

A KOP RAIL UPDATE:

SEPTA Releasing Refined Route
December 1, 2020



Agenda

- 1 Overview of Norristown High Speed Line (NHSL)
- 2 Why KOP Rail is Critical
- 3 Project Timeline
- 4 Refined Route & Rationale
- 5 Description of KOP Rail and Five Proposed Stations
- 6 3D Video
- 7 Questions & Answers

How to Ask Questions During Webinar

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Erika Morgan Me Matt Melusky Host Christina Arlt BOARDROOM 11 C

Viewing BOARDROOM's scre...

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December 1, 2020

King of Prussia RAIL
Connecting Community with Opportunity

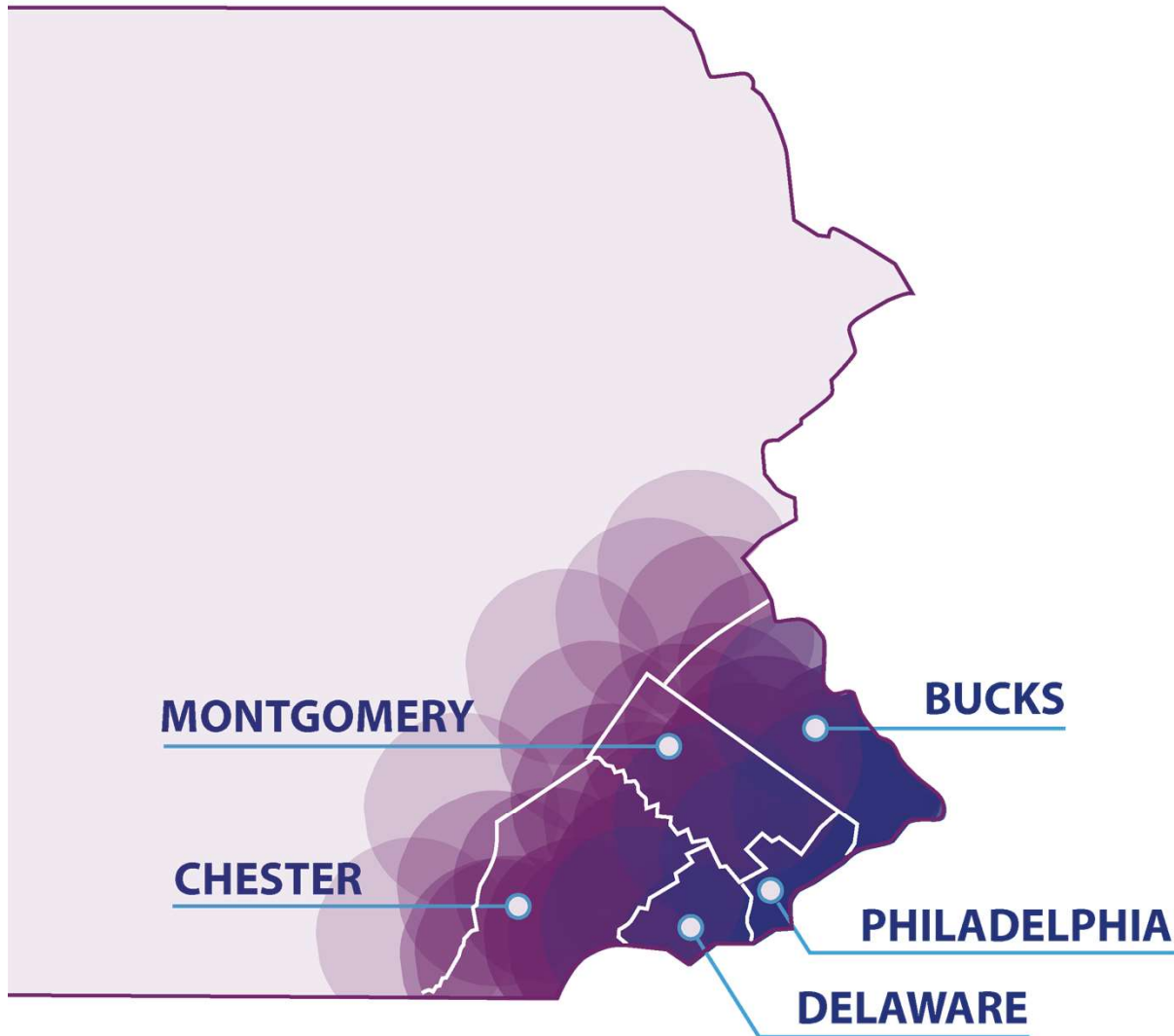
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Type questions here

Chat Icon

3

Southeastern PA Drives Pennsylvania's Economy

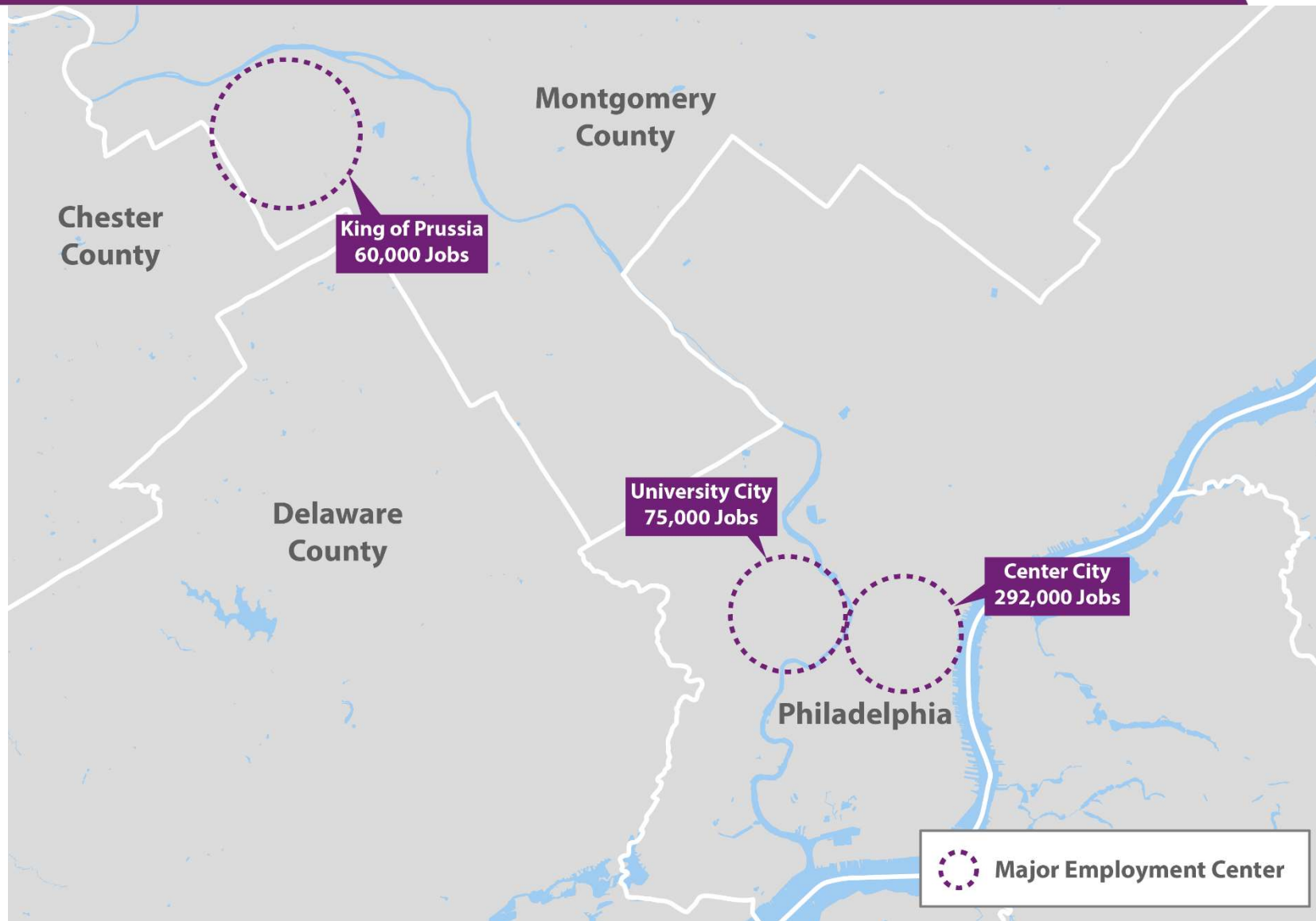


Together,

- *Bucks*
- *Chester*
- *Delaware*
- *Montgomery*
- *Philadelphia*

Generate **42%** of the state's economic activity with **32%** of its population on **5%** of its land.

Jobs

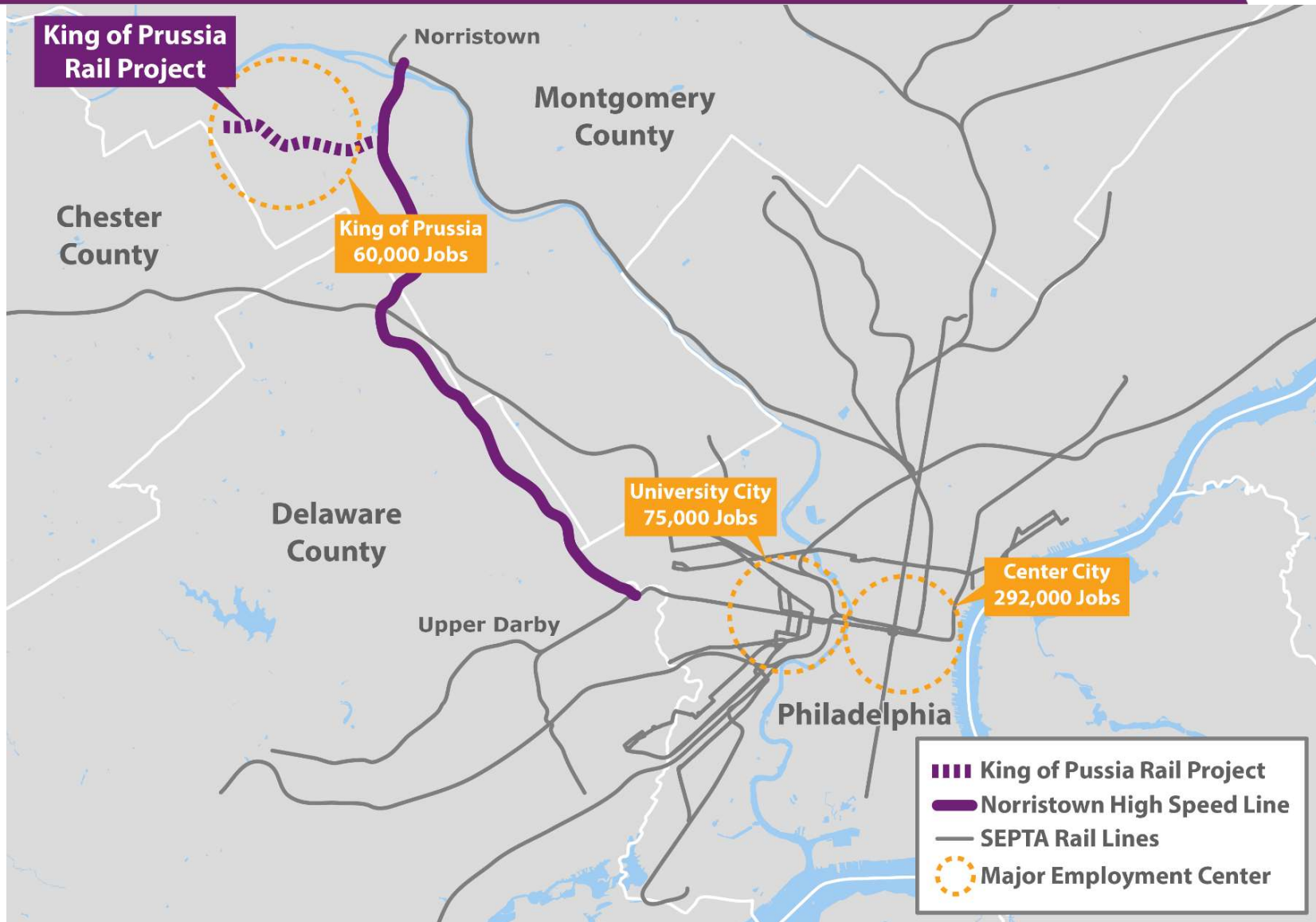


Norristown High Speed Line

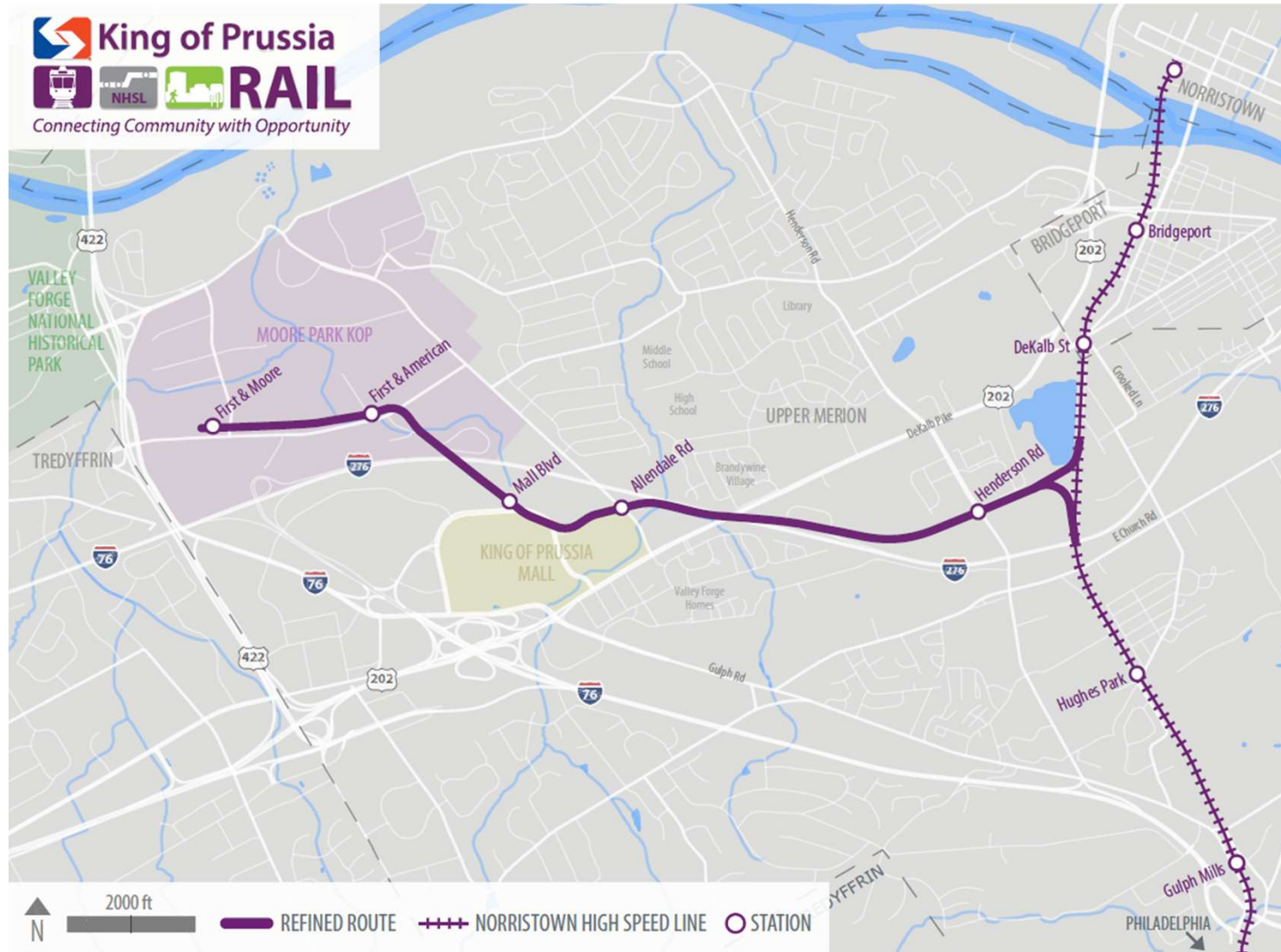
95%
on-time
percentage



KOP Rail Extension



Five Stations



KOP Rail: Connecting Community with Opportunity



KOP Rail promotes and strengthens **regional growth**



KOP Rail is a **convenient** and **reliable** way to **connect** people



KOP Rail is a **smart investment**



KOP Rail is **essential** to evolving needs



Reduction in Commute Time



- Driving between King of Prussia and Center City Philadelphia on I-76 regularly takes 70 minutes
- King of Prussia Rail will take 45 minutes
- Giving a typical commuter 25 minutes back each way, or 50 minutes per day

KOP Rail Provides Equity to Riders



KOP Rail Provides Economic Benefits to Southeastern Pennsylvania



5,400-6,300 local, family-sustaining
construction-related jobs



Stimulate 5.3 million square feet of **new development**



Increase of \$2.5 billion in **property values**
across the region



Project Cost:

\$2 Billion

Similar to other new rail projects around the country for cost per mile

- Funding will come from:
 - Various government sources
 - Public-private partnerships
 - Innovative finance options
- KOP Rail will seek federal funding separate from other projects and not re-direct federal money from other southeastern Pennsylvania transportation needs or potential projects.

Project Timeline



Alternatives Analysis



Draft Environmental Impact Statement (DEIS)



15% Engineering

IN PROGRESS



Final Environmental Impact Statement (FEIS)



20-Year Financial Plan



30% Engineering



Federal Transit Administration Entry into Engineering

Public Involvement & Backyard Visits



Since 2012, SEPTA has held over 100 public meetings and workshops, contributing to the design of the refined route.



Greg May, PE, LEED AP, HNTB



Greg May, PE, LEED AP
Vice President,
Pennsylvania Leader, HNTB

HNTB



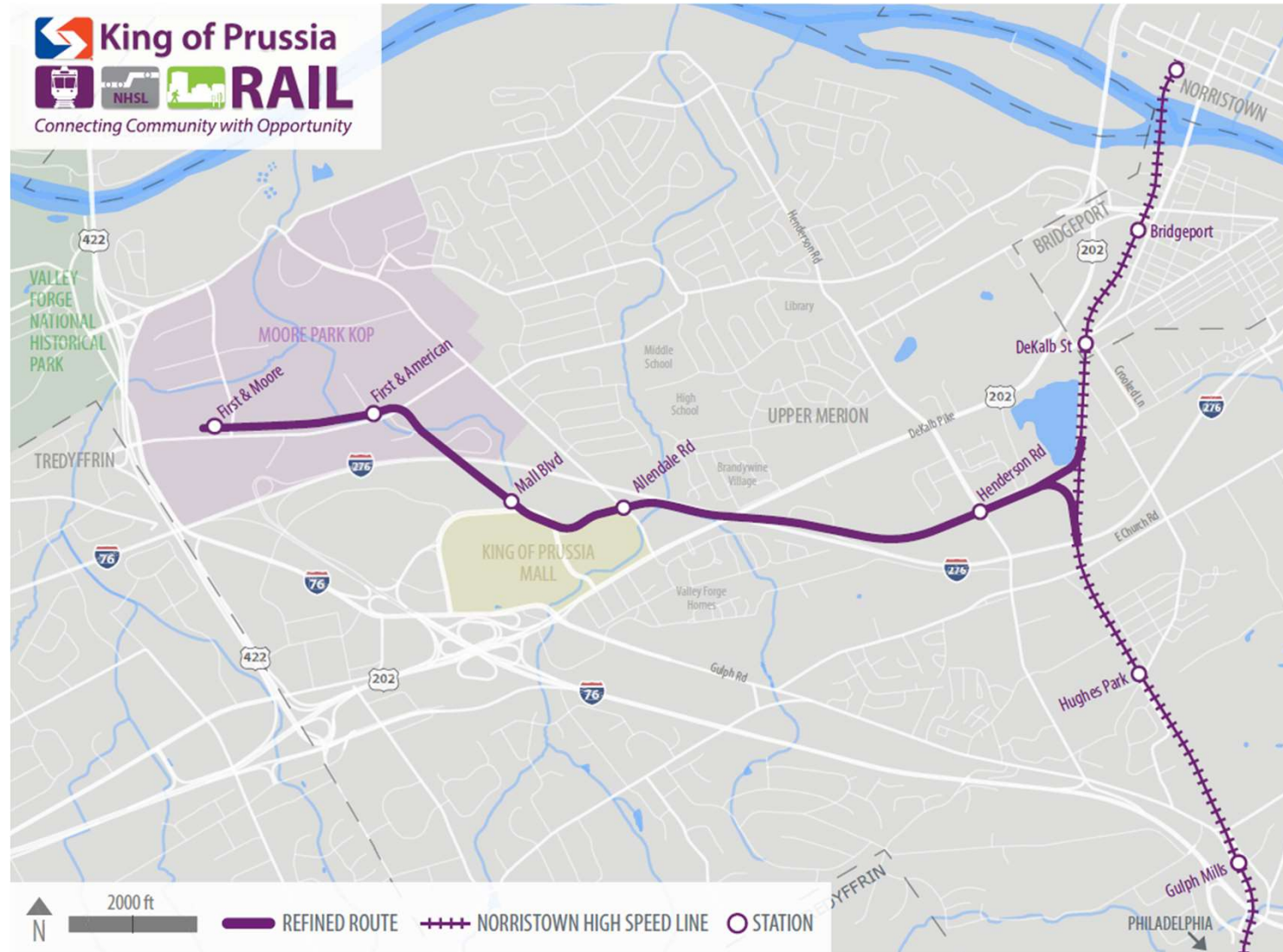
King of Prussia



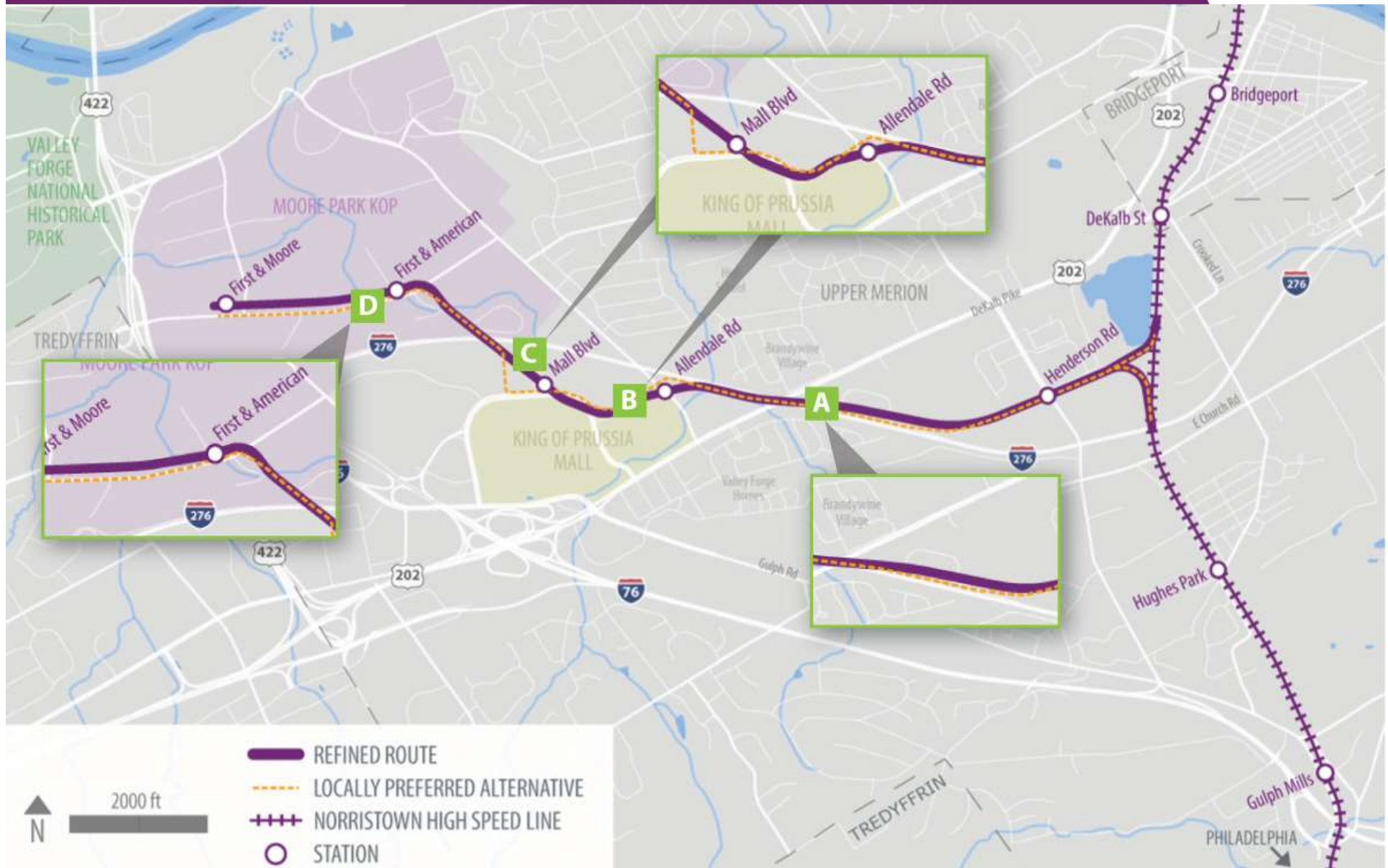
RAIL

Connecting Community with Opportunity

Refined Route and Five Stations



Rationale for Refined Route Refinements



Henderson Road Station



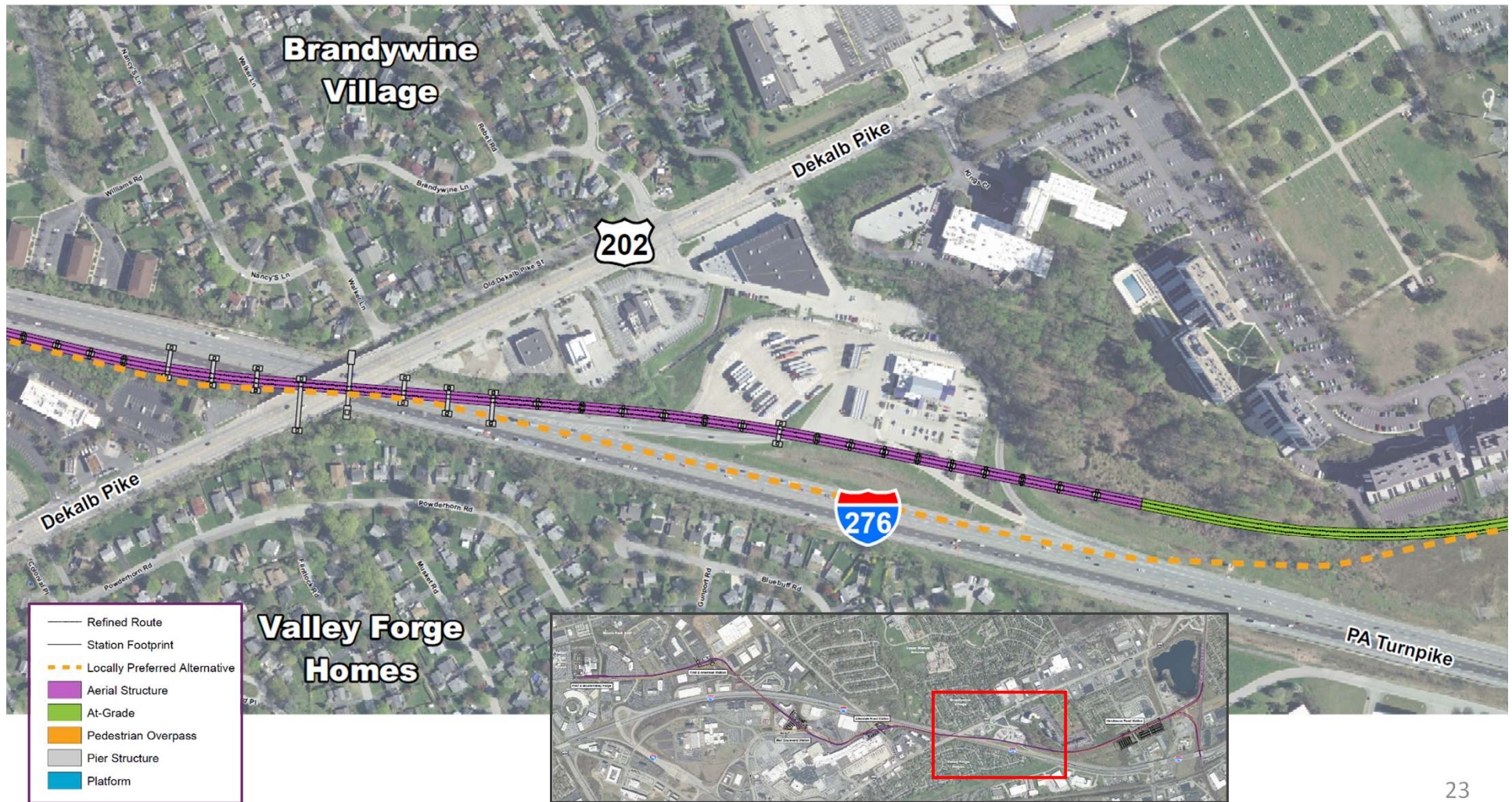
Henderson Road Station



Henderson Road Station



Near Pennsylvania Turnpike King of Prussia Service Plaza



202 and Pennsylvania Turnpike

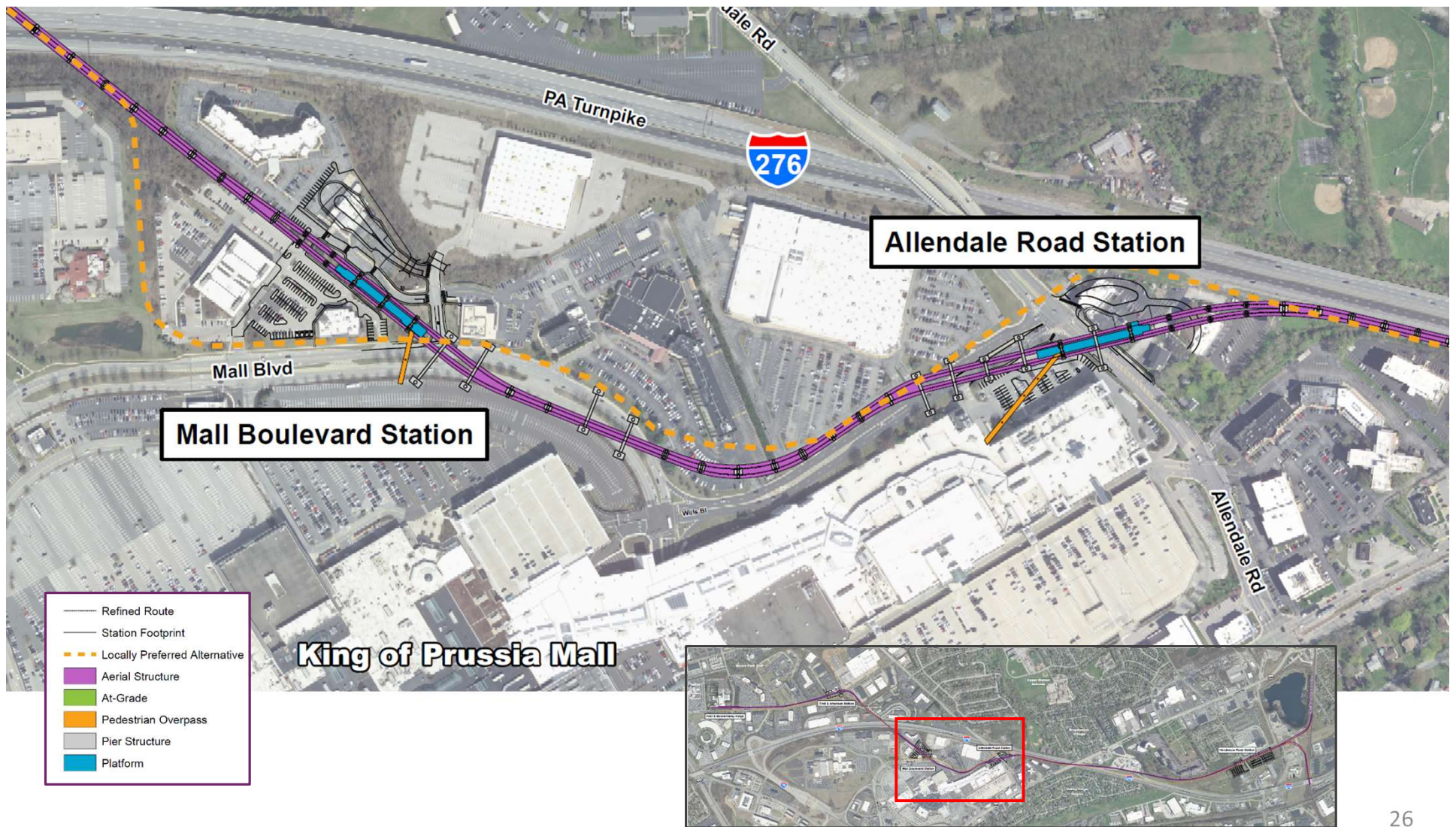


Looking Northbound on 202



25

Allendale Road Station



Allendale Road Station



27

Allendale Road Station

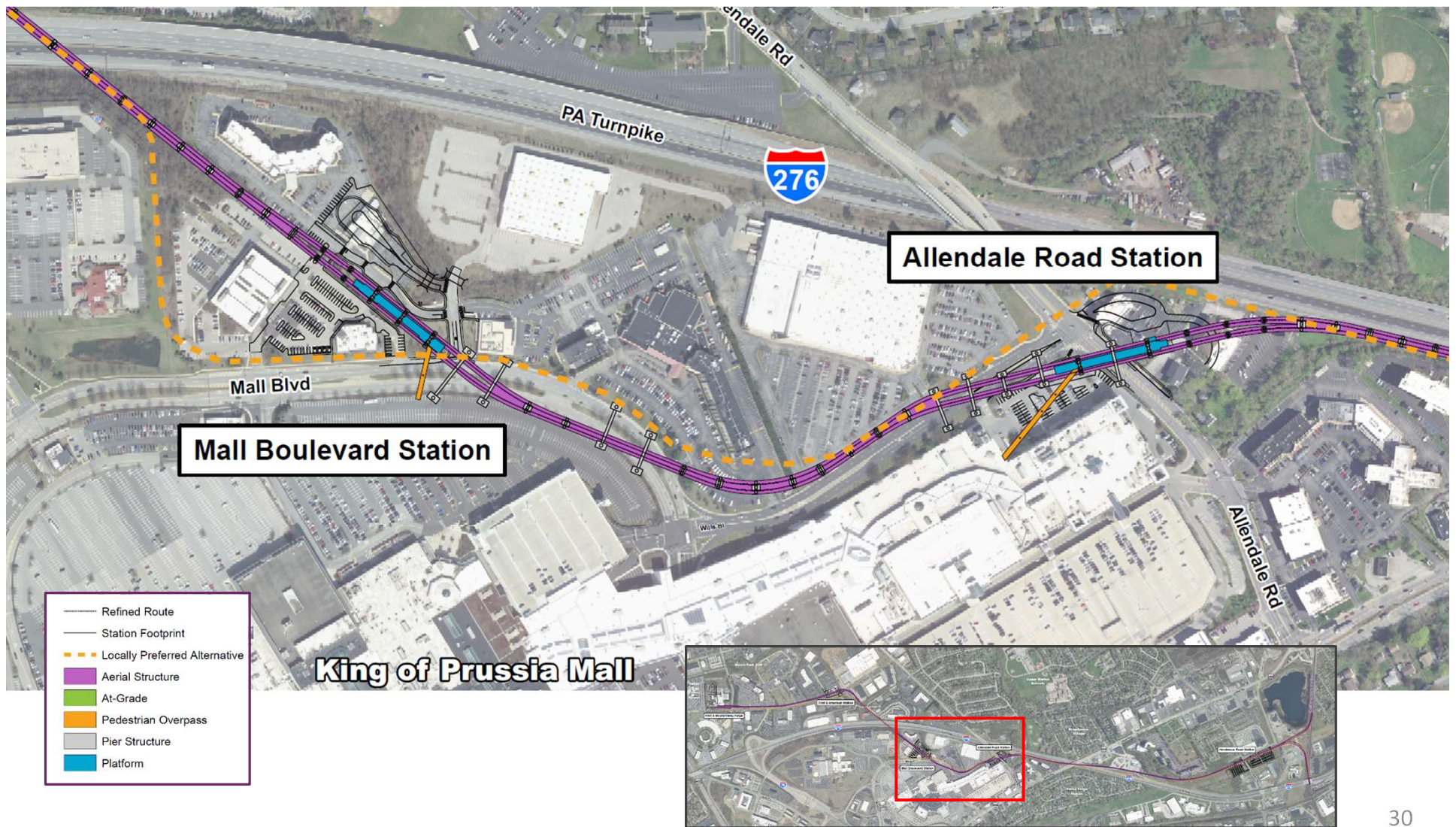


28

Allendale Road Station



Mall Boulevard Station



Mall Boulevard Station



Mall Boulevard Station



First & American Station



33

First & American Station



34

First & American Station



35

First & American Station

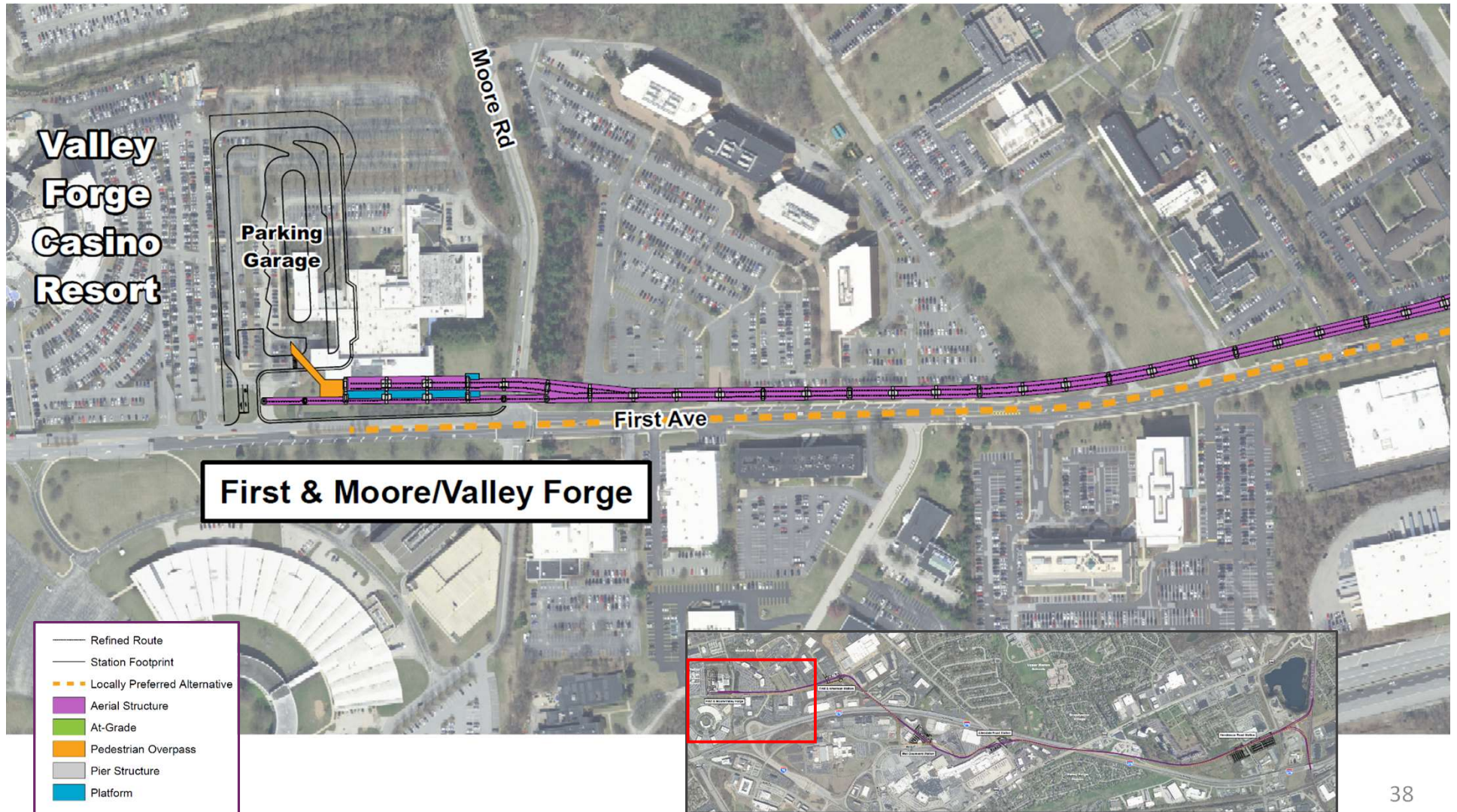


First Avenue Linear Park



37

First & Moore / Valley Forge



First & Moore / Valley Forge



First & Moore / Valley Forge



First & Moore / Valley Forge



First & Moore / Valley Forge



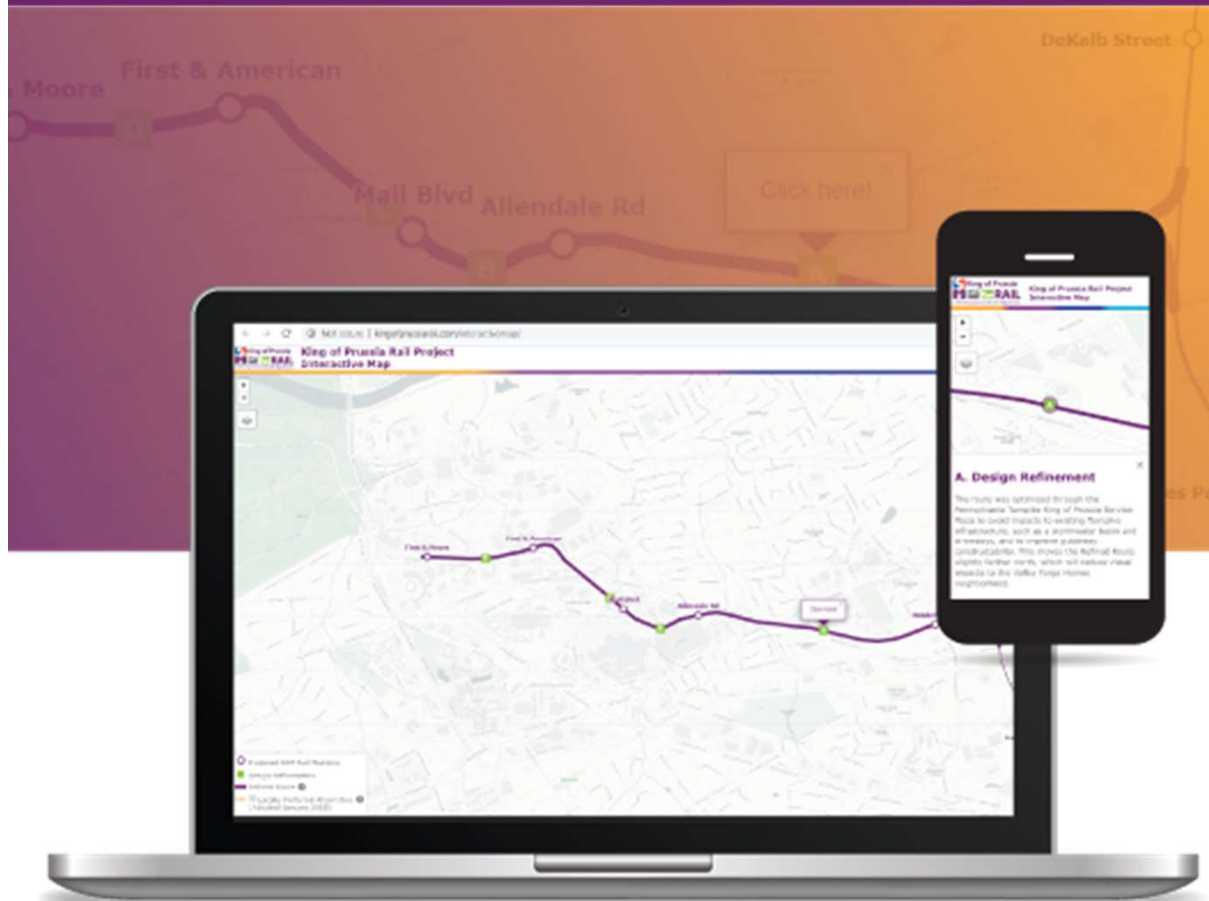
Next Steps



Submit Final
Environmental Impact
Statement (FEIS) to
the Federal Transit
Administration (FTA)



Progress Design



www.kingofprussiarail.com/interactivemap

View the
KOP Rail
Interactive
Map

Stay Informed

WHERE TO FIND MORE INFORMATION



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