South, Chester County, etc.? I think they will come from 422. Can you tell where they're coming from?
	Is there a distinguishing percent of property value increase for light rail?
	Bring in more business. I pay less in taxes.



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<b>Community/Property Acquisition</b>	Does SEPTA have a history of acquiring property? Has there been consideration for property value guarantees?
	If you paid the houses to displace the residents is that an option for all 29?
	What is the process for TOD rezoning? Hughes Park redevelopment issues
	Please explain the process of acquiring properties. Should the homeowner get you info? Who gives you the fair market value? SEPTA workers?
	Make clear that there are potential for housing acquisitions in future mailings.
	We get fair market value. Do we get any additional monies?
	What happens if you take five feet, value goes down. Does SEPTA compensate for that?
	SEPTA is going to take my home. This is my home. I will fight you. What you say you cannot know how I feel. Nobody cares. My property won't have any value.
	To what extent will they condemn the land to make it easier to acquire?
	Residents of Kingwood, people, nurses, professionals, educatory tradesmen are soon to be peasants living on wrong side of tracks with worthless homes. Originally planned to be their money for old age. What about houses at end of Kingwood and along Blue Buff? On what side of the sound barrier will the 17' train bridge run? On the turnpike side or on the side adjacent to Blue Buff and end of Kingwood homes? How will the rail line affect property values on Kingwood?
	I don't wish to have this in my back yard. I have invested a lot into my home which was completely remodeled into a two stories four bed room two bath two car garage and a man's cave. I am concerned about the noise, scene, property value, vibrations, sink holes just to mention a few.
	Dear Ms. Smith, I attended the March 7 meeting and I'm very concerned about the impact of this "aggressive" rail SEPTA project. The main reason why I moved out of Phila. To KOP was because of the "LOW" tax base. I will not find another place like this in which to live. I truly believe this new rail "Recommendation" will bring down the value of my home and many other homes in Valley Forge Homes. Crime will DEFINITELY RISE – the KOP POLICE have enough crime to deal with now! THIEVES USE VFH TO TRY TO AVOID POLICE! ALREADY
	Could a SEPTA rep have knocked on doors of those 25 homes before a public notification? I will look directly at the train near my front door, but I am sure I am not in the 25 homes – will I be compensated?
<b>Other Impacts</b>	I really do not want this rail project as proposed. It is way too near my house – will have an adverse visual effect as well as a noise and vibration. I am very concerned that construction will "disturb" the sink holes in the area and cause one to form in my yard. I do not like the elevation of the tracks – will visually affect the whole neighborhood.
	I feel for residents that have property backed up to the project rail. In all honesty having a train run through your backyard will kill their property value. Eminent domain should certainly be an opt out for the home owners to get fair market value before the rail goes in.
	I am the assistant chief of the fire company. The KOP Rail will be built over our 911 Memorial; the Memorial contains two pieces of steel from the World Trade Center. SEPTA is taking land and income from our firehouse, which is 100% volunteer. We already have a stable tax base. The rail line will also affect our fire company's billboard, which generates revenue.
	Vibration from the train lines is undermining the foundation. Sink holes are horrendous. I already had to rebuild parts of my home from the trees in by back yard when Superstorm Sandy happened. What environmental engineering steps are you taking? It's not fair that we have to put our lives on hold while we wait to hear the outcome of their project.
	I can already feel cars driving on the turnpike already, what will a train feel like?
	Concerns about the 9/11 Memorial
	The area is still really congested. Not sure where you are getting your data.
	Did you say Target was upset about covering their sign?
	We were told the Village at Valley Forge community would be walkable and not using cars. Now you tell us they are auto dependent.
	Would prefer to see a route that does not affect turnpike property. Turnpike is already crowded at rush hour. Putting trains there congests an already congested area.

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Costs and Funding: Public Comments and Questions	
Theme	Comments and questions
<b>Sources of Funding</b>	Are you saying there is not an impact to Upper Merion Township taxes?
	What grants are you working on obtaining? Will the Presidential election affect that funding?
	Where is the funding coming from if 50% comes from the New Starts program? Where is the other 50% of the funding coming from?
	Is it true that SEPTA is 100% state funded?
	Why can't SEPTA support itself? You get money from the turnpike. No one in KOP will get on and go to the mall. Why are the only big buildings near rail not sold or leased? The Schuylkill has nothing to do with this.
	Funding isn't required until 2018.
	I don't want to pay any taxes in relation to the proposed rail line. Therefore security and who is going to pay for it needs to be addressed before the next meeting and someone needs to own it!
<b>Costs Concerns or Questions</b>	Total project cost: 1.1 billion. Roughly 9,500 turn style clicks per day. 4,000 people will ride a day; 14 million riders over 10 years; 6 divided by 1.1 billion = \$75 dollars a day per rider. Give the money to riders to buy a car \$27,500 per rider per year.
	In your presentation you compared the KOP Rail to the construction of a train in Washington DC. What is the cost per rider in comparison to DC?
	Over 20 years, cost per ride is \$70. What is the cost compared to other systems?
	I've read about other rail extensions that are much cheaper. KOP Rail is high cost and has extensive impacts on residents.
	Currently, riding the train costs \$200 per month. What will be the price of a train ticket?
	If there is an increase in use of fire/ECMS/etc. will SEPTA be footing the bill? I am concerned that the residents will have to fit the bill.
	What is the tax structure for residents? Concerned with additional costs of safety, police force
	9500 riders for \$4000/in!
	One major question that needs to be addressed: How did you come to the cost estimate of \$100million/mile of new NHSR?
	Price new highways in similar areas.



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Public Agency Involvement: Public Comments and Questions	
Theme	Comments and questions
Public Meeting 6 Content	Are the survey numbers correct?
	Are the numbers correct on the pie chart? Why are so few riders coming from Philadelphia, your numbers are confusing.
	Are we able to get the maps that are used in the presentation?
	I ride the 123 from 69th street to the mall. You should show time savings from Center City.
	On slide 25 dealing with ridership, is that weekly or daily?
	Are you noting the comments made last night? You need to adjust your numbers throughout the week. You have to stop. This is a major flaw in your presentation.
	Please provide me a link to the “Recommended Locally Preferred Alternative” map which was recently announced.
	What you need to print in your brochures AND post on your website, Septa, are the number of residents that will be displaced by your proposed project. What you also need to post/print is the REAL reason you're planning this project...to accommodate the 19% of people traveling FROM Philadelphia to go to work at the KoP Mall. These statistics and facts come directly from your presentations. The Residents of the Upper Merion Township Community deserve better.
	Hello, I attended the meeting about KOP rail last night at the Doubletree in King of Prussia. I've been a supporter of the project since I first heard about it a few years ago, but this was the first meeting I've attended. I was thoroughly impressed with the presentation that Septa gave, and wanted to let you know this. I really hope that some of the concerns of the public can be addressed, and would love to see the project go forward. I am admittedly embarrassed on behalf of some of the other members of the public who were in attendance, and just wanted to make sure that Septa and in particular Liz the project director did a great job, despite the rudeness and negativity of many people that spoke during the Q&A. You have my full support of this project, and I hope that it is built and operated successfully. It would be a great benefit to the community and as a daily rider of the line currently, would be a huge factor in deciding whether I stay in King of Prussia in the future, or move to another town with better transit access. Thank you again for an excellent presentation.
	Please send me a copy of the presentation used for the King of Prussia Rail meetings starting on 3/7. I am unable to attend the meetings and would appreciate knowing what was presented. Thank you for your help.
Public Comment	Thank you for the slides and the video of the presentation. It is very helpful in understanding what people are saying versus what was actually said. BTW, it was a very good, informative presentation. Kudos to Liz and the team.
	Folks, Some people have questioned the integrity of the survey that was done to collect the statistics used in the March 2016 presentation. Would you please send me a copy of the survey questions? I want to be able to dispute an (other) inaccurate claim or have a basis to ask more questions. Thank you.
	I attended one of this week's meetings. Couple of points to consider: 1. Presenters need conflict management training. They didn't manage conflict at all. 2. We need details about same sliver of land being used by turnpike authority for slip ramp and SEPTA adding a station at the same location. 3. You need stations that benefit residents to get their support. To ask residents to sacrifice while businesses benefit will get you nowhere. 4. De-emphasize the "reduced traffic" marketing. We've heard this before and it never came true. PENDOT said that about Blue Route and the additional capacity just added more traffic. Expressway and its feeder roads never unclogged. 5. Those who can afford to drive will drive unless you provide a convenience/good experience to lure drivers to the Rt 100 line. You have a serious PR problem with 69th Street after dark that inhibits suburban travel- the place is awful and feels dangerous even though it statistically may not be. Burned out light bulbs, generally dirty "looking", winter homeless population, no security presence. I would love to support this project, but you offer no benefits for residents to use it. I certainly can't- it's nowhere close enough to walk to on a rainy day. All the benefits are for businesses. Make them pay for the benefits they'll realize from it.
	Is there another way to express opinions on the project?
	I’ll see the train out my front window. None of these meetings have any town reps or people from PennDOT. Why not bring them in for a panel so they can hear the public’s concerns?
	We are not represented at these meeting by officials and there has been no statement of acquisition of property.
	Any plans to meet with Brandywine Homes?
	How will you have the public comment on the DEIS?
	What feedback have you received by surrounding townships (i.e. Chester County, Tredyffrin Township, etc.)?
	Is homeland security going to be involved?
	Get organized and let your public officials know how you feel.

Comments in black font are from the Public Meeting Question and Answer sessions.

Comments in blue font are from comment cards received.

Comments in green font are emails received at [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com).

<b>Public Outreach</b>	Your marketing is terrible.
	You need a PR firm.
	You had 1% of people at the workshop. That’s appalling. I don’t know how to tell you how to market.
	Need to address residents at the table.
	Use UMT literature to communicate to the residents.
	Questioned Liz’s position at DVRPC and why she didn’t tell the public.
	You can reach the residents by posting in the grocery store.
	Have you gone down the road or drove around the neighborhood? I had to find out about this from a neighbor. Work on getting access to the areas you haven’t yet.
	Will you let the residents know before you make it public?
	DID NOT RECEIVE FEB. 2016 MAILING OR SURVEY INFORMATION
Outside of Scope: Public Comments and Questions	
Theme	Comments and questions
<b>Maintenance of Current SEPTA Rail Stations</b>	Your current system is crumbling.
	Get rid of King Manor Station. There are no sidewalks. Move the station.
<b>Other Possible Projects</b>	I work in the business park. The business park is not walkable, what are the future plans for the business park?
	Henderson Road corridor residents have tried really hard to improve it, how will this project affect that corridor? How big is that lot going to be?
	How are you going to alleviate gridlock?
	Why not extend regional rail? AECOM said close to impossible to extend the regional but didn’t say it was impossible, why not push for it? Have residents keep housing.
	The township should come up with a real comprehensive plan to fix Norristown.
	Are there any plans to extend out to Collegeville? Other areas?
	What about the old rail road tracks? (freight tracks)
	Why did you pick King Manor Station? Did you think about using the Schuylkill expressway?
	If we are going to have rail service, it should take us all the way to 30th Street Station. If 69th Street is not bypassed then this will be useless to residents wanting to go to Philadelphia. Otherwise we don’t need it.
	Why aren’t we simply using buses (electric or CNG preferred) for any mass transit needs instead of an expensive and intrusive new rail system.
	Suggestion to please improve the bus stop at the corner of Gulph Road and 1st Avenue for the 139 bus. This is the bus stop for the Valley Forge Casino/Hotel.
	Sell the Norristown-K of P leg as connection to the Norristown-Manayunk regional rail lines plus 90-series suburban buses.
	Is there plans to hook to KOP from the north say Lansdale?
	It's wonderful that this plan will finally connect the heart of King of Prussia, and Montgomery County's economic engine, with Philly and Norristown. However, I'm dismayed that this plan doesn't do much of anything to alleviate commutes for Montgomery County residents, who at this point have no other option than driving to KOP. The current plan is wonderful for Delaware County and Philadelphia commuters. I realize that costs would be very high for a rail link to Jenkintown, Lansdale and other important rail hubs in Montgomery County, but as far as I know, there isn't even a reasonable bus link between KOP and most parts of Montgomery County. Struggling towns like Jenkintown and Lansdale would see significant growth should they become hubs for people commuting to KOP from other parts of Montgomery County and even Bucks County and traffic on our roads would be drastically reduced if there was another option. Is there any possibility that SEPTA might consider expanding the plan to benefit Montgomery County?



## **Appendix C: Frequently Asked Questions**

**King of Prussia Rail Project  
Frequently Asked Questions  
Version: Summer 2016**



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.

**1. 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 for several decades. The regional transportation plan – called the LRTP – 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 included the growing traffic congestion on I-76 and U.S. 202, rapid growth of KOP as a center for employment and shopping, and the increasing need for mobility options.

Several decades ago, a major rail project called the Schuylkill Valley Metro was studied to connect communities in the Schuylkill Valley to Philadelphia. The Schuylkill Valley Metro project included rail service to King of Prussia due to the high number of jobs and, in turn, the high ridership potential projected in King of Prussia. Federal "earmark" funds were approved by Congress, and a Draft EIS was prepared. 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 Long-Range Transportation Plan and programmed for further evaluation and development through the formal NEPA process. 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.

**2. 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 operates 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 on 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.

**3. Are all of these decisions being made behind closed doors? Will the KOP Rail extension definitely be built?**

It's important to note that SEPTA has engaged in a robust public engagement process, and no decisions are being made behind closed doors. The NEPA process requires frequent coordination and consultation with elected officials, stakeholders and the public. This open and transparent process of evaluating alternatives and identifying a Recommended Locally Preferred Alternative began in January 2013, and has included six (6) sets of public meetings along with committee and stakeholder meetings. In addition to these frequent meetings, the website provided constant updates, newsletters were published and surveys were conducted. The website was also used to receive comments and suggestions from the public throughout scoping and all three tiers of the Draft EIS process.

The KOP Rail project is led by SEPTA with the support of local and regional stakeholders. As with any large project, it relies on the support of the public and regional leaders, and can only continue with that support.

**4. How will this project benefit the residents of King of Prussia?**

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 tax structure; increased access and mobility options for residents; 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 pedestrian and bicycling enhancements within and surrounding station sites; and a reduction in congestion and overall travel time.

**5. 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 considered only Regional Rail service. However, 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. Although no corresponding study was done for the NHSL, the improved access and mobility resulting from the proposed rail extension is expected to correlate to a similar premium for residential properties in the King of Prussia area.



**6. 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 alignment of the Recommended Locally Preferred Alternative traverses 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.

**7. Will there be a significant increase in crime and litter?**

Research shows that crime rates in and around stations is correlated to the existing crime rates in the adjacent community. SEPTA Transit Police are currently working on compiling crime analysis and statistics for all stations along the Norristown High Speed Line, and expect to release that data later this summer. Additionally, all SEPTA stations and Norristown High Speed Line vehicles are equipped with numerous cameras, which have proven to be a deterrent to crimes committed onboard the vehicle, as well as when the SEPTA system is used as a means of travel before or after committing a crime.

New stations built for the King of Prussia Rail project will be designed to incorporate safety into their designs, including multiple cameras, higher levels of lighting, as well as ensuring good sight lines throughout the station area. In addition, SEPTA Transit Police will periodically patrol stations and will be actively involved in ensuring that our station areas are safe.

**8. 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 KOP 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.

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

Visual impacts will be 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 will be assessed and reported in the Draft EIS, along with possible strategies identified to reduce and mitigate impacts.

**10. 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, compared to railroad 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. As the Final EIS and engineering design progresses, further noise studies will determine the specific mitigation methods needed.

**11. Will the new stations have parking for the transit riders? What about additional parking at current stations along the NHSL?**

The King of Prussia 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.

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

**12. 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.

**13. 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 nearly four-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 lay out a variety of options to be considered by project decision makers and regional leaders as the project continues to progress.

SEPTA anticipates seeking approximately fifty percent of its funding from the Federal Transit Administration's New Starts Program which can fund extensions to fixed guideways such as the Norristown High Speed Line.

**14. 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 Locally Preferred Alternative (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.

**15. 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 \$3.75, or requires a TrailPass 2. The existing Norristown High Speed Line has a cash fare of \$2.75 or requires at TrailPass 1. For more information, please see SEPTA's Fare Brochure which can be found at [www.septa.org](http://www.septa.org).